A Introduction

One of the objectives of the Toulouse urban movement plan, approved in 2001, was to reduce the share of private cars, specifically at rush hour.

In 2004, private cars represented 85% of the vehicle fleet in the Haute-Garonne County. They had increased by 13% between 1999 and 2004 and average traffic on the Toulouse ring road had increased by 33% in ten years. 3,635,000 individual car journeys were made daily. Commuter journeys represented 63% of all mode journeys and 77% of them were made by car. Car pooling was not very common, except through the implementation of some commuter mobility plans.

In August 2003, some volunteers founded a car-pooling non-profit making (1901 French law) association, “Covoituval”, to develop car pooling in the south-east of Toulouse (SICOVAL area). The public transport authority (TISSÉO) and another local authority (the south-east city syndicate -SICOVAL) had soon become financers of the association

The public transport authority, TISSÉO, is also responsible for implementing the urban movement plan. It considered that developing car pooling, as a complementary service to public transport, would help to reduce private vehicle traffic. It therefore aimed to improve and extend the Covoituval car-pooling experiment. The development of dedicated communication and booking tools and the integration of car-pooling services within the public transport network and ticketing system were initially considered to be key success factors for increasing car-pooling habits.

A1 Objectives

The measure partners were the public transport authority (Tisséo) and the south-east town syndicate (SICOVAL)\(^1\).

They aimed to develop the car-pooling practice at the level of the Toulouse conurbation by:

- consolidating existing car-pooling services,
- improving their efficiency and level of service,
- creating a dedicated service to manage and promote car pooling at the conurbation level as a complementary service to public transport.

The objectives of the measure were to limit traffic congestion due to individual trips at conurbation level and its consequences on energy consumption and air pollution.

The quantitative targets were to:

- reach at least 1,000 car-pooling subscribers,
- have at least 500 people practising car pooling regularly,
- reduce daily individual car trips by at least 1,000 in MOBILIS time and prevent the related energy consumption and air pollutant emissions.

\(^1\) The president of SICOVAL was vice-president of the transport public authority.
A2 Description

To launch this measure, in mid 2005, TISSÉO asked for an exhaustive study of the Covoituval activity to analyse the strong and weak points and put forward actions to develop car pooling at conurbation level. The study results, presented in September 2005, highlighted the need to reinforce the links between TISSÉO and Covoituval and to develop Covoituval promotion and its awareness activity by focusing more on company managers and employees than on the general public.

In September 2005, gas oil prices increased. Due to media coverage of this event, national mobility week campaigns highlighted the advantages of car pooling. Many media and different websites promoted Covoituval’s activity. Visits to the Covoituval website tripled and registrations increased in this “back to school period” from an average rate of 15 people a month to around 75 people a month in October and November. At the same time, the south-east community (SICOVAL) and TISSÉO decided, with the support of the Midi Pyrenees Regional Council and ADEME, to create a “mobility house” in the large business area located south-east of Toulouse. This mobility house should be providing various services regarding public transport information and mobility advice.

The Covoituval staff moved to the Mobility house and recruited one employee to run the car-pooling activity and the mobility house services. The Covoituval website was linked to the SICOVAL one. This gave Covoituval’s activity quite an official status.

Besides this official position to promote car pooling among the general public, association members met with the Labège Innopole company managers to explain the advantages of car pooling: less car parking spaces, less stressed employees, environmentally friendly impact. At first, the managers feared that car pooling would create an alternative solution to public transport network extension and that those employees practising car pooling would become less flexible.

In March 2006, to reduce car-pooling barriers, Covoituval established a “good behaviour” car-pooling chart. Between 2006 and 2008, many companies contracted with Covoituval to set up and/or manage its car-pooler volunteer’s database. The signature of agreements has often been part of a commuter mobility plan implementation at Company level (Table No.2). These contracts sparked a sharp increase in registration, which is still continuing, and a rapid, if not steady, growth in Covoituval’s car-pooling activity.

In June 2008, around twenty-two contracts were signed with different firms and administrative departments (5 in 2006, 7 in 2007 and 10 from January to June 2008) as shown in Table No. 1. Most of them are employing between 500 and 2,500 people.

<table>
<thead>
<tr>
<th>Contracts 2007 Total: 9</th>
<th>2008 : Total: 12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proman Interim (Sicoval) - March 2006</td>
<td>NCDF (Greater Toulouse) – April 2006</td>
</tr>
<tr>
<td>Thales Alenia Space (Greater Toulouse) - June 2006</td>
<td>Latelec (Sicoval) – Jan 2008</td>
</tr>
<tr>
<td>Urssaf Toulouse (Greater Toulouse) November 2006</td>
<td>Humirel (Greater Toulouse) – Jan 2008</td>
</tr>
<tr>
<td>Astone Interim (Greater Toulouse) December 2006</td>
<td>Thales Alenia Space (Greater Toulouse) – Feb 2008</td>
</tr>
<tr>
<td>TOTAL: 9</td>
<td>CRAM (Greater Toulouse) – Feb 2008</td>
</tr>
<tr>
<td>CAP GEMINI (Greater Toulouse) – Feb 2008</td>
<td></td>
</tr>
<tr>
<td>Hydro (Technal) (Greater Toulouse) Feb 2008</td>
<td></td>
</tr>
<tr>
<td>Thales services (Greater Toulouse) – March 2008</td>
<td></td>
</tr>
<tr>
<td>Thales air system (Greater Toulouse) – March 2008</td>
<td></td>
</tr>
<tr>
<td>SNCF (Greater Toulouse) – April 2007</td>
<td>Urssaf (Sicoval) – April 2008</td>
</tr>
<tr>
<td>Thales Alenia Space (Greater Toulouse) June 2007</td>
<td>Freescale – April 2008</td>
</tr>
<tr>
<td>Météo France (Greater Toulouse) July 2007</td>
<td>France Telecom – May 2008 (under way)</td>
</tr>
</tbody>
</table>
Before the partnership with Covoituval, car pooling was not very common. Some firms had opened a website page where the employees could post either an offer or a request for common journeys, but without any management. There were very few car-pooling teams in operation.

Table 1: list of signed contracts

The Covoituval management, its proposal of team composition through the GS based software system and its overview running of the car-pooler teams helped to develop car-pooling practices in these companies. The website should have been renewed at the end of 2007, in particular to ease direct access between Covoituval subscribers belonging to the same company. This improvement proved technically very complex.

