



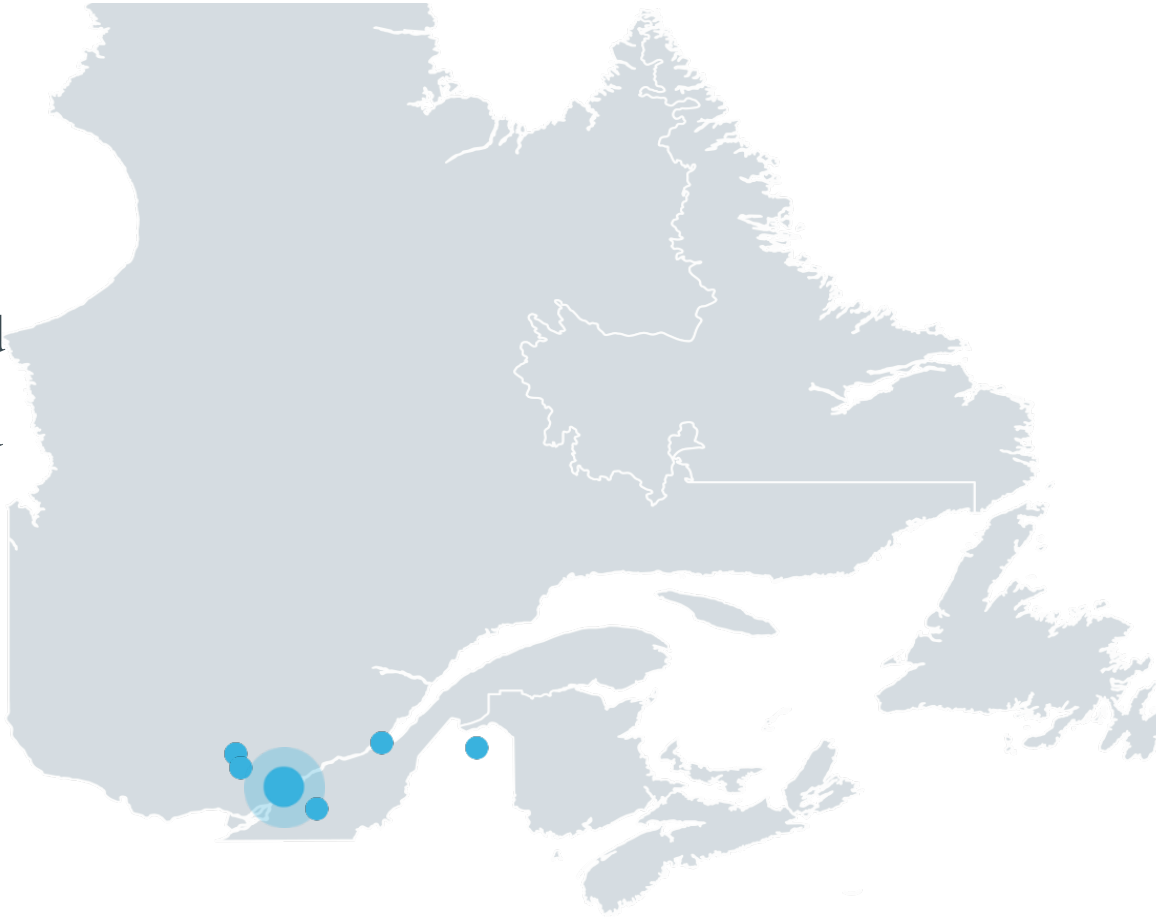
Notes to the Free-Floating Car-Share Pilot and Interim Policy of the city of Toronto

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Strategic Development



Communauto in Canada

Offering 2 000 Free Floating and
Station Based cars in 8 cities and
abroad, in Europe (France)



Québec – Gatineau - Montréal –Ottawa – Kingston – Halifax – Sherbrooke – Paris
(France)

With Reservation

A fleet of cars to reserve at a low cost for a half-hour, an hour, a day or longer. Located in the heart of neighborhoods, the cars are available without delay, 24/7. Take them to the local grocery store or anywhere in North America!

