



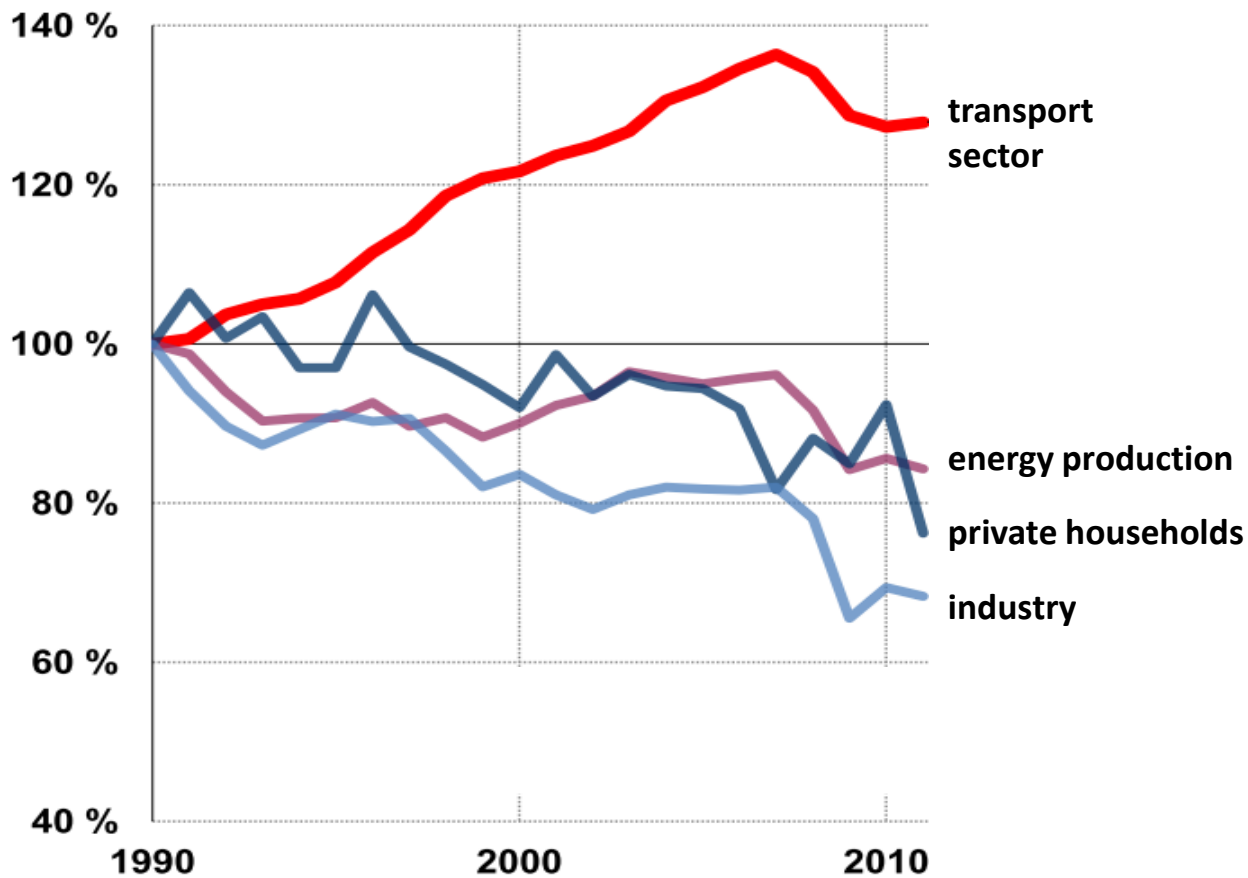
mobil.TUM 2016 | 7th June 2016 | Munich, Germany

Free-Floating Carsharing: City-Specific Growth Rates and Success Factors

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**Emission by sector (EU-27)
Development from 1990
to 2011 in %, 1990=100**

