

## *Ridesharing from the perspective of a public transport operator*

Berliner Verkehrsbetriebe (BVG)  
WOCOMO Congress Berlin

19. Oktober 2017

# BVG operates a public transport network with 10 underground lines, 22 tramway lines and 152 bus lines in Berlin.



passengers: 553 m  
lines: 10  
vehicles: 1.244  
stations: 173



passengers: 193,6 m  
lines: 22  
vehicles: 329  
stops: 803



passengers: 433 m  
lines: 152  
vehicles: 1.379  
stops: 6.473



passengers: 1 m  
lines: 5



Our regular bus service covers the whole town with a frequency between 20 and 4 minutes.



418,5 m

passengers



151

routes



1,392

vehicles



1,712 km

network length



6,452

stops

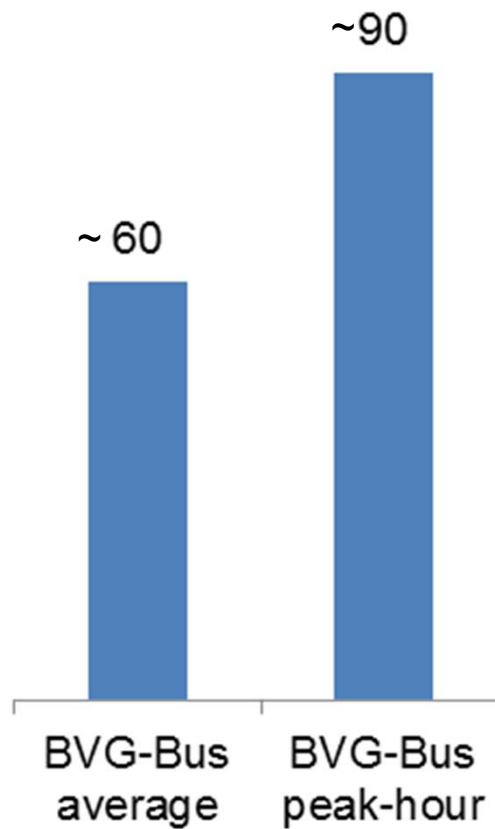




## Our passengers share their rides on a very high level.

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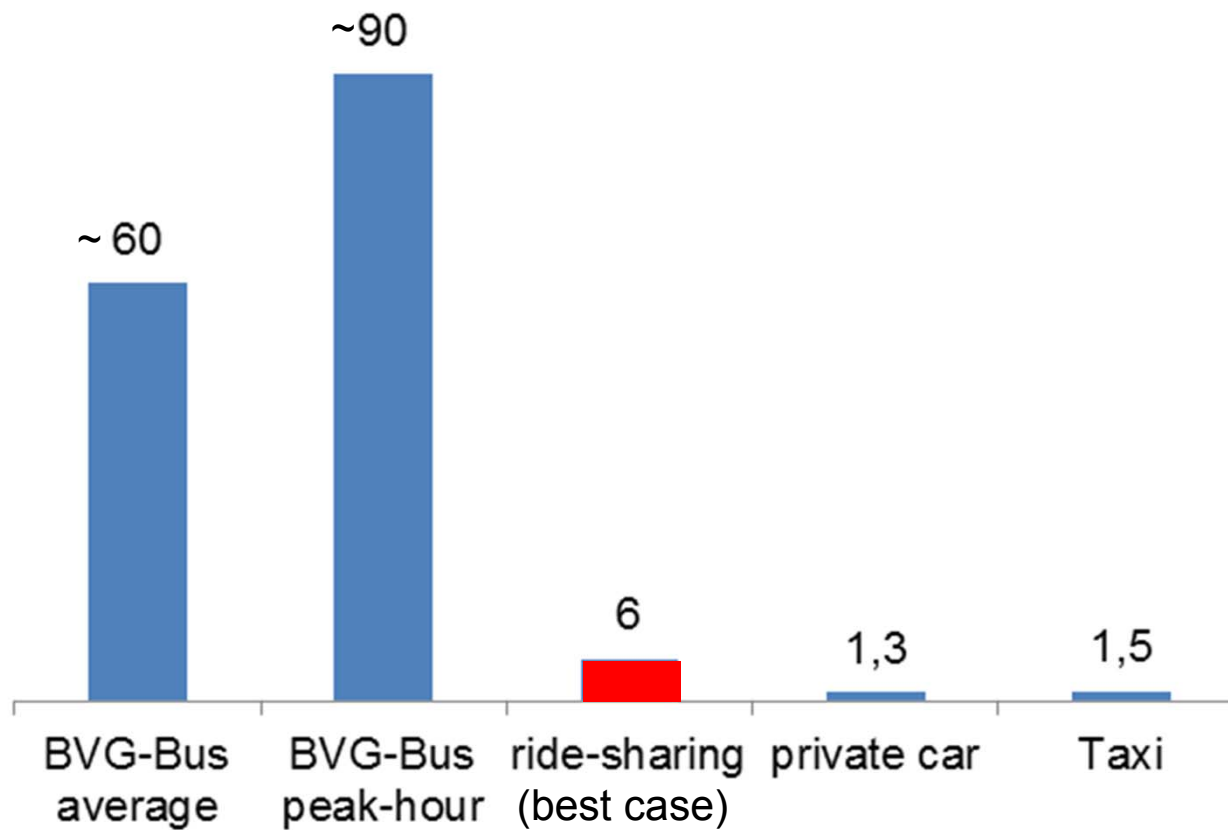
passengers per vehicle x hour