Our fleet : 1400 cars



Free-floating

For spontaneous trips from point A to point B - in the city, for a day trip or multiple days. Release a car at your destination (within a Zone).

Or/
and

Our fleet : more than 600 cars



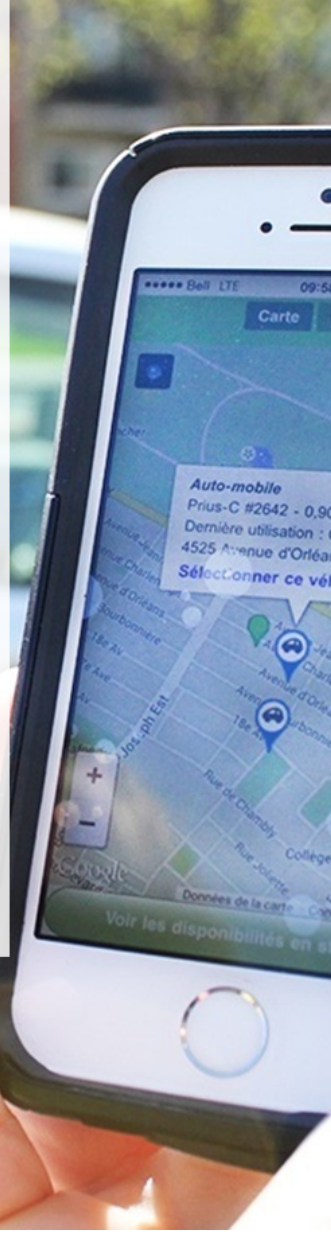
Our approach

- **Affordable offer** addressing people and families needs
- Strong capability to **adapt to unique environment** and partners (city, public transport, ...) and availability to share data
- **Service oriented** more than brand oriented :
 - Local customer service
 - 5-seats cars of different size
 - Effective app and website
 - Possibility to open the car with card or app
 - Experience with winter conditions
- Aimed at maximizing the **environmental and economic sustainability**
- **Able to manage EVs** and willing to expand this option as the technology improves

Communauto support the intention of the City of Toronto for providing a pilot project approach for this “newer” form of carsharing: it is an important opportunity for the people and economy of Toronto.

Communauto hope to be able to contribute to this effort bringing more another option and a different approach.

Turnkey



Integrated with other public transport offers



Electric, hybrid and fuel efficient



Economically and socially viable



Low pricing to attract more users

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|----------------------------|---------------------------------|---------------|---------|
| Short trips (minutes) | Free – floating | 0,30 / minute | |
| Medium trip (some hour) | Free-floating and station based | 2,20 / hour | 0,24 km |
| Mid-long trip (day) | Free-floating and station based | 19,80 / day | 0,24 km |
| Long distance (many km) | Station based | 34,95 / day | 0,17 km |

Fuel and insurance included

MONTHLY PASS

\$40

**Auto-mobile
UNLIMITED**

Enjoy unlimited free-floating trips of 30 minutes or less for a whole month

Benefit on land use

\$15.1M

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Avoided spending on infrastructure resulting from the reduction of the car fleet [in Montréal] resulting from car-sharing activity is estimated at around \$15.1M per year.

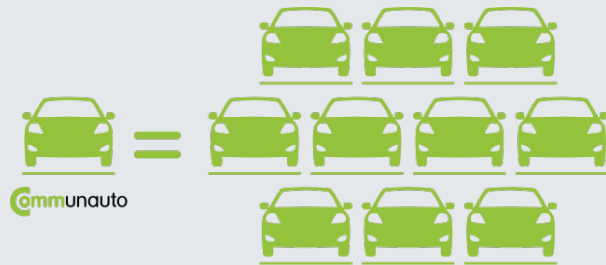
—TECSULT, 2006

A mix of free-floating and station-based carsharing allows to maximise benefits on parking and land use.

