

# **Carsharing in Germany - present state and future development**

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# Bundesverband CarSharing e.V.

## **Mission:**

„Our aim is to reduce the car stock, car traffic and the environmental impact of car-mobility. We promote carsharing as part of an efficient and climate neutral mobility system in cooperation with all other actors in the field of sustainable mobility.“

**Founded:** 1998

**Members:** 200 (out of 243 carsharing-providers in D)

# German carsharing market 2022

As of 01.01.2022

Registered users*	<b>3.393.000</b> (+18,0 %) ↑
Carsharing cars	<b>30.200</b> (+15,2 %) ↑
Cities and communities with a carsharing offer	<b>935</b> (+ 9,4 %) ↑

\*Double counting of users who are registered to more than one service

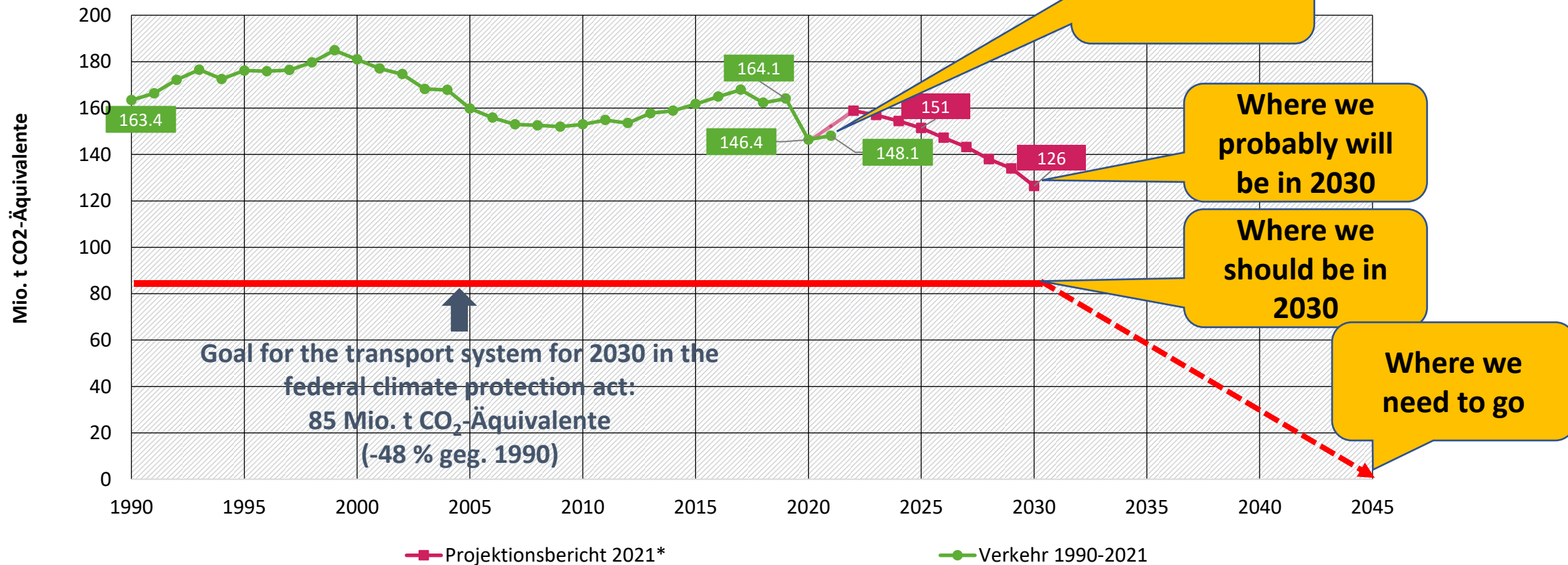
# E-carsharing

As of 01.01.2022

	E-cars in % of fleet
Battery-electric cars and plug-in-hybride cars <b>in carsharing</b>	<b>23,3 %</b>
Battery-electric cars and plug-in-hybride cars <b>in national fleet, Germany</b>	2,4 %

# Climate protection goal for traffic (D)

Entwicklung und Zielerreichung der Treibhausgasemissionen in Deutschland  
im Sektor Verkehr des Klimaschutzgesetzes (KSG)



\* Berechnete Werte des „Projektionsbericht 2021“ (rote Linie, basierend auf Daten mit Stand August 2020) weichen für die Jahre 2020 und 2021 von den später veröffentlichten offiziellen IST-Werten (grüne Linie) ab.

Quelle: UBA  
22.03.2022

# The car problem

Means of transport	Energy-consumption  Average energy-consumption in person-related traffic in D (Megajoule per person-kilometer), Year 2019  Source: UBA 2021, Tremod 6.16	% of all person-kilometers travelled  Year 2018  Source: BMVI (Hrsg.), Verkehr in Zahlen 2020/2021
<b>Plane (Inland)</b>  Occupancy-rate: 70 %	<b>2,76</b>	<b>5,7</b>
<b>Car</b>  Occupancy-rate: 1,4 Personen	<b>2,14</b>	<b>73,8</b>
<b>Bus (Public transport)</b>  Occupancy-rate: 18 %	<b>1,14</b>	<b>6,5</b>
<b>City railway systems (Public transport)</b>  Occupancy-rate: 19 %	<b>0,86</b>	

# Climate protection goal 2045 for car traffic\*

**46 %**

**of all person-kilometers travelled by car today are travelled with public transport, bike or on foot.**

(berechnet auf Basis Pkw-Verkehrsleistung 2010)

**40 %**

**of today's car stock has been abandoned.**


minus 19 Mio. Pkw (berechnet auf Basis Bestand 2021)

\*Scenario „Green Supreme“, UBA 2019

# Transformation has to start in cities

- **Many people in rural areas will still need cars in 2045.**
- **People in urban areas will have to go by bike and public transport most of the time. Car-mobility will be occasional and will be 100 % carsharing.**





**The window for  
change in private  
households opens  
just once in every  
7 to 8 years.**

# Multimodal mobility must be on site



# What German carsharing aims at

- **In urban areas: Every household has a reliable carsharing offer in walking-distance (max. 400 metres)**
- **Charging infrastructure for 100% battery-electric carsharing**
  - Roundtrip carsharing: 1 car - 1 charging point (slow charging) at stations in public streets
  - Free-floating carsharing: Charging hubs (high speed charging) in community garages

# Carsharing density in German cities

City	Inhabitants	Cars (RT+FF)	Carsharing density (CS-cars per 1.000 inhabitants)
<b>Karlsruhe</b>	306.502	1.331	<b>4,34</b>
München	1.487.708	3.003	2,02
Berlin	3.677.472	7272	1,98
Hamburg	1.853.935	3.498	1,89
Freiburg	231.848	414	1,79
Halle an der Saale	238.061	401	1,68
Tübingen	91.877	136	1,48
Köln	1.073.096	1.530	1,43
Heidelberg	159.245	227	1,43
Frankfurt am Main	759.224	961	1,27
Darmstadt	159.631	199	1,25
Leipzig	601.866	721	1,20
Stuttgart	626.275	727	1,16
Göttingen	116.557	132	1,13
Düsseldorf	619.477	694	1,12

(As of 01.07.2022)

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**Thanks for your attention!**