Although new ridesharing concepts are significantly better than private cars and taxis they are not appropriate to make public transport more efficient!



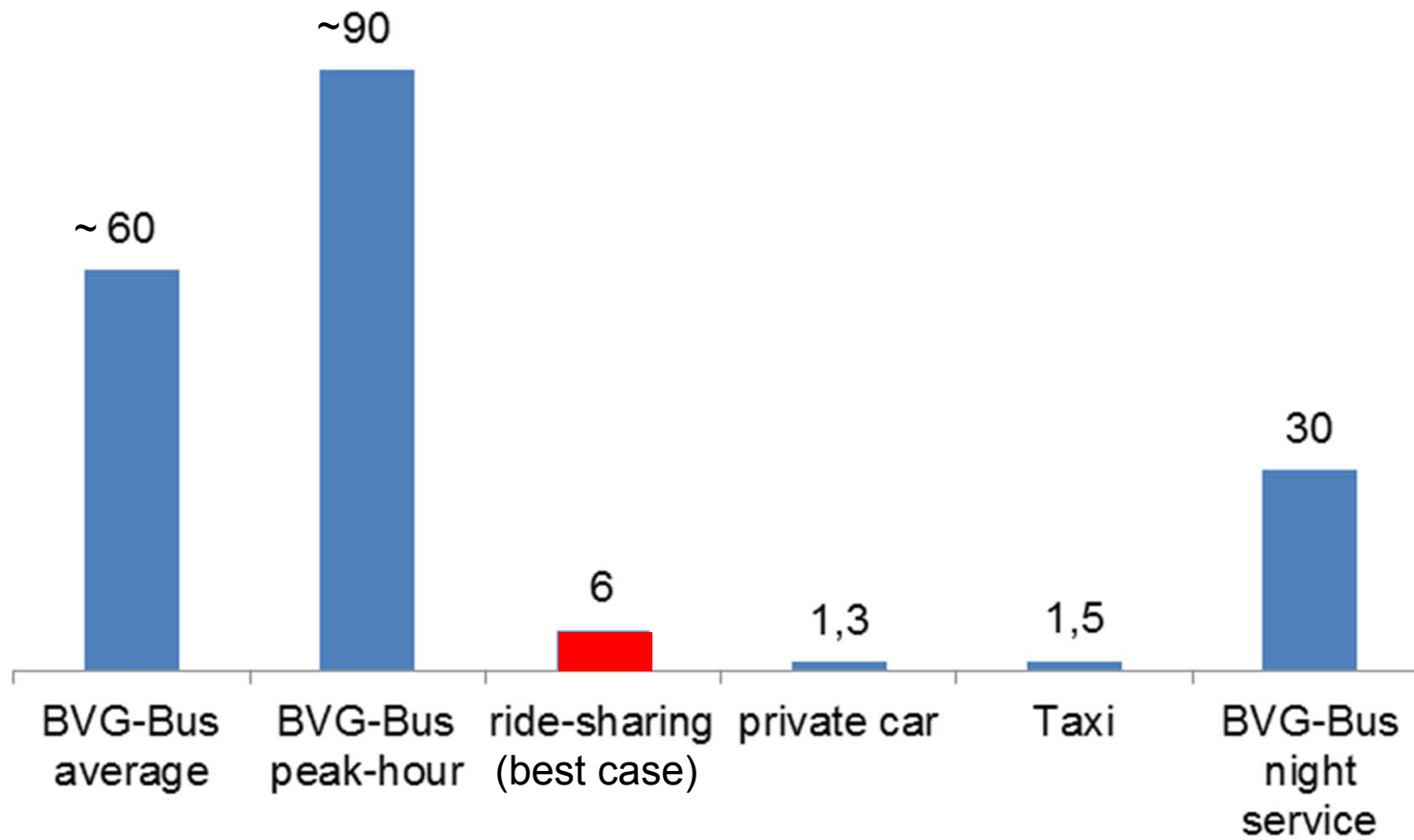
passengers per vehicle x hour



# Even regular night bus services with a relatively low usage are more efficient than ridesharing.






passengers per vehicle x hour