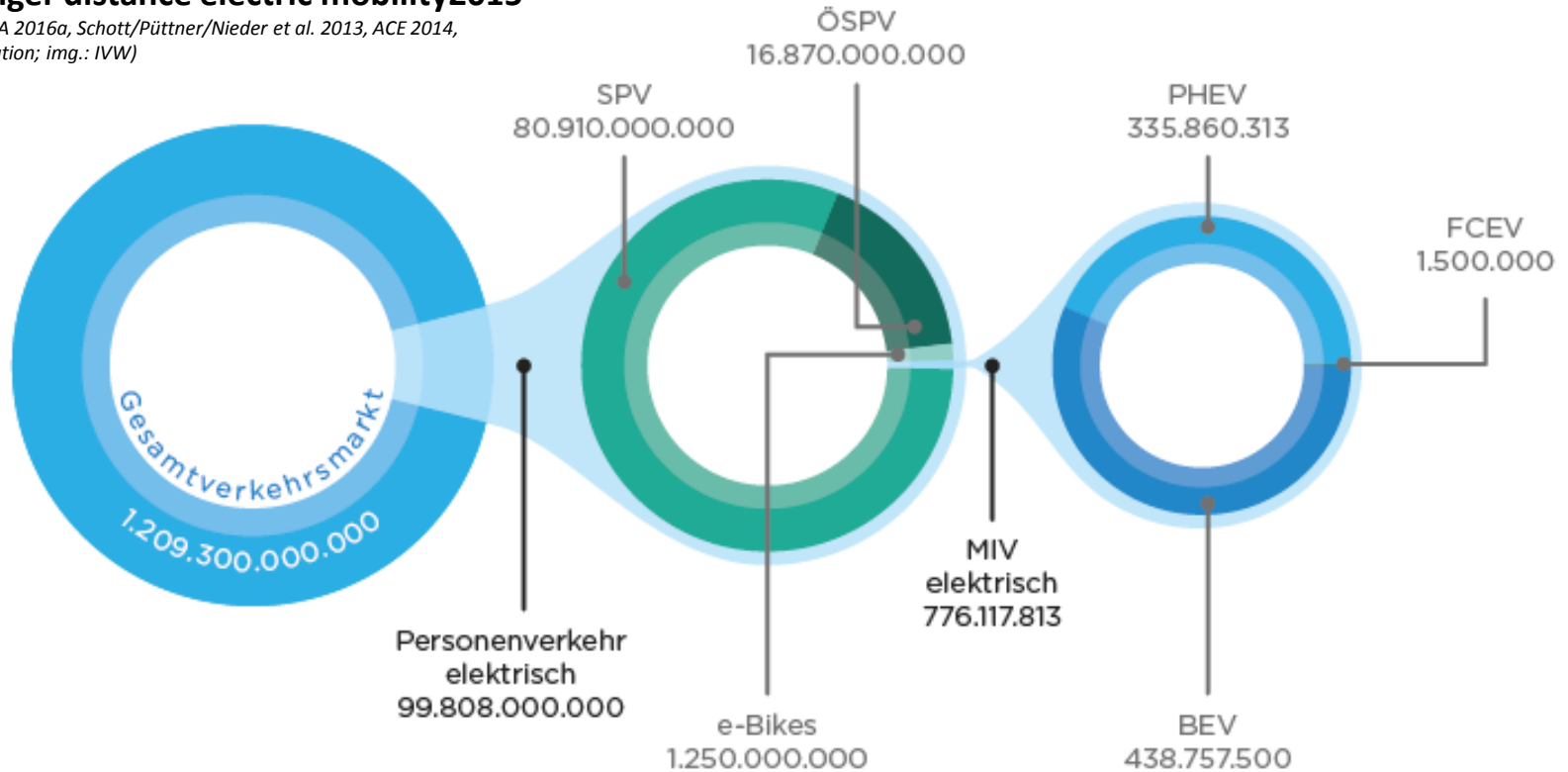
(Source: Allianz Pro Schiene)