Table 2: company motivation to develop carpooling
In 2007, Tisséo developed its concept of a mobility agency at city level, and planned to open it in 2008. Covoituval agreed to integrate their employees in Tisséo, and in particular in the mobility agency. Since August 2008, existing car-pooling services have been part of the mobility services offered by the public transport authority at conurbation level.

B Measure implementation

B1 Innovative aspects

Innovative Aspects:
- Targeting specific user groups
- New organisational arrangements
- Use of new technology

The innovative aspects of the measure are:

- **Targeting specific user groups** – Car pooling is an alternative means of transport, considered to be a complement to Public Transport for user categories who do not often use it, specifically people living in low density peripheral areas, with poor PT services, or outside of the public transport network perimeter.

- **New organisational arrangements and relationships** – The partnership between a volunteers’ association, a town syndicate and a public transport authority and the integration of the car-pooling service employees into the local mobility house have led to coordinated dissemination actions and personalised mobility advice being developed, including car pooling and other transport modes.

- **Use of new technology** - The "GS-covoiturage” software is a mapping database with which a crew unit can be formed based on the car-pooler data (journeys, timetable, address and comments). A carpooler’s journey is designed on the map with a buffer area. From the intersections of buffer areas, the software proposes the creation of crew units and the operator chooses the best crews. From the view of the map, which shows the underground and railway stations, the operator may propose car pooling from or to public transport.

B2 Situation before CIVITAS

In 2004, the inhabitants of the conurbation made 3,635,000 trips a day, 64% of which were by private car with, on average, 1.27 persons per car. Considering trip flows in the outlying areas, the data is even worse: 89% of trips were made by car, with around 1.12 persons per car.

Car pooling was not very common in Toulouse, except through the development of dedicated websites within some Commuter mobility Plans (Alcatel, Space Study national centre (CNES), and administrative complex).

In August 2003, some volunteers founded a car-pooling non-profit making (1901 French law) association, “Covoituval”, to stimulate joint travelling in the South-East of Toulouse.
The concept was to contact people individually to introduce them to this service. Since November 2003, the public transport authority (TISSEO-SMTC) and other local authorities (the south-east city syndicate (SICOVAL), have been financial partners of the association.

At the beginning of 2004, Covoituval developed a software system to organise a car-pooling team. The association recruited one person (part-time) specifically to manage the car pooling.


The Covoituval management method was quite simple:

- the website recalled the car-pooling aims, how it works, a list of the proposed journeys and a registration form.
- the applicant subscribed to the association and sent his data through the website or over the phone
- Covoituval registered applicant data in the software and the operator searched for a partner; if the search was positive, a partner profile was proposed to the applicant and partner.

At first the car-pooling service included commuter and occasional journeys at conurbation level, but also car pooling for long journeys between Toulouse and cities outside the Midi-Pyrénées region. This service stopped after one year in favour of home-work journeys because of direct market competition.

The proposed journeys were often disparate and the results weak.

In February 2005:
- 194 people had subscribed, 174 of which for commuter journeys,
- 95 had been connected,
but only 40 of them (around 25% of the subscribers) were actual regular car-poolers.
- In that period, the association volunteers put together public information initiatives (flyers, newspapers articles, exhibition). Their target was mainly the suburb inhabitants located close to the association head office.

B3 Actual implementation of the measure

The measure was implemented in the following stages:

Stage 1: Covoituval Assessment (September-November 2005),
Mid 2005, TISSÉO required an exhaustive analysis to highlight the strong and weak points of Covoituval’s activity and thus to determine the actions needed to develop car pooling at conurbation level.
- The Covoituval results at the end of September 2005 were as follows:
  - The association had almost 400 members, mostly women, including 50 registered for regular car pooling. The gas oil price increase had multiplied the average monthly number of subscriptions in September 2005 by ten.
  - The association needed at least 3 days to connect car poolers.
  - Car-pooler passengers had saved around 25,000 Km in two years.
  - The dissemination actions were mainly geared towards the general public, targeting individuals. They had quite limited impacts and were not efficient at promoting car pooling.
- The study underlined that to develop and promote car pooling, it was necessary:
  - to reinforce the links between Covoituval and the public transport authority,
  - to improve the promotion and “marketing” practices of Covoituval and to steer awareness campaigns towards company employees.

Stage 2: Mobility local agency creation and the firms’ information campaign (from September 2005 - to March 2006) – The south-east community (Sicoval) and TISSÉO worked with Covoituval to set up a mobility house offering various mobility services (public transport information and mobility awareness, car-pooling services, bicycle services and ticket delivery) and where Covoituval could run its car-pooling activity. (The mobility house services are described and evaluated in the Mobilis Measure 11.3.T).
The mobility house opened in September 2005; it is located in the Labege business area. The partners are the association Covoituval, TISSÉO, SICOVAL, the Midi Pyrénées Regional Council, and ADEME. Covoituval staff were then working for both entities: Covoituval and the mobility house. The mobility house website was linked to the SICOVAL and Covoituval websites. This gave Covoituval quite an official status and its activity was becoming more widely known.
The association representatives started to establish contacts and meet with the Labège Innopole firm leaders. At first, the latter were not very enthusiastic because they feared that car pooling would create an alternative solution to public transport network repairs and extension and that employees would become less flexible.
Stage 3: Covoituval method improvement (from March 2006 to June 2006):

Car pooling implies a social relationship between the passengers, who may be reticent to let someone else share the intimate space of the same vehicle. In March 2006, Covoituval defined a good behaviour car-pooling chart to prevent the usual personal barrier linked to car pooling. The rules are as follows:

- the subscriber’s registered data is confidential,
- Covoituval checks the applicant’s driver’s licence, insurance and car MOT certificate and requires the chart signature
- Covoituval firstly proposes an anonymous partner profile to possible car-pooler team partners and monitors how the team gets on.
- Covoituval ensures the return journey: in the event that the driver does not turn up, the association proposes a solution, such as another car-pooler, bus, or even taxi, and reimburses the transport fees.

The management method was slightly modified:

- Covoituval control the applicant’s data, insurance, driver’s licence and the car MOT certificate. This data is then registered in the software and the operator searches for a partner; if the search is positive, anonymous partner profiles are proposed to both subscribers.
- if the partners agree, respective data are communicated;
- two weeks later, the association contacts the partners to find out if they are car pooling; this is often the occasion to increase their motivation.

