

# Conditions for the sustainability of sharing mobility



Valentino Piana  
University of Applied Sciences and Arts  
Western Switzerland Valais  
valentino.piana@hevs.ch

Shared mobility – Die Zukunft der städtischen Mobilität  
Zurich, 4<sup>th</sup> April, 2019

# Contents

- A. The multidimensional spectrum of sharing systems
- B. The conditions for sustainability of sharing
- C. Why sharing is a key component of sustainable mobility
- D. When sharing fails
- E. Four conditions in which sharing adds to public transport usage

# A. The multidimensional spectrum of sharing systems

1. What is shared? A vehicle, a parking space, a charging point



3.1. The vehicle or the ride? 3.2. If a ride, with or without a (paid/non paid) driver?

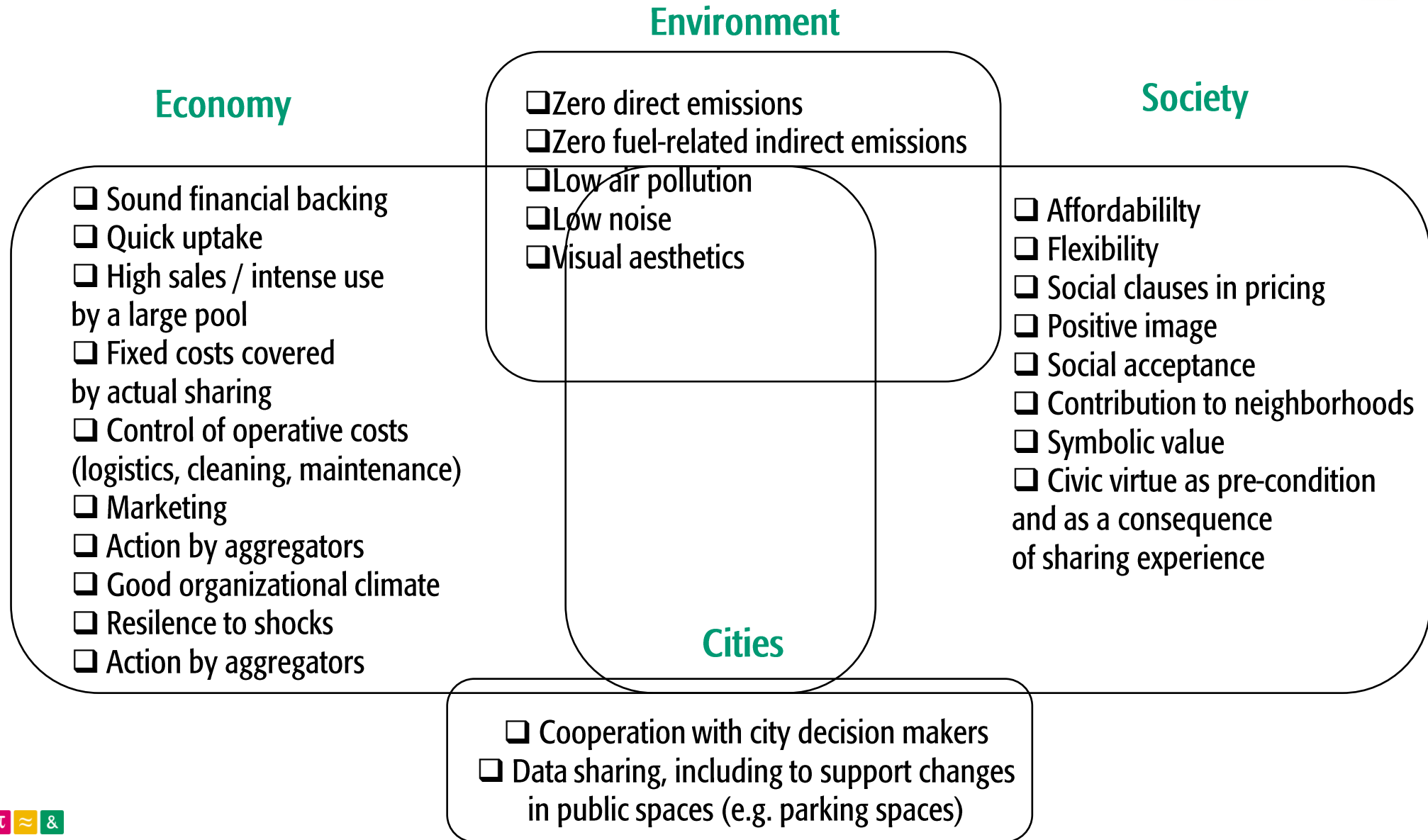
4. Who owns the vehicle? Private household, a company (mono-model/multi-model)

