

## 1. Projects



# Short-distance carpooling: can it help a green mobility transition?

Ongoing research

Begin: May 2022

End: May 2023

One of the levers to curb carbon emissions, identified by public authorities and pursued by companies in the mobility sector, is to increase the occupancy rate of vehicles. In 2018, the Mobility Orientation Law set the goal of reaching "3 million daily carpoolers within 5 years." To this end, it allowed local authorities to subsidize daily carpooling trips. By offering a lighter, more flexible and less expensive solution than public transport, short-distance carpooling is an ideal strategy to make travel more sustainable, at a low cost. Several technical solutions and economic models coexist, and are more or less dependent on public support. What is their pertinence and what is the potential for short-distance carpooling? Are public policies and public funding adapted to this potential?

Research participants

- La Fabrique Écologique

## Objectives

This study will initially aim to assess, on the basis of the available data, the kinds of daily trips that could be performed by carpooling (motives, distances, territories, passenger profiles, etc.). The goal will also be to identify areas of uncertainty and data points that currently represent hypotheticals for public and private actors. This analysis will allow us to estimate the development potential of short-distance carpooling.

In the second step, the purpose will be to analyze the public efforts to promote and establish the conditions to make daily carpooling possible, in light of its potential (known, supposed or uncertain).

# Methodology

## First step: What do we know about the pertinence and the potential for short-distance carpooling?

- Identifying the data sources about the practices and potential for short-distance carpooling: doctoral theses, ADEME and CEREMA studies, market studies, potential studies and diagnoses carried out as part of employer travel plans (Plans de Déplacements Employeurs), foresight work (CGEDD, think tanks, etc.) and interviews with the authors of these studies
- Analyzing case studies (initiatives by local authorities, carpooling start-ups, etc.) and interviews with public and private actors

## Step Two: Are public policies and public funding adapted to this potential?

- Analyzing the investments and costs for the State and local authorities (direct and indirect)
- Assessing these costs in light of the potential identified in Part I and in comparison with other mobility services, in particular public transport

## Step Three: What are the recommendations?

- In view of the results obtained in parts one and two, a work group of experts in public mobility policies will make recommendations and proposals.

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## **Mobility**

For the Mobile Lives Forum, mobility is understood as the process of how individuals travel across distances in order to deploy through time and space the activities that make up their lifestyles. These travel practices are embedded in socio-technical systems, produced by transport and communication industries and techniques, and by normative discourses on these practices, with considerable social, environmental and spatial impacts.

En savoir plus x

## **Altermobilities**

Altermobilities represent all the alternative behaviours to an exclusive use of the private car for travel. They also imply a certain right to be slower, and pre-suppose that geographical and social spaces will be organised in ways that take into account a more limited use of cars.

En savoir plus x

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Associated Thematics :

Lifestyles

- Alternative mobilities
- Cars / motorcycles

- Living environments
- Proximity

## Policies

- Cars
- Ecological transition
- Cities & Territories

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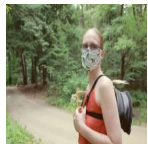


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