With the technical support of Tisséo, Covoituval improved its software by introducing a GS cartographic database. The journey of the car-pooler applicant is designed on the map with a buffer area. From the intersections of buffer areas, the software proposes crew units. The operator chooses the most appropriate crew composition. From the view of the map, which shows the underground and railway stations, the operator may even propose car pooling from or to a public transport station. The improved software reduced the time needed to form a crew unit to a few hours.
Figure 1: View of buffer area

Figure 2: crew composition automatic proposal
A part-time mobility councillor was recruited. She has created promotion tools (newsletter and car-pooling guide), managed the dissemination list (individuals, firms, media) and contacted each firm in the Labège area to organise briefings about “better mobility”. This approach was welcomed and helped to disseminate car-pooling charts and information. Subscriptions to car pooling have increased.

Figure 3: view of the carpooling index

- Stage 4: Covoituval contracts with firms (From June 2006 to December 2007)

In June 2006, the Thales Alenia Space department (2,500 employees), which had promoted car pooling in its commuter mobility plan, contracted with Covoituval to set up and manage its car-pooler volunteer’s database. As Covoituval had also recommended that the registered people make up a car-pooling team, 57% of registered potential car-poolers now actually practise it. Four other firms contracted with Covoituval in 2006.

In 2007, the mobility councillor contacted 230 private companies or public corporations over the phone or by email, not only located in SICOVAL limits, but also in other business areas. 35 of them answered positively and more than 22 meetings or stands were organised. The association still organised a public information meeting to raise general awareness about car pooling.
Seven other firms, having implemented a commuter mobility plan, contracted with Covoituval to set up and manage the car-pooling service. This trend is increasing in 2008. In 2008, the same information campaign has been conducted. By the end of June 2008, 44 stands or meetings had been organised or are planned for the end of the year.

The contracts between Covoituval and these different firms and departments are interesting, because car pooling is often the main action of a mobility plan, but with quite limited management (website service) and it is rarely followed up as a customised service. COVITUVAL reported its activity results every six months and its financial results annually to SICOVAL, TISSEO and other local partners, whose grants covered ¾ of the association’s running costs.

Stage 5: central mobility agency study and creation (from September 2007 to January 2009). The working group of the Public transport authority of Toulouse chose the concept of setting up a central mobility agency at conurbation level on 24th October 2007. This mobility agency should provide global mobility services to develop information and advice about public transport means, but also about the alternative modes available. Its targets should be the general public and companies aiming to implement a commuter mobility plan. TISSEO would be in charge of this mobility agency and, with the agreement of the other local partners, which are members of TISSEO’s Board of Directors, it was decided to establish the local mobility agency of Labège as a local office of the central agency. The Covoituval car-pooling services will be integrated into this central mobility agency.

The aim is to confirm car pooling as a complementary service to public transport by developing car-pooling services on the basis of Covoituval’s car-pooling activity. Covoituval employees joined Tisséo in January 2008.

The concept of the central mobility agency has evolved after the local political elections and it is now planned to have several territorial mobility agencies, located at important interchange nodes.
B4 Deviations from the original plan

The deviations from the original plan were as follows:

- **Deviation 1: Delay**: The public transport authority (owner of the software) wanted to improve the car-pooling software booking system to make it more accessible for other car-pooling service providers and for potentially sharing information. This improvement has been delayed from the end of 2007 until the end of the project due to the technical complexity of the improvements;

- **Deviation 2: Delay and measure change**: For operational and technical reasons the idea of creating a dedicated PT contract for car-poolers in MOBILIS time has been cancelled because it was initially planned to manage its delivery in relation with the P&R management and, due to the operational choice of managing P&R, its implementation has been more complex to develop. TISSEO is conducting a global study on integrated ticket prices in the meantime (see measure T 11.1 and T 11.2). This study is under way and will not be finished by the end of the MOBILIS project. So a dedicated PT contract for car-poolers will be developed at a later date.

B5 Inter-relationships with other measures

The measure is related to other measures as follows:

<table>
<thead>
<tr>
<th>No.</th>
<th>Measure title</th>
<th>Relation</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.3.T</td>
<td>Improving the accessibility of PT services in Toulouse.</td>
<td>Transport on Demand and car-pooling services are considered to be appropriate solutions to connect the structuring PT network.</td>
</tr>
<tr>
<td>9.2.T</td>
<td>Implementation of a new car-sharing service linked to PT services in Toulouse.</td>
<td>The integration of these 2 services is considered to be an improvement field that would be analysed.</td>
</tr>
<tr>
<td>9.3.D</td>
<td>Car-pooling service for students in Debrecen.</td>
<td>These measures will be carried out within an exchange of experience in the field of car-pooling.</td>
</tr>
<tr>
<td>9.5.O</td>
<td>Creating alternative mobility options for owners of old cars in Odense.</td>
<td>These measures will be carried out within an exchange of experience in the field of car-pooling.</td>
</tr>
<tr>
<td>11.3.T</td>
<td>Set-up of a mobility agency and customised services in Toulouse.</td>
<td>The car-pooling service would be integrated in the Mobility Agency.</td>
</tr>
<tr>
<td>11.4.T</td>
<td>Commuter and school mobility plans in Toulouse.</td>
<td>Car pooling is considered to be one of the main components of the commuter plan developed.</td>
</tr>
</tbody>
</table>

C Evaluation – methodology and results

At the end of the MOBILIS project, the development of car-pooling services at conurbation level has not yet been achieved in full. It should be developed further with the integration into Tisséo car-pooling services and with the implementation of a mobility agency at conurbation level.

The measure partners agreed to assess the impact and acceptance of the Covoituval car-pooling service development. They considered that this was a way to test indicators and evaluation practices in order to prepare the continuous evaluation of the car-pooling services among the public transport offer. We have taken into account the impacts on transport, savings (personal costs) and the environment based on energy consumption and society.
The car-poolers’ practices and Covoituval service acceptance were assessed through a questionnaire. This questionnaire was emailed at the beginning of June 2008 to 1,540 people whose email addresses were registered in the Covoituval database. This sample choice introduces a bias, but the idea was to unite as many car-poolers as possible to identify their practices and why other registered people were not car pooling.

The main questions, mentioned in Annex 1, focused on which were their personal and family profiles, if they practise car pooling or not, how, when and why, if they call on Covoituval car-pooling services and why; if they do not practise car pooling, do they intend to practise it and how (as driver or passenger), with Covoituval services or not and why. Only 139 people filled in the questionnaire, so the answer rate was 9.02%.

Some responses to the questionnaire regarding public awareness about the local mobility house gave some information about car-pooling acceptance. These results will be taken into account in the framework of this measure.

No wider survey has been carried out at city level to establish the level of knowledge and acceptance of this experimental car-pooling service among the citizens of Toulouse.