3 Measuring the world of mobility

passenger distance electric mobility2015

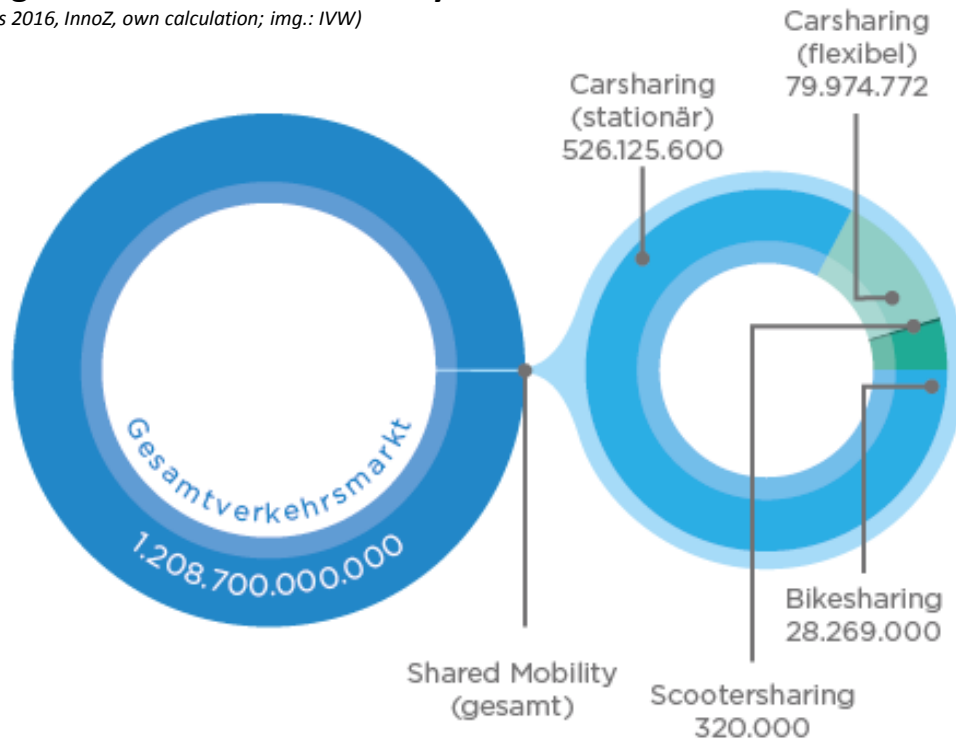
(Source: KBA 2016a, Schott/Püttner/Nieder et al. 2013, ACE 2014, own calculation; img.: IVW)

