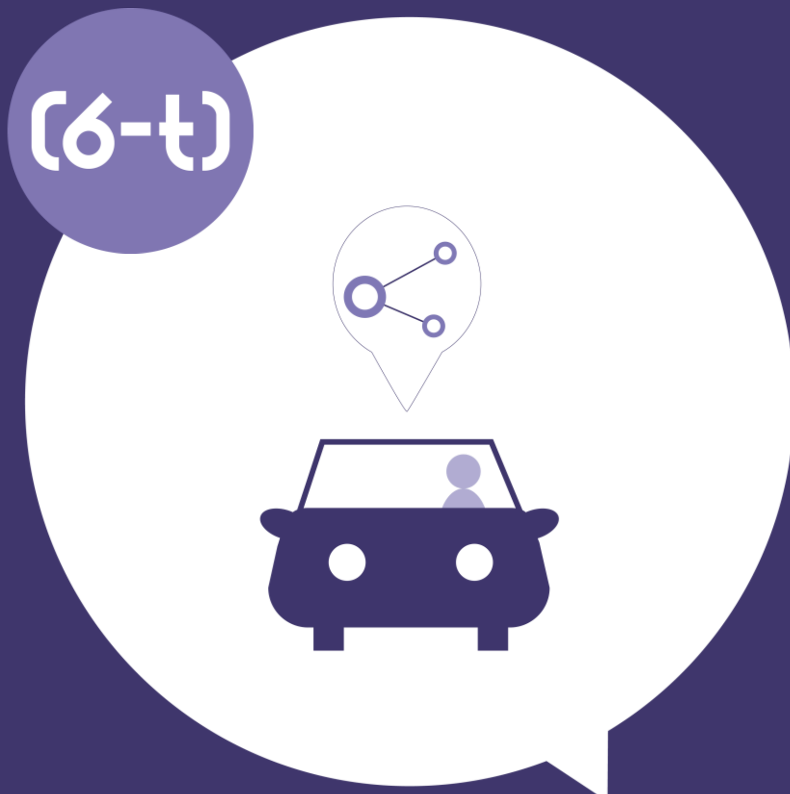

Sharing Experiences of Car Sharing in Cities: Paris

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CAR SHARING CAMPOUT

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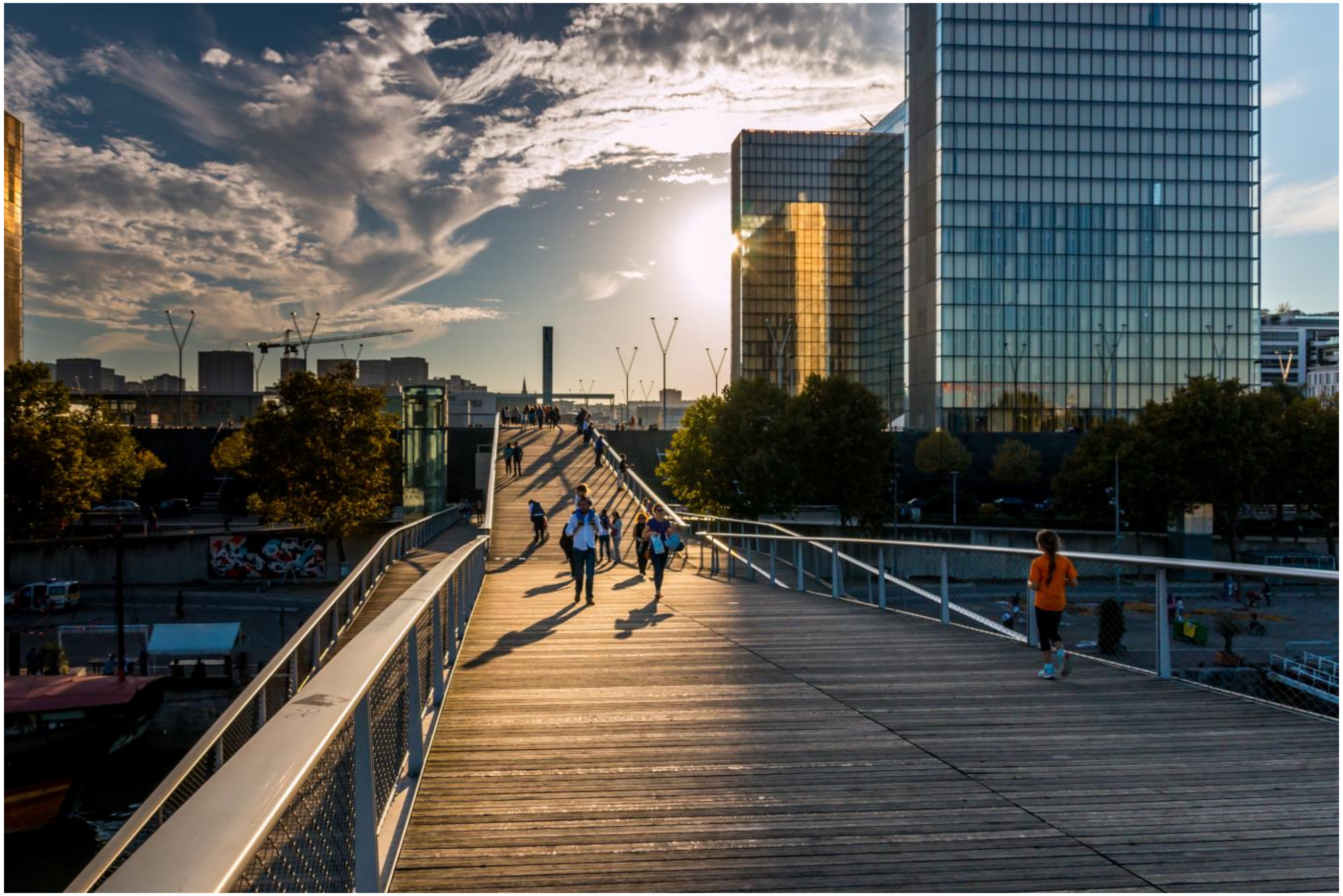
A global metropolis