The evaluation of the impacts on transport is based on data from the Covoituval database and on the information from the questionnaire responses which added detail to the analysis of the Covoituval data.

In order to estimate the impacts of car pooling on personal costs, energy and the environment, we used ADEME tools: the “eco mobility calculator” and “eco mobility comparer”, which estimated the financial, environmental and gas consumption difference between car use and car pooling.

C1 Measurement methodology

C1.1 Impacts and Indicators

The evaluation of the car-pooling service is based on the following indicators:

Table of Indicators

<table>
<thead>
<tr>
<th>No.</th>
<th>Impact</th>
<th>Indicator</th>
<th>Used</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>26</td>
<td>Transport: modal shift-reduction of individual trips</td>
<td>Number of daily car trips avoided</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sub-indicators:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Evolution of number of teams (vehicles/car-poolers)</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Number of kilometres travelled by new car-poolers:</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>▪ including kilometres travelled as a driver</td>
<td>Yes</td>
<td>Covoituval and company data</td>
</tr>
<tr>
<td></td>
<td></td>
<td>▪ including kilometres avoided as a passenger</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Monthly average car-pooler journey length.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Energy: fuel consumption</td>
<td>Number of gas equivalent litres saved by kilometres avoided as car-pooler passenger</td>
<td>Yes</td>
<td>modelled</td>
</tr>
<tr>
<td>5</td>
<td>Environment: Pollution- CO2 emissions</td>
<td>Number of CO² Kg saved by kilometres avoided as a passenger</td>
<td>Yes</td>
<td>Modelled</td>
</tr>
</tbody>
</table>
**Measure title:** Car-pooling promotion  
**City:** Toulouse  
**Project:** MOBILIS  
**Measure number:** 9.1

| 13 | Social: awareness | Number of website visits  
|    |                  | Car-pooler rate among employees in company under contract  
|    |                  | Number of new people registered for commuter trips per month  
|    |                  | Number of people put into contact  
|    |                  | Number of car-poolers (successfully put into contact)  
|    |                  | Rate of mobility house website visits related to car pooling  
|    |                  | Rate of people aware of the car-pooling service at conurbation level  
|    |                  | Rate of firm managers aware of the car-pooling service  
|    |                  | Number of information requests (in person, over the phone, or by mail) per modal type and per month  
|    |                  | Yes  
|    |                  | Yes  
|    |                  | Yes  
|    |                  | Yes  
|    |                  | Yes  
|    |                  | No  
|    |                  | No | Cohort data  

| 14 | Social: Acceptance | Car-poolers’ profile (family composition, home type and location)  
|    |                  | Car-pooling practice (journey type, regularity)  
|    |                  | Advantages of car-pooling services  
|    |                  | Inter-modal practice of car-poolers: regular monitoring of members by SICOVAL (modal distribution of trips).  
|    |                  | Yes  
|    |                  | Yes  
|    |                  | Yes  
|    |                  | Yes  

**Detailed description of the indicator and sub-indicator methodologies:**

- Number of kilometres travelled by car-poolers:
  - including kilometres travelled as a driver
  - including kilometres avoided as a passenger.

  *These indicator values are car-poolers’ information collected by Covoituval.*

- The money, gas equivalent litres and CO² Kg saved by car-poolers can be estimated from the average monthly journey length and average monthly number of avoided journeys per car-pooler. *These indicator values are based on car-poolers’ declared data collected by Covoituval.*

**Use and awareness indicators:**

To measure and analyse the Covoituval service impact, but also changes in car-pooler practice, we have studied the results of different sub-indicators used in the Covoituval database. They are as follows:

- Number of monthly new registered persons for commuter car-pooled journeys: This concerns a new person registered during a month in the Covoituval database to find someone to share their journeys between home and work and who were not registered in a company car-pooling database before.

- Number of connected people: people who have accepted to get in touch with someone else proposed by Covoituval with a view to forming a car-pooling team

- Number of successfully connected people: people who confirmed to Covoituval that they are car pooling

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2 Occasional trips (persons having occasional needs to travel in the Toulouse area or for outdoor walks) have not been evaluated as this car-pooling management has stopped after one year.
• Number of Covoituval and Mobility house website visits regarding car pooling.

To complete the Covoituval data, we have taken into account the questionnaire responses. No data was available about awareness.

C1.2 Establishing a baseline

The gas oil price increase in September 2005 together with the integration of Covoituval’s carpooling service among the services offered at the local mobility agency in Labègè has reinforced the impact of Covoituval’s action and created a difference in the monthly results since September 2005.

The value of the indicators in February 2005, the start of the MOBILIS project, was very low, which is why we chose to base the comparison on the indicator value in December 2005.

<table>
<thead>
<tr>
<th>criteria</th>
<th>Baseline: 01/12/2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>number of new registered people for car pooling</td>
<td>510</td>
</tr>
<tr>
<td>number of new registered people for commuter journeys</td>
<td>430</td>
</tr>
<tr>
<td>number of new connected people</td>
<td>339</td>
</tr>
<tr>
<td>number of new successfully connected people</td>
<td>112</td>
</tr>
<tr>
<td>number of covered km by car-poolers</td>
<td>79,915</td>
</tr>
<tr>
<td>whose covered km as driver</td>
<td>40,260</td>
</tr>
<tr>
<td>km avoided as passenger</td>
<td>39,655</td>
</tr>
<tr>
<td>Car-poolers’ average monthly journey length</td>
<td>4.36</td>
</tr>
<tr>
<td>average number of avoided journeys per month</td>
<td>57</td>
</tr>
</tbody>
</table>

Table 3: December 2005 indicator values

C1.3 Building the business-as-usual scenario

To build the business-as-usual scenarios, we chose to apply the results of the SOFRES study “mobility and gas oil price increase” which underlines:

- a yearly decrease of 4% in daily car use after the price increase of September 2005 and
- a 36% increase in car pooling, including inside the family. So we adopted a rate of 30% “natural increase” per year to build the business-as-usual scenario.

The average daily journey length (Km) will be the average monthly-observed one.

C2 Measure results

At the end of December 2007, in comparison to the baseline, the measure results were as follows (Table 4: measure indicator value results.):

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3 TNS-Sofres Département Transport Poste Industrie Dominique Mézière, Christelle Munch, Camille Mailharrou
### Table 4: measure indicator value results.

Between December 2005 and December 2007, the number of new registered persons for car pooling, in particular for commuter journeys, has roughly been multiplied by 2.5.