5. For how long? Minutes, hours, days, months

6. When sharing occurs? Before, after or in alternation to exclusive use

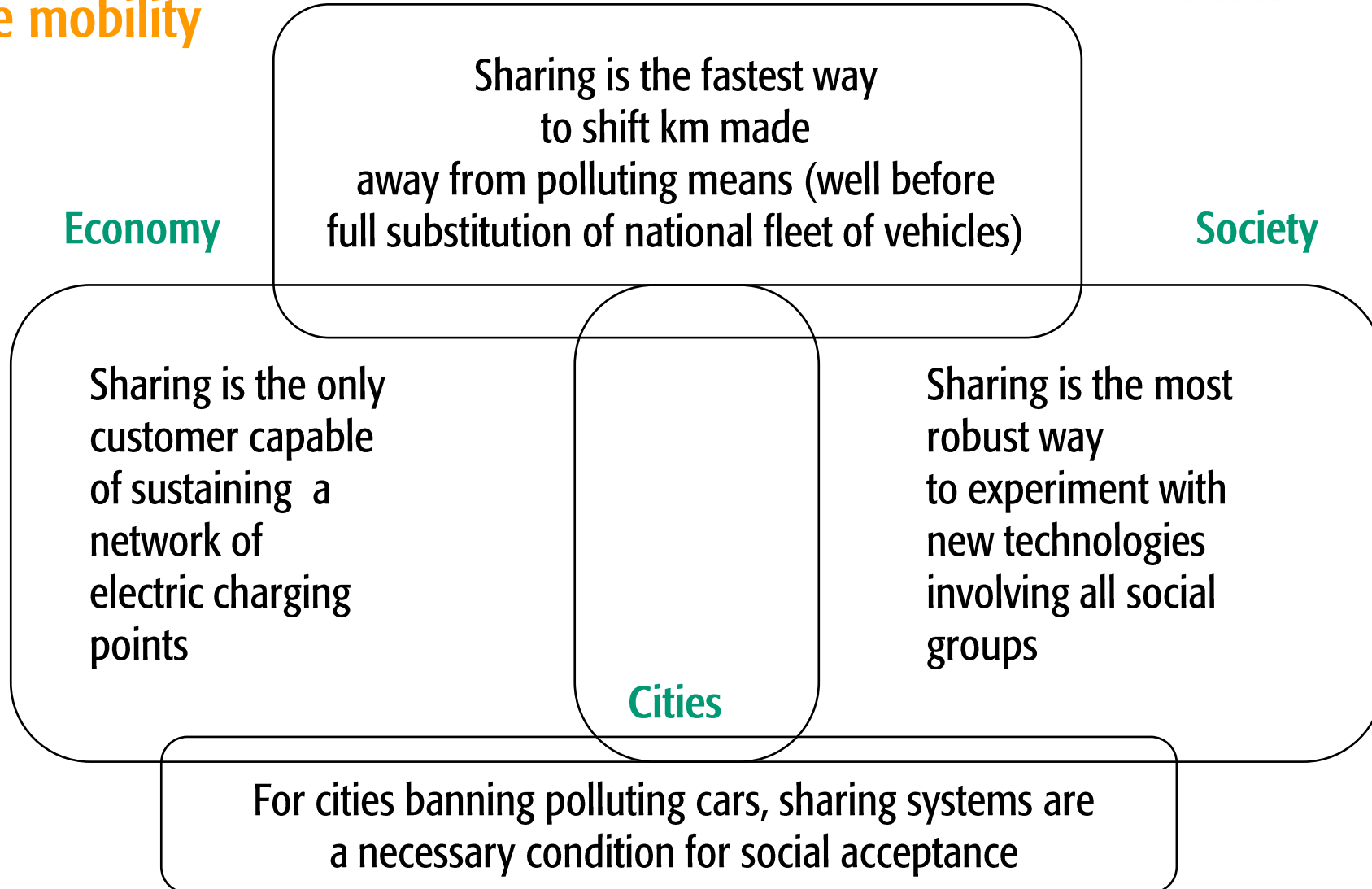
7. Where? Station-based, free-floating operative area, star configuration