Ridesharing attracts major investors and substantial investments.  
So, there must be „something“ ...



68  
billion  
\$



ReachNow

# In spite of a rising market share of public transport and a relatively low availability of private cars in Berlin ...



## Households without car

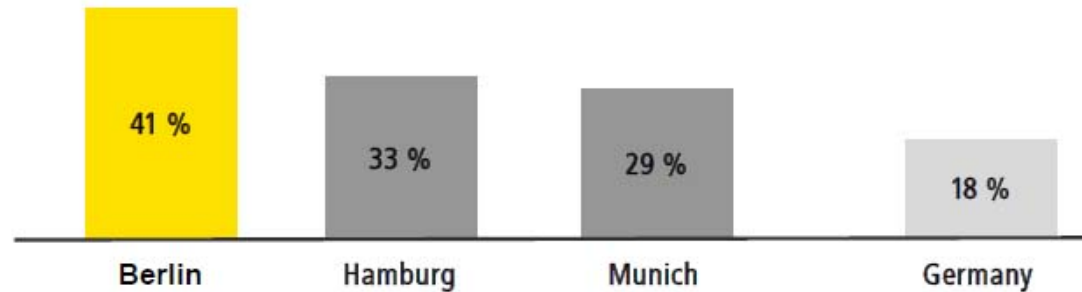
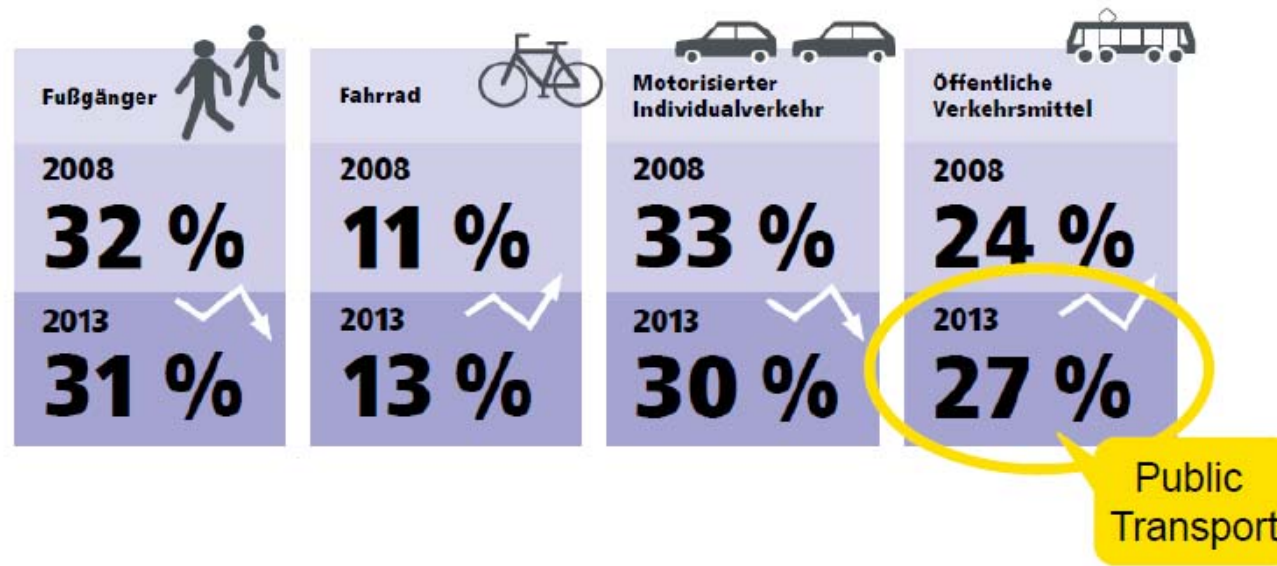