In comparison to the business-as-usual scenario, the observed increases are specifically high for successfully connected car-poolers. The number of successfully connected people has roughly been multiplied by 5.4 as shown in Table 4: measure indicator value results.

---

4 People who were not yet in Covoituval or in company databases
Figure 5: monthly variation of new potential car-poolers

Figure 5 highlights the impacts of the partnership contracts with companies on monthly variation. We note that there is a delay between the firm employee registration time and the start of car-pooling journeys.

When a big firm signs a partnership contract with Covoituval, we see a large increase in the monthly values of the sub-indicators concerning new registered people, new connected people and new successfully connected people. It seems that a larger database of people registered for commuter journeys increases the possible and successful connections (from 40 to 718).

Among new successfully connected people, around 450 are company employees and 260 have subscribed individually to Covoituval.

The Covoituval carpoolers’ management method helps to encourage and develop car pooling, in particular in big firms where many people are working at the same place.

<table>
<thead>
<tr>
<th>Company</th>
<th>Number of employees</th>
<th>Number of people carpooling before the contract</th>
<th>Contract time</th>
<th>Initial car-pooler’s rate</th>
<th>Car-pooler's rate in June 2008</th>
<th>Variation</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAP GEMINI</td>
<td>700</td>
<td>9</td>
<td>Feb 2008</td>
<td>1.29%</td>
<td>2.71%</td>
<td>1.43%</td>
</tr>
<tr>
<td>CEGEDIM ACTIV</td>
<td>350</td>
<td></td>
<td>Jan 2007</td>
<td>0.00%</td>
<td>unknown</td>
<td>unknown</td>
</tr>
<tr>
<td>Continental (ex Siemens)</td>
<td>2,200</td>
<td>44</td>
<td>Sept-07</td>
<td>2.00%</td>
<td>4.91%</td>
<td>2.91%</td>
</tr>
<tr>
<td>CRAM</td>
<td>650</td>
<td>2</td>
<td>Feb 2008</td>
<td>0.31%</td>
<td>1.38%</td>
<td>1.08%</td>
</tr>
<tr>
<td>DGAC DSNA</td>
<td>800</td>
<td>12</td>
<td></td>
<td>1.50%</td>
<td>4.75%</td>
<td>3.25%</td>
</tr>
<tr>
<td>France Telecom</td>
<td>3,160</td>
<td></td>
<td>May-08</td>
<td>0.00%</td>
<td>1.33%</td>
<td>1.33%</td>
</tr>
</tbody>
</table>
Car pooling also presents seasonal peaks as activity decreases in July and August and increases in September and October.

In December 2007, 45% of the people registered for commuter car pooling had created car-pooler teams 38.2% of which are regular teams (5 days a week), i.e. 17.1% of the people registered for regular car pooling.

Figure 6: trend in car-poolers’ daily journey length and Figure 7; trend in km covered monthly by car-poolers below show a general increase in the average daily journey length and therefore in the monthly number of km covered by car-poolers.
Figure 7; trend in km covered monthly by car-poolers

The peak observed during the last three months of 2007 is difficult to analyse without information about the residence area of car-pooler team members composed since September 2007.
We now focus on the car-poolers’ journeys to establish the different indicator values regarding savings, energy and the environment. The number of kilometres covered by car-poolers significantly increased between February 2005 and December 2007 (Figure 8: Trend in cumulative number of Km covered by car-poolers below).

Figure 8: Trend in cumulative number of Km covered by car-poolers

Figure 9 shows that the number of kilometres avoided as passengers increases more than the number of kilometres covered by the drivers; so we may suppose that, for some crews, more than two people are using the same car, but we have no precise data in this regard.

By December 2007, the car-pooling development prompted by Covoituval’s action created:
> a 1078% increase in kilometres covered by new car-poolers in comparison to the business-as-usual scenario,
> a 1201% increase in kilometres avoided by new car-poolers, in comparison to the business-as-usual scenario.

The measure result analyses are presented under sub-headings corresponding to the areas used for indicators – savings, energy, the environment, society and transport. The results are only an estimation, due to a lack of very precise data about car-poolers’ journeys (average frequency, journey starting point, destination).

C2.1 Savings

The financial impact of car-pooling is estimated on the basis of a medium cost of €0.40 per km. So the percentage differences with the business-as-usual scenario are the same as the one indicated before.

The overall increase in savings is proportional to that of km avoided by new car-pooler passengers.
The implementation of the measure has saved around €321,880 in two years.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Baseline: 01/12/2005</th>
<th>Real value 30/12/2007</th>
<th>BAU value 31/12/07</th>
<th>Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel costs</td>
<td>€15,862</td>
<td>€348,683</td>
<td>€26,806</td>
<td>€321,876</td>
</tr>
</tbody>
</table>

Table 6: cost comparison

In December 2007, the average daily journey length was around 12.3 km and car-poolers save 4.5 euros daily. On the basis of 15 car-pooling journeys a month, each member of the team saves around €34 a month.

**C2.2 Energy**

The impact of car pooling on energy consumption is estimated using the ADEME tool as a saving of 0.06 gas oil equivalent\(^5\) litre per km covered for an average car.

As with the savings results, due to the evaluation method and the lack of precise data on the car type belonging to car-poolers, the results of the comparison in percentage to the business-as-usual scenario are the same as for the kilometres avoided by car-poolers.

The results in gas oil equivalent litres are presented in the following table.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Baseline: 01/12/2005</th>
<th>Real value 30/12/2007</th>
<th>BAU value 31/12/07</th>
<th>Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Energy</td>
<td>2379.3</td>
<td>52302.42</td>
<td>4020.96</td>
<td>48,281</td>
</tr>
</tbody>
</table>

Table 7: gas oil equivalent litres saved

In December 2007, car-poolers had saved around 48,300 gas oil equivalent litres.

In December 2007, the average daily journey length was around 12.3 km, so the daily gas oil equivalent litres saved by one of the car-poolers may be estimated to be around 0.74 l. On the basis of 15 car-pooling journeys a month, each member of the team saves around 5.5 l a month.

**C2.3 Environment**

As with savings and energy, the impact of car-pooling on the environment is estimated using the ADEME tool to be a saving of 0.388 kg equivalent\(^6\) CO\(^2\) per km for an average car.