Communauto encourages the city of Toronto to promote and sustain actively all forms of carsharing

MONTREAL

Station-based



Replaces

10 private cars and free 6 parking spaces

67% reduction in the number of private vehicles

owned by users after their subscription.

45 % decrease in the vehicle-kilometer travelled (private vehicle + carsharing cars).

Montréal – École Polytechnique (2012)

PARIS

One-way



Replaces

3 private cars and frees 2 parking spaces

23% reduction in the number of private vehicles owned by users after their subscription.

Paris (France) — 6T Bureau de recherche (2014)

VANCOUVER

Table 30. Vehicle Holdings Prior to and After Joining Car Share

| Membership | Vehicles per Household | | Percent Change |
|-------------|----------------------------|-------------------------|----------------|
| | Prior to Joining Car Share | After Joining Car Share | |
| Modo Only | 0.70 | 0.51 | -27% |
| car2go Only | 1.06 | 1.01 | -5% |
| Modo+car2go | 0.59 | 0.38 | -36% |

Metro Vancouver, 2014

UNITED KINGDOM•

Scott Le Vine and John Polak (UK, 2017): Found that **37%** of users indicate that **free-floating carsharing** has impacted their ownership of private cars. Of this 37%, a large majority (**83%**) indicated that the mechanism of impact **was that they decided not to buy a car** that they otherwise would have purchased. **11% reported that they had disposed of a car in the past three months**, and **6% stated that they will sell a private car within the next three months.**

CANADA & USA•

Elliot Martin, Susan A. Shaheen, and Jeffrey Lidicker (U.S) : The average vehicles per household before carsharing is 0.47, and the average vehicles per household after carsharing is 0.24. The Canadian average before carsharing is 0.31 vehicle per household and 0.13 vehicle per household after. The U.S. average before carsharing is 0.55 vehicle per household and 0.29 vehicles per household after. Both of these changes are statistically significant .

Communauto applauds the City of Toronto recognizing carsharing as a way to reduce on-street parking demand without the need to put the needs of residents using carsharing and residents owning a car in conflict.

A dynamic service

- 5 trips per car per day
- 1.3 hr per car per trip
- 61% of cars are parked less than 3 hours between utilisations
- 97% less than 24h

Montreal, 2017

The cost of parking

The power of attraction of car-sharing lies partly on particularly low hourly rates with the stated aim of convincing the largest number to sell or give up possession of a car.

In this case, operational costs, in particular those which could be caused by an increase in price (or even an increase in the case of a tender insensitive to this reality) for access to parking, don't have to be transferred to users.



Eastern, Western Canada & Maritimes

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The integration of alternate modes of transport with the car involves questioning the place reserved for parking on the public domain Space needs to be re-evaluated in order to prioritize sustainable modes of transport (...) such as new ways to use the car (car-sharing, self-service vehicles).

- City of Montreal, Parking Policy 2016

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|------------------|--------------------------|
| Quebec, Quebec | \$1,000 |
| Montreal, Québec | \$1,130 |
| Halifax, NS | \$30 |
| Victoria, BC | \$2 000 (incl Meters) |
| Vancouver, BC | \$65 |
| Calgary, Alberta | \$450 |



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Car-sharing reduces dependency on the car and favors the transfer to other modes of mobility.

In this sense it reduces energy consumption and pollutant emissions. In addition, it makes it possible to free urban space used previously for the parking of vehicles. - Article L.1231-14 France's

transport code

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|-----------------------|------------------------------------------------|
| Turin, Italy | 800 euros (-100 x Hybrids / 50% for EVS) |
| Madrid, Spain | 0 euros (Electric cars only) |
| Strasbourg, France | 61 Euros |
| Bordeaux, France | 165 Euros |
| Toulouse, France | 150 Euros |
| Lyon, France | 300 Euros |



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The initial success of Seattle’s 350-space on-street parking pilot in 2013 led its city council to further expand the program in January 2015, passing new legislation.

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Seattle, Washington
(D.C)

\$1,730

\$2,890

Restricted
parking zone and
Metered parking

Oakland, California

\$1,278



Contact

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