

The car-sharing market in France

Overview of the B2C car-sharing market

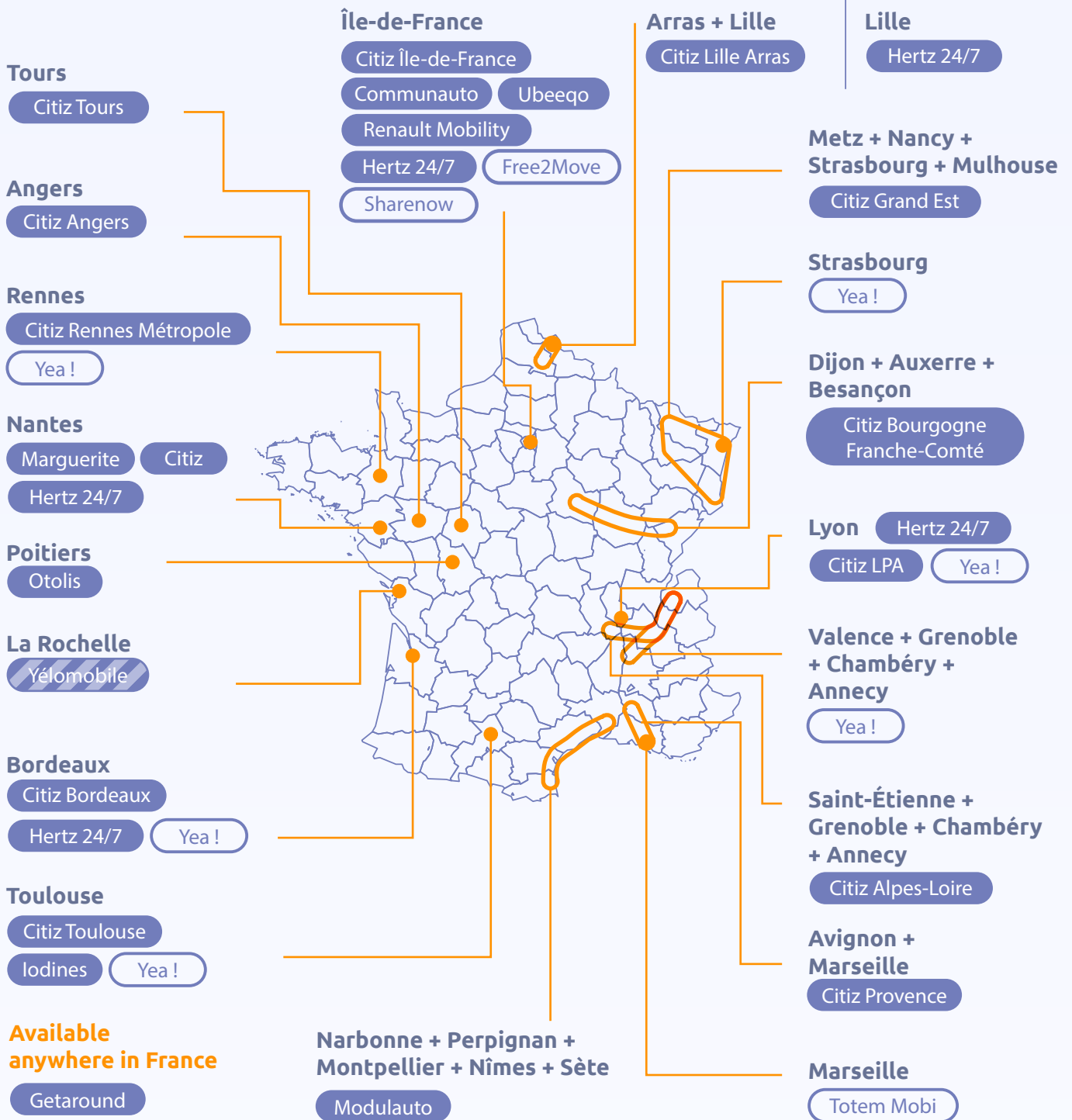
3 models of car-sharing services,
for individuals

Market Distribution in 2019

| Model 1 : in loop | Model 2 : direct track | Model 3 : free floating |
|--|--|---|
| Return of the vehicle to the departure station | Return of the vehicle to a station other than the one of departure | Return of the vehicle anywhere within a defined perimeter |
| 63 % | 11 % | 26 % |

Map of France of B2C car-sharing offers (2020)

62 % of the operators are **local**



= Car-sharing loop service

= Direct track Car-sharing Service

An attractive mobility solution...

In 2020

44 % including **13 %**
of French use **shared mobility** from time to time
use **car-sharing**

Frequency of use

44 % use it at least **once a month**
80 % use it at least **once a year**

Main advantages

42 %

think it's a **flexible transport**

28 %

think that is a **good complement to other modes of transportation**

...which nevertheless divides the French

Advantages for some

19 %

10 %

12 %

18 %

Cost

Vehicle's position

Travel time (gain/loss)

Vehicle maintenance

Disadvantages for others

27 %

23 %

10 %

10 %

Main obstacles to use

27 % **vehicle hygiene**

21 % **absence of offers**

13 % **lack of spaces to park**

A real impact on french mobility habits

In 2019

79 %

shared car users report that they have observed an evolution in the use of at least **one mode of shared transportation**

**More and more interested
in using shared modes of transport**

68 %

consider selling
at least their 2nd car

52 %

use public transit
daily

42 %

use the bike
everyday

**Modal evolution per month
observed among the French**

+10 %

days of use
for the bike

+6 %

day of use
for public transit

+3 %

of French
on foot (walking)

Infographic made by **LYKO**, Mobility as a Service (MaaS) expert, offering powerful tools to connect to an marketplace of mobility service distribution systems, around the world.

Sources :

6-t, Allianz, Les Echos, Fluctuo, Businesscoot, Le Point