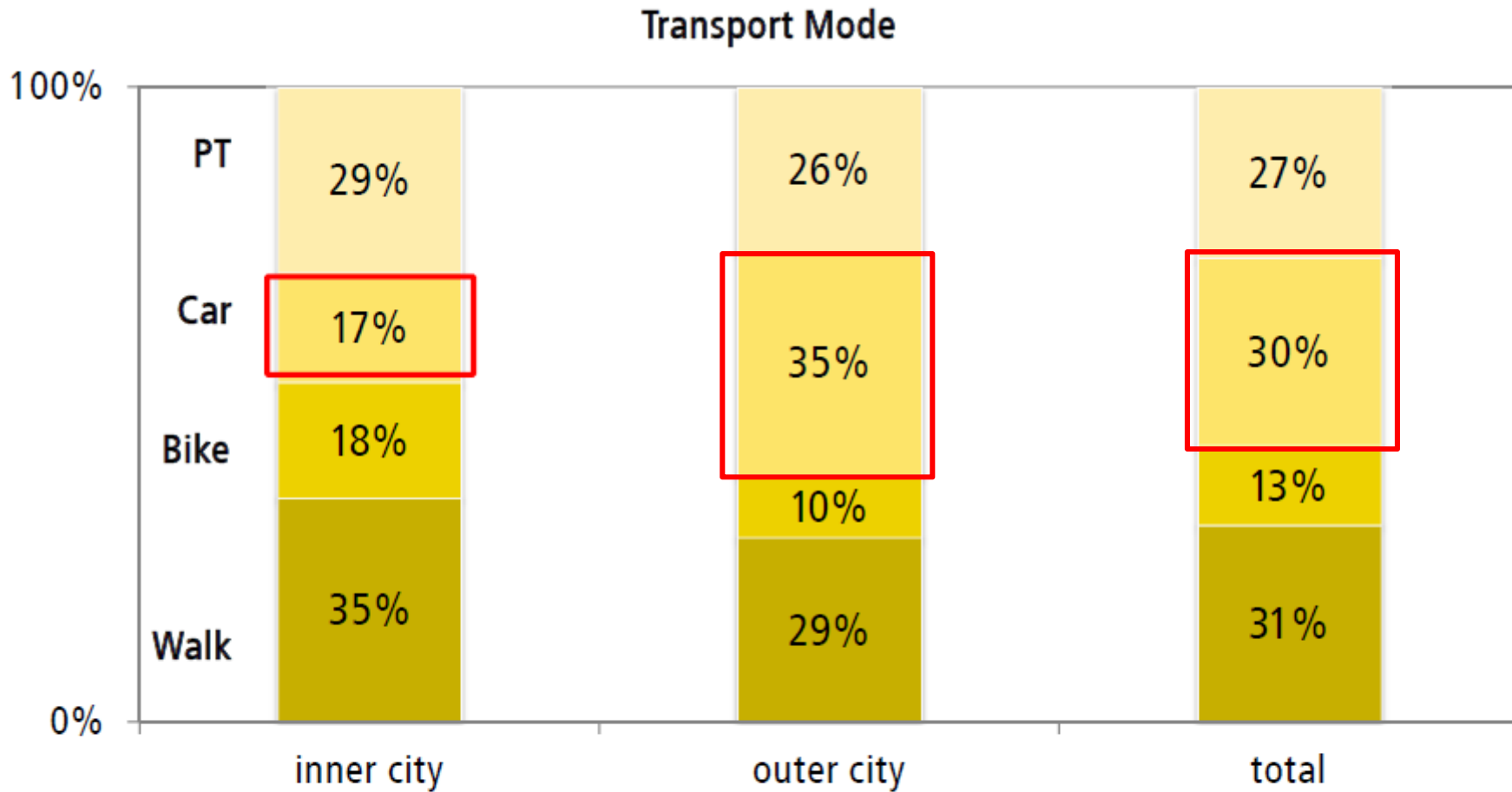
Abb.: Autofreie Haushalte Deutschland in 2012

## Modal Split





... there is still an important share of the mobility market conventional public transport cannot reach.