So the estimated equivalent CO\(^2\) saving is shown in the following table.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Baseline: 01/12/2005</th>
<th>Real value 30/12/2007</th>
<th>BAU value 31/12/07</th>
<th>Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td>CO(^2) equivalent</td>
<td>15386.14</td>
<td>338222.316</td>
<td>26002.208</td>
<td>312,220</td>
</tr>
</tbody>
</table>

Table 8: CO\(^2\) equivalent saving

In December 2007, the average daily journey length was around 12.3 km, so the daily CO\(^2\) equivalent kg saved by one of the car-poolers may be estimated to be around 4.77 kg. On the

\(^5\) Litre of consumed petrol: whatever the kind of used energy is, it is converted into the same unit.

\(^6\)Equivalent CO\(^2\): evaluation of all the private car gas emissions that contribute to global warming, in order to measure only one unit.

\(^7\)Equivalent CO\(^2\): evaluation of all the private car gas emissions that contribute to global warming, in order to measure only one unit.
basis of 15 car-pooling journeys a month, each member of the team saves around 36 kg a month.

C2.4 Transport
One of the quantified objectives of the measure was to avoid 1,000 daily individual trips during the MOBILIS project. By December 2007, 383 daily journeys had been avoided monthly in comparison to the business-as-usual scenario, so the target has not yet been reached. The 2008 data is not yet available, but the increase noticed at the end of 2007, the number of new partnership contracts and the economic situation in 2008 might have been driving factors.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Baseline: 01/12/2005</th>
<th>real value 30/12/2007</th>
<th>BAU value 31/12/07</th>
<th>Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average monthly number of avoided daily journeys</td>
<td>57</td>
<td>479</td>
<td>96</td>
<td>383</td>
</tr>
</tbody>
</table>

Table 9: Trend in avoided journeys

The analysis of Covoituval information about car-poolers and the questionnaire responses partly highlights the nature of these avoided trips.

The Covoituval data shows an increase in the car-poolers’ average daily journey length from around 4 km in February 2005 to 12.4 km in December 2007.

The first Covoituval service users were mainly residents of the SICOVAL area. Now 38% of the registered carpoolers mostly live outside of the Toulouse conurbation, in or even outside of the Haute-Garonne County. The main work destination is the Toulouse conurbation, due to the signed agreements.
This large geographical residence dispersion may explain why only 45% of the people registered for car pooling have actually composed car-pooling teams.

22% of Covoituval registered car-poolers ask to be passengers only, which may mean that they have no car and that car pooling could offer them an alternative to public transport.

Among the 139 respondents to the questionnaire,

Table 10: Questionnaire results about car-pooling practices:
- 50% are car pooling,
- 23.85% of the sample practise it regularly, mostly for commuter round trips.
- Before car pooling, around 81% of them were driving

<table>
<thead>
<tr>
<th>Do you practise car pooling?</th>
<th>Regularly</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Nb</td>
</tr>
<tr>
<td>Yes</td>
<td>68</td>
</tr>
<tr>
<td>No</td>
<td>68</td>
</tr>
<tr>
<td>Total</td>
<td>136</td>
</tr>
</tbody>
</table>

Table 10: Questionnaire results about car-pooling practices

- Car-poolers still drive mainly to go shopping, then for leisure (76.3% of respondents own 2 or more cars and 70.3% drive to go shopping).
- 61.9% of respondents belong to a family of two or more members, but 76.3% belong to a family with 2 or more driving licences, 14% of the car-poolers belong to a family with 1 driving licence. Only one person without a driving licence is car pooling. It may be more difficult for a person without a car or driving licence to find a partner.
76.3% of them own 2 or more cars.

### How many vehicles?

<table>
<thead>
<tr>
<th>Nb</th>
<th>% cit.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.7%</td>
</tr>
<tr>
<td>1</td>
<td>23.0%</td>
</tr>
<tr>
<td>2</td>
<td>61.2%</td>
</tr>
<tr>
<td>3</td>
<td>12.2%</td>
</tr>
<tr>
<td>4</td>
<td>2.9%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

Most of them are close to a public transport station.

### Public transport close to your home

<table>
<thead>
<tr>
<th>Public transport</th>
<th>Nb</th>
<th>% obs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus stops</td>
<td>74</td>
<td>51%</td>
</tr>
<tr>
<td>Railway station</td>
<td>55</td>
<td>37.90%</td>
</tr>
<tr>
<td>Cycle path</td>
<td>37</td>
<td>25.50%</td>
</tr>
</tbody>
</table>
| Total            | 145

So the choice of car pooling might essentially be an alternative choice between the car and public transport. Economical reasons (gas oil price) and/or an inadequate public transport service for commuter journey may motivate this choice too.

## C2.5 Society

### Car-pooling awareness

- No wide survey has been carried out at conurbation level or inside the firms which have partnership contracts with Covoituval. It has therefore been difficult to establish a variation in the global car-pooling awareness rate.
- Website visits
  - Covoituval site: the number of site visits has almost doubled yearly, from around 60 monthly visits in 2006, to 115 in 2007 and over 240 in the first part of 2008.
  - Around 10% of visits to the local mobility house website concern car pooling.
- In December 2007, breakdown of registered car-poolers shows that women (4%) are slightly more concerned than men, although their constraints, like picking up children from school, are often greater.

NB: Among the questionnaire respondents, the proportion was the reverse.
Car-pooling acceptance

The responses to the questionnaire gave information on a non-car-pooler part of the sample.

- Among people who do not practise car-pooling yet, 38.9% of them intend to do it, mainly as a driver, some of them because of the gas oil price increase in mid 2008. Some of them may wait for a partner. These ratios must be analysed carefully because the sample is composed of people registered at the mobility house, so who have already asked themselves questions about mobility.

<table>
<thead>
<tr>
<th>Car-pooling intention</th>
<th>Nb</th>
<th>% cit.</th>
<th>as</th>
<th>Nb</th>
<th>% obs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>yes</td>
<td>96</td>
<td>88.90%</td>
<td>Passenger 84</td>
<td>57.90%</td>
<td></td>
</tr>
<tr>
<td>No</td>
<td>12</td>
<td>11.10%</td>
<td>Driver 89</td>
<td>61.40%</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>108</td>
<td>100%</td>
<td>Total 145</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- A varying work timetable is the main barrier mentioned by respondents who do not intend to car pool in the future.

   ![Figure 11: constraints identified as obstacles to car pooling.](image-url)
Despite the questionnaire concerning people registered at Covoituval, more than 30% of respondents found their partner out of the Covoituval car-pooling service. We note that friends and workplaces are good for raising car-pooling awareness.

People who practise car pooling thanks to Covoituval appreciate mainly the easiness, efficiency, service quality and the potential number of car-poolers. 66% of non-car-poolers who intend to practise car pooling are motivated to use Covoituval services for the same reasons.