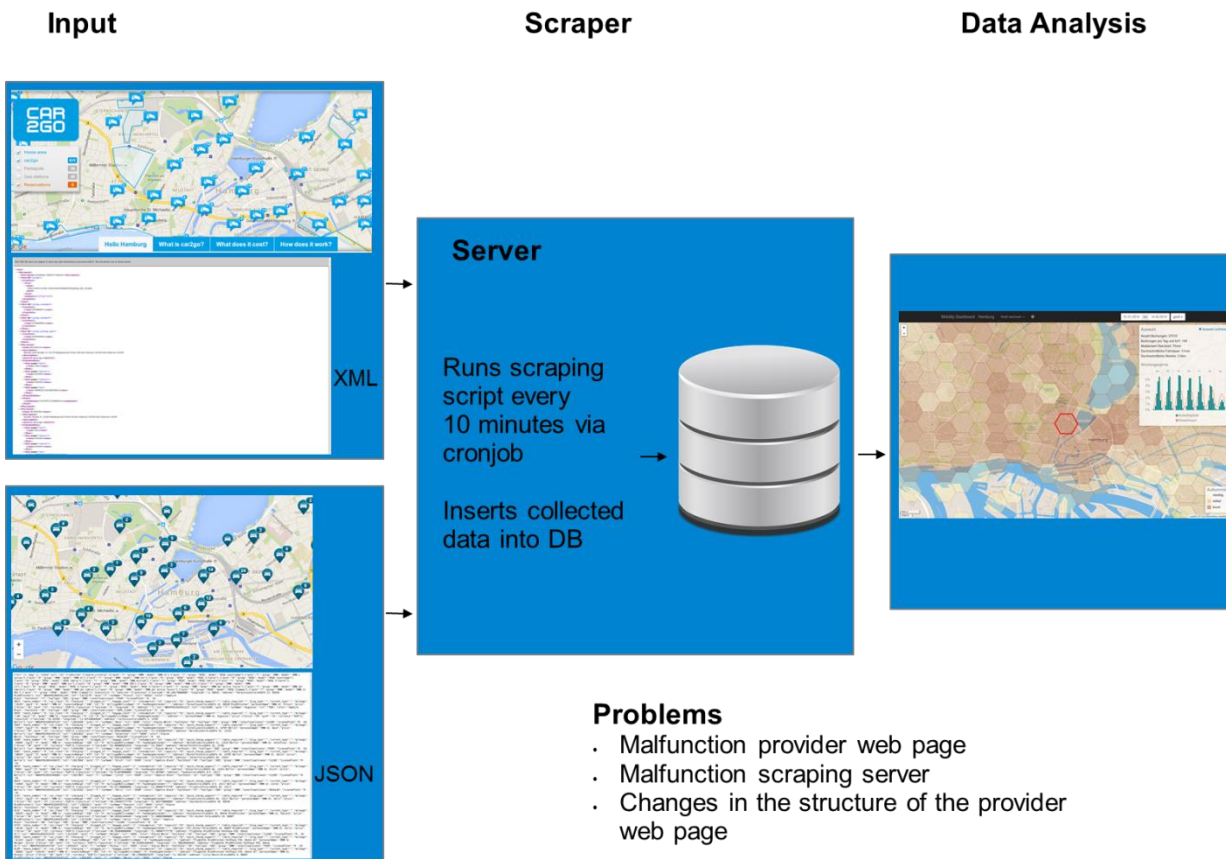


4 Measuring the world of mobility

passenger distance shared mobility 2015

(Source: bcs 2016, InnoZ, own calculation; img.: IVW)