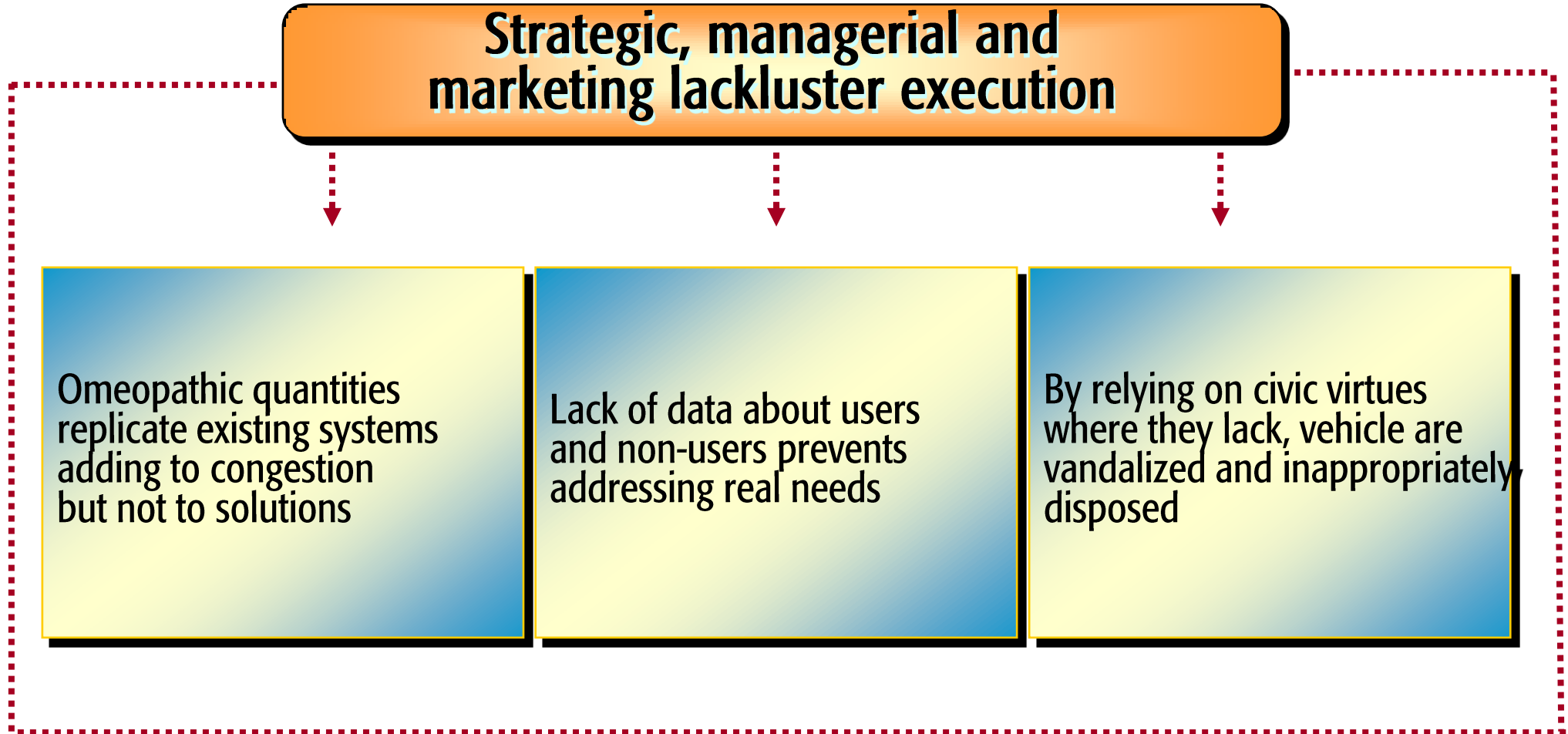
## B. The conditions for sustainability of sharing



## C. Why sharing is a key component of sustainable mobility

Environment





## E. Four conditions in which sharing adds to public transport (PT) usage

1. People using car because (at least) one out of the many “weg” of the day requires a car - would leave it at home and use PT if sharing available for that/those “weg(en)”
2. People entering the city with a car because urban PT isn't well suited to their destination may enter by train and then use sharing, if the latter is available at mobility hubs near the station
3. Cities credibly promising to ban polluting cars would jumpstart the use of both PT and sharing, the latter being a necessary component for car-only people and car-only places
4. Competition with sharing foster innovation in PT (dynamic pricing, price per distance, on-demand stops and routes, etc.)