### Why do you use COVOITUV AL services

<table>
<thead>
<tr>
<th>Service</th>
<th>Number</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service quality</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Information quality</td>
<td>9%</td>
<td>14%</td>
</tr>
<tr>
<td>Relationship quality</td>
<td>3%</td>
<td>5%</td>
</tr>
<tr>
<td>Efficiency</td>
<td>19%</td>
<td>30%</td>
</tr>
<tr>
<td>Car-poolers number</td>
<td>15%</td>
<td>23%</td>
</tr>
<tr>
<td>Partners research</td>
<td>11%</td>
<td>17%</td>
</tr>
<tr>
<td>Returnway warranty</td>
<td>10%</td>
<td>16%</td>
</tr>
<tr>
<td>Return guaranteed</td>
<td>24%</td>
<td>38%</td>
</tr>
</tbody>
</table>

### C3 Achievement of quantifiable targets

<table>
<thead>
<tr>
<th>No.</th>
<th>Target</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>To develop the car-pooling practice at the level of the Toulouse conurbation.</td>
<td>★★★</td>
</tr>
<tr>
<td>1a</td>
<td>By consolidating existing car-pooling services.</td>
<td>★★★</td>
</tr>
<tr>
<td>1b</td>
<td>By improving their efficiency and level of service.</td>
<td>★★★</td>
</tr>
<tr>
<td>1c</td>
<td>By creating a dedicated service that will manage and promote car pooling at the conurbation level as a complementary service to PT</td>
<td>★</td>
</tr>
<tr>
<td>2</td>
<td>To limit traffic congestion and its consequences on energy consumption and air pollution due to individual trips in the conurbation. The quantitative target was the reduction of at least 1,000 individual daily car trips</td>
<td>★</td>
</tr>
</tbody>
</table>

0 = Not Achieved  ★ = Partly achieved  ★★★= Achieved in full  ★★★★= Exceeded

### C4 Upscaling of results

Based on the Covoituval approach developed at the local mobility agency, the integration of the car-pooling service into the new global mobility agency represents the upscaling of this measure. Through this integrated car-pooling management service, Tisséo aims to develop car pooling for the general...
public as a complementary service to public transport and offer a car-pooling management service to companies, which want to implement car pooling in the framework of a commuter mobility plan. No predictive data of the extension impact are available at this time.

C5 Appraisal of evaluation approach

The evaluation methodology was partly adapted to assess the expected impacts. It takes into account the main impacts due to the development of the car-pooling service offered by Covoituval at the local mobility agency. The followed-up indicator data on Covoituval activity and the data from the firm initial car-pooling database were the easiest to assess. Nevertheless:

- to find out the number of daily regular teams, their composition, the type of vehicles, the former transport means and their journey length more precisely would have helped to evaluate more accurately the impacts, especially on savings, energy and the environment.
- The sample chosen for the inquiry was not representative of the population of the Toulouse in the sense of the quota method and was deliberately slanted in favour of car-poolers to have a better idea of their practices and motivations.

The questionnaire response ratio, close to 10%, was rather low and the sample size of 139 responses has enabled broad conclusions to be drawn, although it was not sufficient to allow reliable analysis of smaller subsets of the sample.

Men represent 56.3% and women 43.7% of the sample who responded, and half of the sample practise car pooling, so the analyse would have to take into account these differences in comparison to people registered for car pooling and car-poolers.

C6 Summary of evaluation results

At the end of 2004, the MOBILIS partners (TISSEO SMTC and SICOVAL) decided to develop the car-pooling practice at the level of the Toulouse conurbation by consolidating existing car-pooling services, improving their efficiency and the level of car pooling in the area of Toulouse. The car-pooling development should offer a complementary/substitution service to PT and help to reduce individual trips in the conurbation.

The key results are as follows:

- Car-pooling development:
  - The integration of the car-pooling service offered by the Covoituval association into the more institutional framework of the mobility agency helped to promote and disseminate information about the car-pooling services available.
  - The activity assessment carried out in September 2005 revealed the weak points of Covoituval practices and therefore helped to improve the software designed to manage the car-poolers’ database.
  - The information campaigns conducted in firms and administrative departments have created a rapid growth in car-poolers’ teams. Between December 2005 and December 2007, the number of successfully connected people has roughly been multiplied by 5.4. Two thirds are firm employees and one third people who subscribed individually to Covoituval.
  - A larger database of people registered for commuter journeys seems to increase the number of successful connections.
  - The number of kilometres covered by new car-poolers has significantly increased between December 2005 and December 2007 and around 72,000 daily journeys have been avoided in this time. In December 2007, the implementation of the measure avoided around 480 commuter journeys daily. The number of avoided kilometres as passengers has increased more than the number of kilometres covered by the drivers; so we may suppose that, for some crews, more than two people are travelling in the same car.
People mostly practise car pooling for commuter journeys (80%). Before, more than 80% of the car-poolers were driving and they are still doing so, mainly to go shopping. The questionnaire results show that this service does not yet offer a new transport mode for people without a car.

The main motivation to practise car pooling seems to be to find a better car alternative than public transport.

The promotion of car pooling at big firm level has developed this practice at conurbation level and even wider. In December 2007, 38% of car-poolers were living out of the city of Toulouse and SICOVAL area.

The energy saved due to the development of car pooling reached around 48,281L eq. petrol between December 2005 and December 2007 in comparison to the business-as-usual scenario.

The environmental impact of the measure is a 312,220 kg eq. CO² savings for the same period in comparison to the business-as-usual scenario.

Covoituval-registered car-poolers appreciate mainly the easiness, efficiency and quality of the service provided and the potential number of car-poolers.

The activity is submitted to seasonal peaks; we notice a decrease in the summer and a sharp increase at the start of the academic year in September and October.

D Lessons learned

D1 Barriers and positive features

D1.1 Barriers

- **Barrier 1** – Variable work hours are an obstacle to car pooling.
- **Barrier 2** – connections between registered people for car pooling are limited by the geographical dispersion of residential areas.

D1.2 Drivers

- **Driver 1** – The involvement of Covoituval and its employees, partly volunteers and highly motivated by car-pooling development, has been a great help in getting this measure up and running and progressing.
- **Driver 2** – The financial and administrative support of the local authorities, specifically TISSEO and SICOVAL, has prevented unsatisfied technical needs from limiting Covoituval action;
- **Driver 3** - Car pooling is a good solution for commuter journeys due to the economic geography of the conurbation of Toulouse with large business areas, which are difficult to access at rush hour and only partly linked to a public transport network.
- **Driver 4** - the simultaneous implementation of commuter mobility plans (measure 11.4) has fostered car pooling in different firms and therefore the contracts between Covoituval and companies
D2 Participation of stakeholders

- **Stakeholder 1** – The companies, willing to develop mobility actions, were happy to externalise car-pooling management.
- **Stakeholder 2** – regular car-poolers are often good at spreading the word and networking for car pooling.