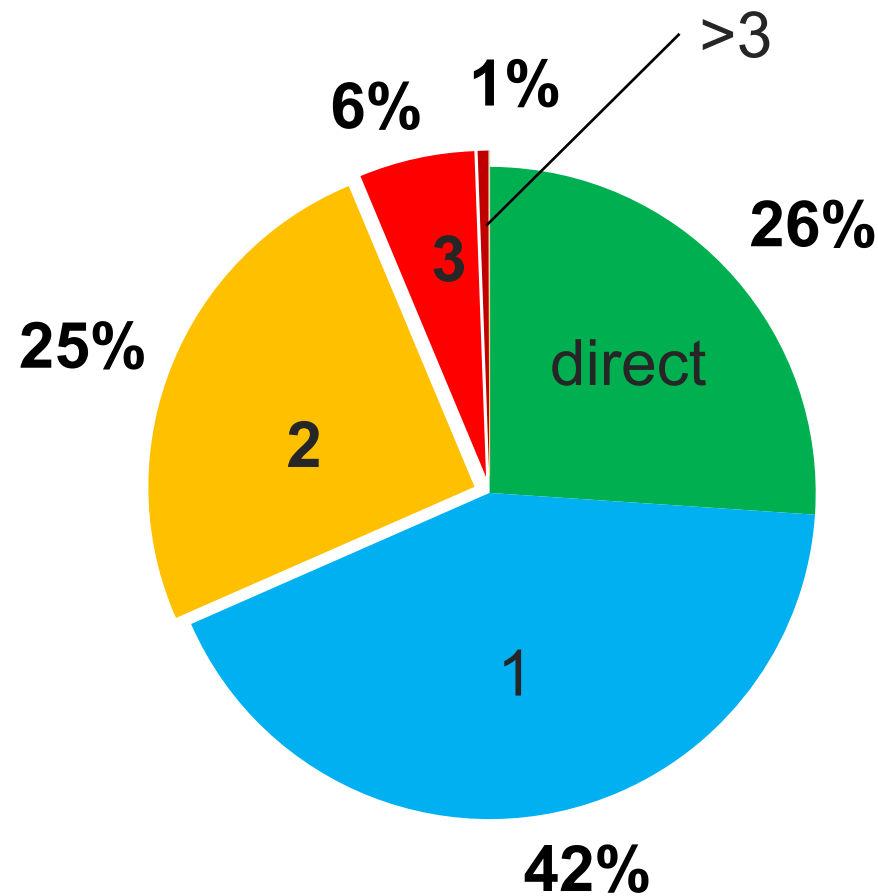


Source: SrV 2013

Only 26% of the requests in our time table information system can be answered with direct connections. 32% of them contain more than 2 changes.



Number of changes in connections given by BVG timetable information system



The efficiency of ride-sharing will improve dramatically if the (bus-)driver concept can be dropped ...



... because autonomous driving becomes real.



... or the capacity utilization risk is transferred to the driver ...




**THE BEST PLATFORM FOR DRIVERS**

 <p><b>MORE MONEY</b> Drivers earn more on average than any other platform.</p>	 <p><b>NO SET SCHEDULE</b> Choose to go online and offline whenever you want.</p>	 <p><b>PROFESSIONAL CULTURE</b> Partner with the world's largest ridesharing network.</p>
 <p><b>REAL-TIME FARES</b> Track exactly how much you make after every trip.</p>	 <p><b>PLENTY OF RIDERS</b> Never waste time or money waiting for passengers.</p>	 <p><b>A BETTER EXPERIENCE</b> NEW automatic GPS directions for pickup and destination.</p>

Refer a driver at [get.uber.com/rideshare](https://get.uber.com/rideshare)

... or the usage of the empty places in existing cars improves.



Scenario: 1,3  1,5 passengers/car

 shared car rides: + 0,5 m per day  
public transport: - 20% (?)

# The biggest challenge: Ridesharing as part of regular public transport, compatible to German legislation.



The characteristics of regular public transport services is defined by the „Personenbeförderungsgesetz“

## § 42 Begriffsbestimmung Linienverkehr

Linienverkehr ist eine zwischen bestimmten Ausgangs- und Endpunkten eingerichtete regelmäßige Verkehrsverbindung, auf der Fahrgäste an bestimmten Haltestellen ein- und aussteigen können. Er setzt nicht voraus, dass ein Fahrplan mit bestimmten Abfahrts- und Ankunftszeiten besteht oder Zwischenhaltestellen eingerichtet sind.

## § 6 Genehmigungspflicht

(6) Anstelle der Ablehnung einer Genehmigung kann im Fall einer Beförderung, die nicht alle Merkmale einer Verkehrsart oder Verkehrsform erfüllt, eine Genehmigung nach denjenigen Vorschriften dieses Gesetzes erteilt werden, denen diese Beförderung am meisten entspricht, soweit öffentliche Verkehrsinteressen nicht entgegenstehen.



**Regular service needs a starting point, an end point and stops**



**Exceptions can be accepted if there is no conflict with public interest**