- More than **2 million inhabitants** within the city
- More than **12.5 million** inhabitants in the urban area
- 1.8 million jobs in Paris
- One of the most **touristic** cities in the world

A wide range of modes of transportation

- **Metro** : parisian rapid transit system, first line inaugurated in 1 900, 16 lines, 302 stations, more than 200 km of tracks, one of the busiest metro systems in Europe
- **Bus** : more than 1.200 stops, more than 350 lines
- **Tramway** : a mode of transportation rehabilitated since the 1990s around Paris and in the suburbs
- **RER** : suburban rapid transit, several connections with metro lines
- **Transilien** : regional express transport
- **Public shared bikes** : Velib’ (2007)
- **Private dockless shared bikes** : Mobike, Jump (Uber), Oribiky (since 2017)
- **Private electric moped services :** Cityscoot and Coup
- **Private e-scooter services** : up to 12 different services in June 2019, Paris announced the selection of 3 companies
- **Taxis and ride-hailing apps**: Uber since 2012, several competitors since

Mobility practices in Paris

+ **8 million trips** made **each day** in Paris
+ In Paris, more than **50 %** of households don't own a car

Modal share inside the city (2016)

+ Walk: 61 %
+ PT: 27 %
+ Car: 7 %

The rise and fall of Autolib’

- A **one-way** car sharing service launched in Paris in **December 2011**, after the city’s bikeshare system Velib’ in 2007
- A fleet of **electric vehicles** : Bluecars
- A public service operated by the Bolloré group
- Rapidly became **the world’s biggest electric carsharing system**
- In 2017 : 3.900 cars and 1.100 stations in Paris and neighbouring cities

autolib’

The key issue of profitability

- In 2013, Bolloré explains that the service needs 50.000 suscribers to achieve economic balance -> in 2015, it reached 82.000 suscribers but not balance
- Revenue depends on trips more than suscriptions -> a decline in revenue in 2017
- Autolib’ **closed in July 2018**, the service being in **deficit**

End of Autolib' : what's next ?

- End of Autolib' in July 2018
- The city launched a new carsharing program called **Mobilib'** : more than 1.200 parking spaces dedicated to shared cars

4 round trip services

- Ada
- Communauto
- Drivy
- Ubeeqo

3 one-way dockless electric services

- Car2go
- Moov'in
- Free2Move

Governance and key actors

+ **City authorities**: regulation, public tenders, subsidies
+ **Public transport operators** (e.g. RATP)
+ **Private societies** (carsharing companies)
+ **Associations**: bicycle (e.g. FUB, Paris en Selle, etc.)

Role of the municipality in the development of carsharing ?

+ Major issue of **parking spaces**
+ For electric carsharing, issue of **charging network**
+ An alternative to private cars but a shared car remains a car

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