D3 Recommendations

- **Recommendation 1** – The car-pooling service is adapted to companies suffering from a lack of parking space, limited access to public transport and whose employees currently encounter traffic congestion difficulties to reach their workplace.
- **Recommendation 2** – The launch of a car-pooling service must be accompanied by the implementation of a dedicated management system and human councillor presence.
- **Recommendation 3** – Links on public transport and other local authority websites to the car-pooling service is a helpful way to disseminate the information. Public awareness campaigns about the car-pooling service are useful; dedicated one to targets groups are compulsory.
- **Recommendation 4** – Commuter mobility plans and a parking policy in favour of car-pooling are good supporting measures.

D4 Future activities relating to the measure

The close implementation of a reinforced mobility agency at city level and the continuation of awareness campaigns inside companies, specifically through the cooperation of the public transport authority (TISSEO) for mobility commuter plans, will help to develop car pooling in the Toulouse conurbation.
**ANNEX 1: Questionnaire main results**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>---</td>
<td>No answer</td>
<td>Presented as no. 1</td>
<td>Presented as no. 2</td>
<td>Less cited</td>
</tr>
<tr>
<td><strong>Sex</strong></td>
<td>19=13.1%</td>
<td>Men: 71=49.0%</td>
<td>Women: 55=37.9%</td>
<td></td>
</tr>
<tr>
<td><strong>How did you find out about Covoituval?</strong></td>
<td>9=6.2%</td>
<td>Company: 69=47.6%</td>
<td>Internet: 35=24.1%</td>
<td>Other: 6=4.1%</td>
</tr>
<tr>
<td><strong>Home location</strong></td>
<td>14=9.7%</td>
<td>house: 101=69.7%</td>
<td>Flat: 31=21.4%</td>
<td></td>
</tr>
<tr>
<td><strong>Home location 1</strong></td>
<td>36=24.8%</td>
<td>suburb: 77=53.1%</td>
<td>Town: 33=22.8%</td>
<td></td>
</tr>
<tr>
<td><strong>Close to home public transport</strong></td>
<td>35=24.1%</td>
<td>Bus or underground stops: 74=51.0%</td>
<td>Railway station: 55=37.9%</td>
<td>Cycle path: 37=25.5%</td>
</tr>
<tr>
<td><strong>Do you practise car pooling?</strong></td>
<td>9=6.2%</td>
<td>yes: 68=46.9%</td>
<td>No (go to question 19): 68=46.9%</td>
<td>yes: 68=46.9%</td>
</tr>
<tr>
<td><strong>Regularly (4 days a week)</strong></td>
<td>81=55.9%</td>
<td>No: 34=23.4%</td>
<td>yes: 30=20.7%</td>
<td></td>
</tr>
<tr>
<td><strong>For</strong></td>
<td>81=55.9%</td>
<td>Home-work journey: 59=40.7%</td>
<td>Round trip: 48=33.1%</td>
<td>Outward or Return: 3=2.1%</td>
</tr>
<tr>
<td><strong>How did you find your team partner?</strong></td>
<td>83=57.2%</td>
<td>Covoituval: 33=22.8%</td>
<td>Friends: 11=7.6%</td>
<td>Colleagues: 5=3.4%</td>
</tr>
<tr>
<td><strong>Before you used</strong></td>
<td>84=57.9%</td>
<td>car: 55=37.9%</td>
<td>motorbike: 7=4.8%</td>
<td>other: 1=0.7%</td>
</tr>
<tr>
<td><strong>Why did you choose Covoituval?</strong></td>
<td>106=73.1%</td>
<td>Easiness: 20=13.8%</td>
<td>Efficiency: 15=10.3%</td>
<td>Team building: 0=0.0%</td>
</tr>
<tr>
<td><strong>Do you intend to practise car pooling?</strong></td>
<td>37=25.5%</td>
<td>yes: 96=66.2%</td>
<td>No: 12=8.3%</td>
<td></td>
</tr>
<tr>
<td><strong>As</strong></td>
<td>53=36.6%</td>
<td>Driver: 89=61.4%</td>
<td>Passenger: 84=57.9%</td>
<td></td>
</tr>
<tr>
<td><strong>For</strong></td>
<td>54=37.2%</td>
<td>Home-work journey: 90=62.1%</td>
<td>Other: 5=3.4%</td>
<td></td>
</tr>
<tr>
<td><strong>Do you intend to use Covoituval car-pooling services</strong></td>
<td>53=36.6%</td>
<td>Yes: 87=60.0%</td>
<td>No: 5=3.4%</td>
<td></td>
</tr>
<tr>
<td><strong>If so, why?</strong></td>
<td>70=48.3%</td>
<td>Easiness: 38=26.2%</td>
<td>Number of registered car-poolers: 24=16.6%</td>
<td>Other: 5=3.4%</td>
</tr>
<tr>
<td><strong>If you do not intend to practise car pooling, why not?</strong></td>
<td>132=91.0%</td>
<td>Work flexitime: 7=4.8%</td>
<td>Other: 4=2.8%</td>
<td>Car-pooling constraints: 2=1.4%</td>
</tr>
<tr>
<td><strong>do you use your car every</strong></td>
<td>16=11.0%</td>
<td>day: 106=73.1%</td>
<td>week: 70=48.3%</td>
<td>month: 63=43.4%</td>
</tr>
<tr>
<td><strong>Do you drive for:</strong></td>
<td>12=8.3%</td>
<td>Commuter journey: 120=82.8%</td>
<td>shopping: 102=70.3%</td>
<td>Professional activity: 21=14.5%</td>
</tr>
<tr>
<td><strong>No. Km/year</strong></td>
<td>17=11.7%</td>
<td>&gt; 20,000: 36=24.8%</td>
<td>10 – 15,000: 28=19.3%</td>
<td>&lt; 1500: 3=2.1%</td>
</tr>
<tr>
<td><strong>Other transport means?</strong></td>
<td>74=51.0%</td>
<td>Bus/underground: 49=33.8%</td>
<td>bicycle: 42=29.0%</td>
<td>Other: 13=9.0%</td>
</tr>
</tbody>
</table>