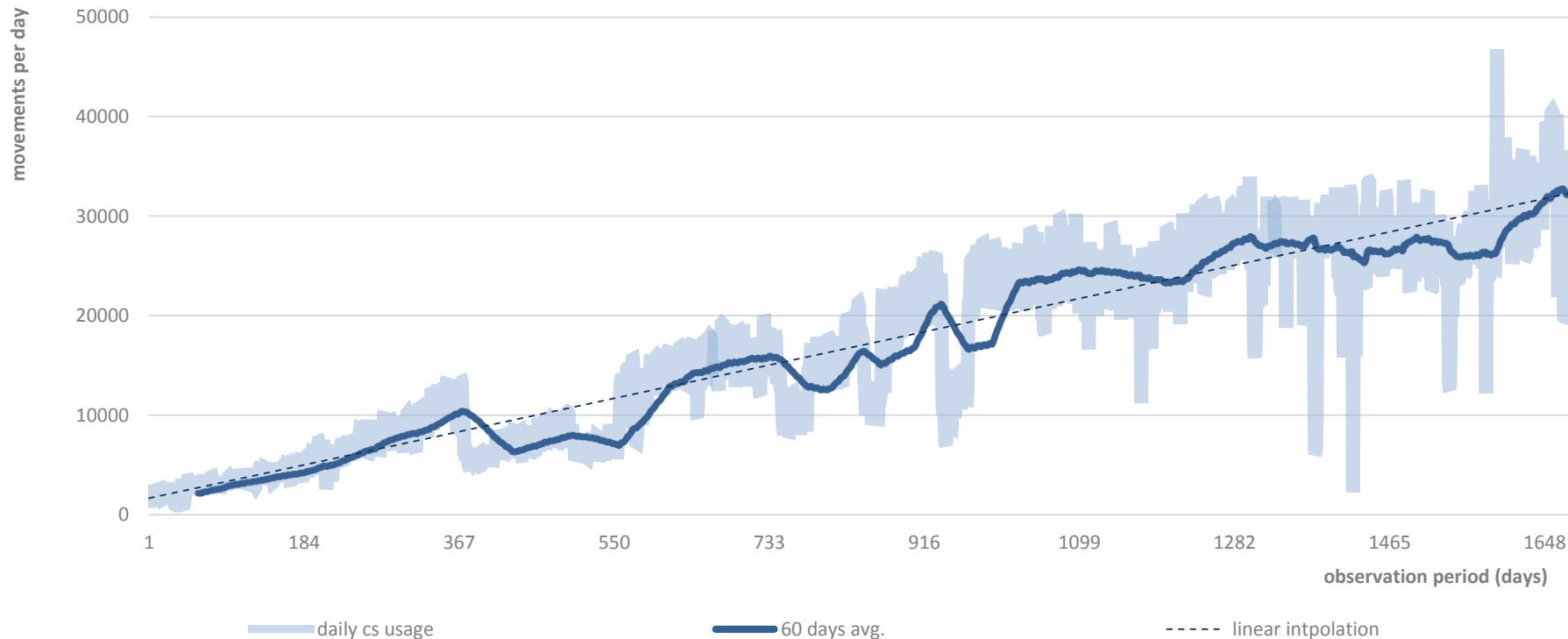




Current status of digitally based mobility services can be observed

free-floating carsharing movements

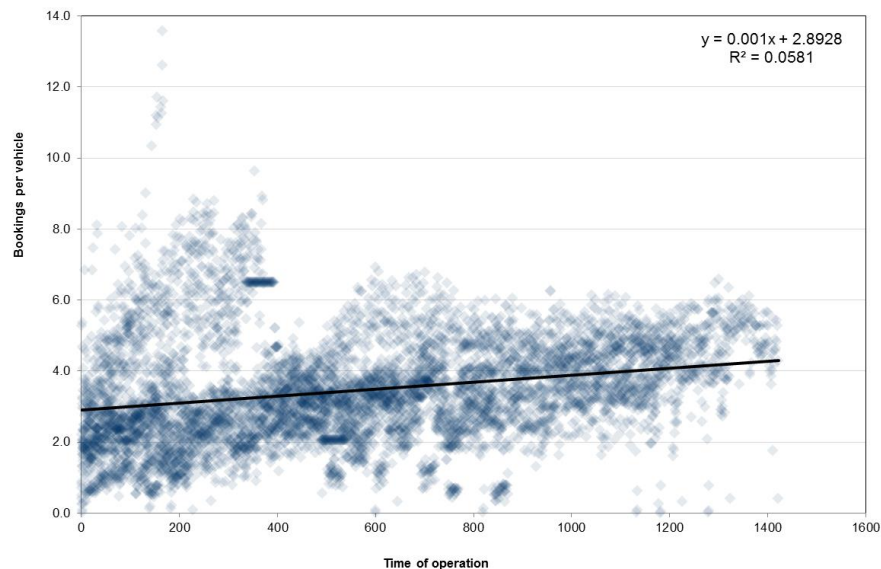
Germany, May 2011 – Dec. 2015



overview over cities with free-floating carsharing services

Germany, Jan./Feb. 2016

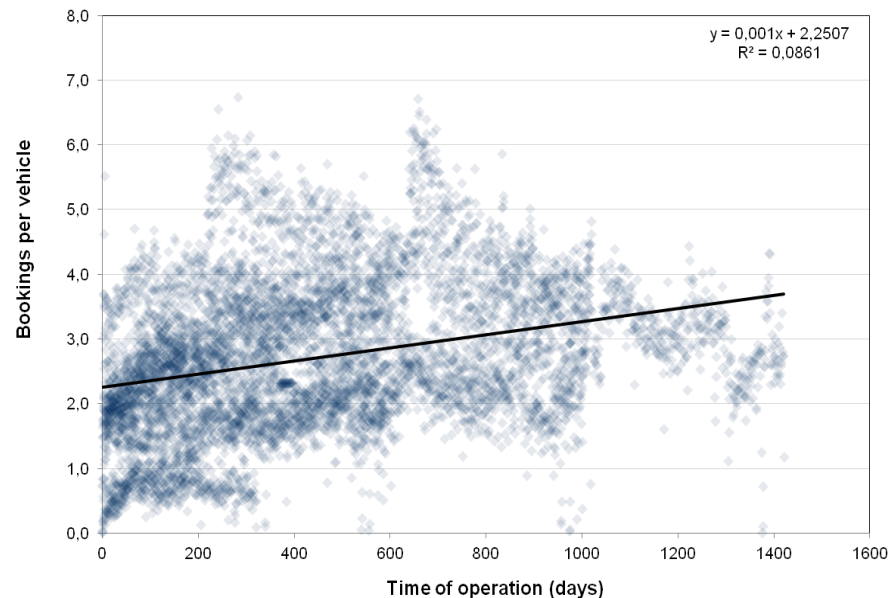
city	movements	providers	vehicles	walking share	bike share	PT-share	car share	modal split source
Amsterdam	61051	1	340	4%	40%	29%	27%	SocialData.de
Austin	44665	1	350	-	-	-	-	-
Basel	4341	1	120	29%	20%	28%	23%	SocialData.de
Berlin	420069	3	2320	31%	13%	27%	30%	SRV
Calgary	119135	1	630	5%	1%	16%	78%	EPOMM.eu/TEMS/
Columbus	18638	1	200	-	-	-	-	-
Denver	36181	1	350	-	-	-	-	-
Düsseldorf	96169	2	1080	29%	12%	19%	41%	SRV
Firenze	117395	3	610	8%	4%	21%	69%	SocialData.de
Frankfurt	22172	1	260	11%	15%	30%	44%	SocialData.de
Göttingen	-	1	30	-	-	-	-	-
Hamburg	219467	2	1380	28%	12%	18%	42%	SocialData.de
Hannover	-	1	30	-	-	-	-	-
Heidelberg	-	1	20	-	-	-	-	-
Köln	122522	2	510	7%	15%	28%	50%	SocialData.de
Kopenhagen	22132	2	1120	10%	30%	36%	26%	SocialData.de
London	7818	1	330	21%	2%	44%	34%	SocialData.de
Madrid	87444	1	350	29%	0%	42%	29%	EPOMM.eu/TEMS/
Mannheim	-	1	12	-	-	-	-	-
Milano	367067	3	1690	-	-	-	-	-
Minneapolis	41118	1	530	-	-	-	-	-
Montreal	58930	2	720	6%	0%	21%	71%	EPOMM.eu/TEMS/
Moskau	-	1	-	-	-	-	-	-
München	103233	2	1080	28%	17%	21%	37%	SocialData.de
