

The Impact of Carsharing on Car Ownership in German Cities

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Carsharing is an important instrument for sustainable urban mobility.

The study examines the impact of both carsharing-systems: station-based and free-floating carsharing.

Carsharing is currently used by particular groups of population.

Compared to the average, both user groups own a car to a smaller extent.

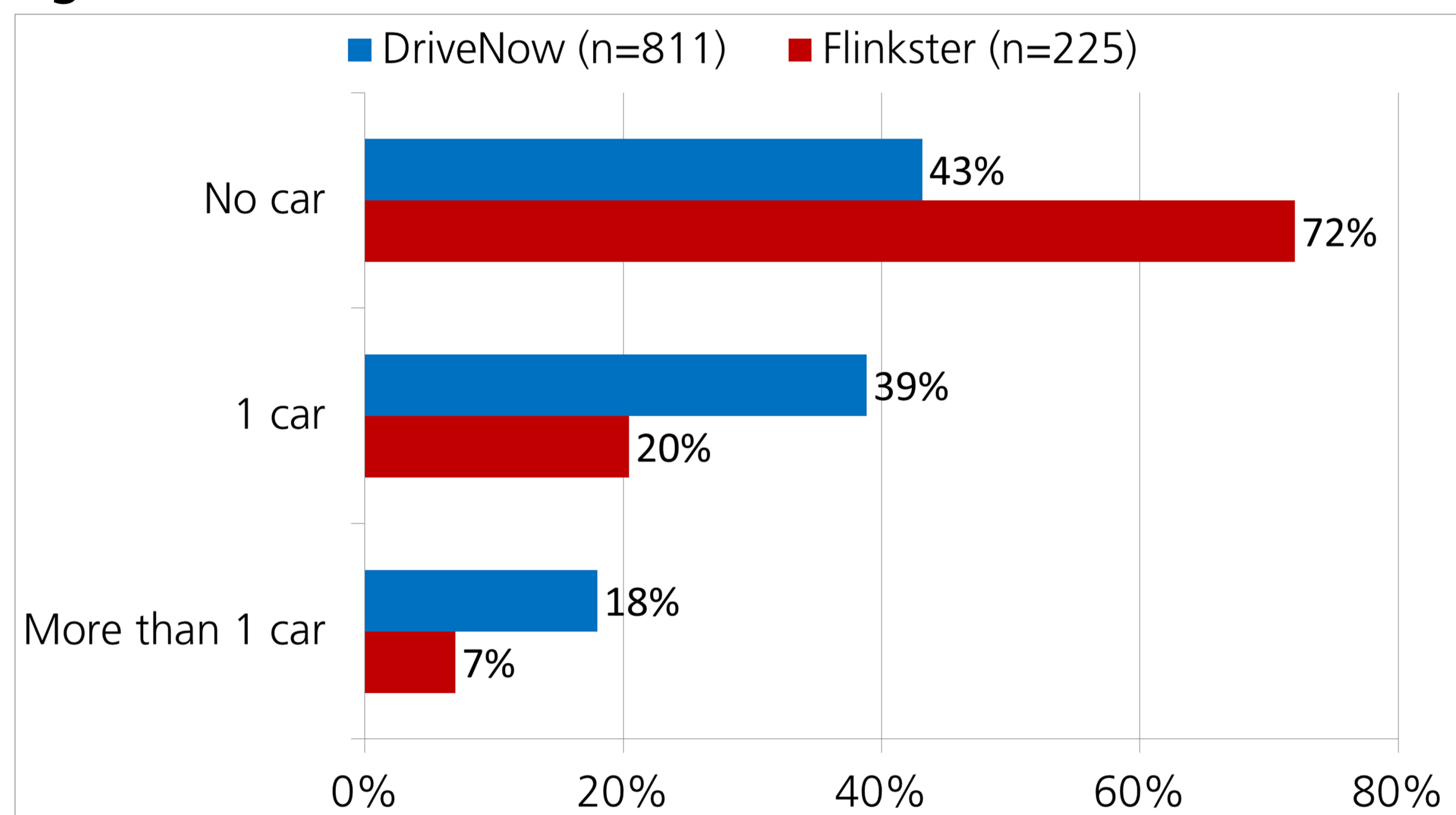
The combination of both carsharing systems has the biggest impact on car ownership.

- Currently, both carsharing-systems are expanding rapidly.
- Whereas the environmental effects of station-based carsharing have been intensively studied, there are hardly any empirical findings on the effect of free-floating carsharing.
- The present study is based on the research project "WiMobil" (9/2012-10/2015) funded by the Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety.
- Using the example of DriveNow (free-floating) and Flinkster (station-based) in Berlin and Munich, the study examines to what extent carsharing leads to a reduction of car ownership. The analyses are based on online surveys (n=819/227).

Tab. 1. Description of the sample.

| | DriveNow | Flinkster |
|---|----------|-----------|
| Average age (n=720/211) | 36 years | 45 years |
| Men (n=776/222) | 74% | 80% |
| University degree (n=760/214) | 71% | 78% |
| Full-time employment (n=632/221) | 71% | 77% |
| Students (n=632/221) | 13% | 5% |

Fig. 1. Number of cars in the household.



Tab. 2. Impact of carsharing on car ownership.

| | DriveNow | Flinkster |
|--|----------|-----------|
| Car shed due to carsharing (n=722/216) | 7% | 15% |
| Planned car shedding due to carsharing (n=439/60) | 7% | 8% |

The analysis of DriveNow-customers shows: The likelihood of shedding a car increases

- with increasing number of memberships at the station-based carsharing and
- if carsharing is frequently used.

