

PRESS RELEASE

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One Mobility car replaces 18 privately owned cars

For the first time, an independent report shows the extent to which Mobility can reduce traffic congestion. Thanks to car sharing, there are around 40,000 fewer privately owned cars in Switzerland. But this is not the only positive effect.

The congestion-relieving effect of car sharing is well known. But for the first time, the Mobility Cooperative has commissioned an independent study to determine the actual scope of the impact in Switzerland. To this end, the consulting firm BSS Volkswirtschaftliche Beratung conducted a survey of members in cooperation with the University of Applied Sciences of Eastern Switzerland (OST). The result: on average, each Mobility car replaces 18 privately owned cars. This avoidance rate is even higher in cities such as Zurich, Geneva and Basel. And even in rural areas, 9.5 cars can be replaced by each Mobility car. Projected across the whole of Switzerland, around 40,000 fewer vehicles are thus on the road thanks to Mobility.

Study co-author Fabiana Kappeler says: "According to their own assessment, the respondents would own significantly more cars without Mobility. Mobility's car sharing offer means that parking space can be saved on a massive scale – space that is then available for other uses." If we calculate conservatively with one parking space per car and a space requirement of 12.5 square metres per parking space (which does not include any required additional manoeuvring space), this means a nationwide saving of around 500,000 square metres, equivalent to the area of 70 football pitches.

Car sharing reduces private motorised transport

The report also looked at the level of motorisation of households: In the cities studied, the number of cars per 1,000 people in average households is on average at least twice as high as in households with a Mobility subscription. Fabiana Kappeler says: "Thanks to the car sharing scheme, many Mobility customers do without a private car completely. This has a direct impact on mobility behaviour: People who do not own a car are more likely to travel by public transport, bicycle or on foot. This also means a reduction in individual motorised transport."

Strong argument for more shared mobility

"For me, the results of the study are a huge incentive for further expanding our offer," says Mobility CEO Roland Lötscher. "If we want to overcome the mobility challenges in Switzerland, we need a significantly higher proportion of car sharing in the mobility mix." To achieve this, Mobility intends to work even more closely with cities, cantons, companies and upper-level apartments in future. "Together, we want to make sustainable mobility as easy as possible."

Area	Avoidance rate
Total	17.7
City of Basel	23.4
City of Zurich	20.6
City of Geneva	21.4
City of Bern	15.4
City of Lausanne	15.7
City of Winterthur	14.7
City of Lucerne	11.6
Other urban areas	17.6
Periurban areas*	18.8
Rural areas	9.5

*"Periurban" is a term used in spatial planning. It describes regions that are geographically adjacent to cities and agglomerations.

PRESS MATERIAL

More details on the results as well as images and videos: [Media Centre](#)

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PRESS KIT

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ABOUT MOBILITY

Mobility is the car sharing market leader in Switzerland. The cooperative offers its customers more than 3,000 vehicles for every situation at 1,600 stations. Thanks to digital technology and a state-of-the-art app, using our cars is easy, inexpensive and, above all, sustainable. A Mobility car replaces an average of 18 privately owned cars, thus creating space, reducing traffic and protecting the environment.