New York	33391	1	510	10%	1%	55%	29%	SocialData.de
Osnabrück	3417	1	30	24%	20%	8%	48%	SRV
Portland	66110	1	490	6%	6%	12%	70%	SocialData.de
Quebec	-	1	30	-	-	-	-	-
Roma	224145	3	1100	7%	0%	24%	68%	SocialData.de
San Diego	27396	1	400	3%	1%	4%	85%	SocialData.de
Seattle	89896	1	730	8%	3%	20%	63%	SocialData.de
Stockholm	24795	2	490	17%	1%	35%	47%	EPOMM.eu/TEMS/
Stuttgart	62111	1	500	27%	5%	24%	44%	EPOMM.eu/TEMS/
Torino	138487	2	820	7%	1%	28%	64%	EPOMM.eu/TEMS/
Toronto	34834	1	450	7%	2%	34%	56%	SocialData.de
Vancouver	216652	2	1510	17%	2%	9%	72%	SocialData.de
Washington DC	47782	1	740	11%	2%	37%	43%	SocialData.de
Wien	169998	2	1130	27%	7%	39%	27%	EPOMM.eu/TEMS/



time of operation (days) vs. bookings per day and vehicle

left: all German free-floating carsharing cities (except Ulm)

right: all US free-floating carsharing cities (except San Diego and San Francisco)



Factors influencing daily movements per vehicle:

- duration of service has the strongest influence
- average number of persons per household has a negative influence



- Measuring the ‘Verkehrswende’ seems possible
- Carsharing is becoming a more important part of cities’ transportation networks
- Influential factors have so far only been identified on a city scale and weak in significance
- Further studies on a more detailed spatial scale for more than one city seem necessary

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