

Car Sharing Cost

BBC has wisely steered clear of the ‘per car’ cost because it is too variable, leaving passengers with no idea what the cost will be until the day of the walk. Our ‘per km’ rate allows us to include the cost in the program.

Assumptions for Car Pooling.

- drivers should not have to contribute to fuel costs provided they have two or more passengers.
- very few cars use more than 12.5 litres per 100km nowadays, so the calculations should be based on that level of consumption. If the car is more fuel-efficient, then the driver benefits more.
- The price of unleaded fuel is used as the benchmark because it would be too complicated to set different figures for premium petrol or diesel fuel as well.

Procedure for Setting BBC’s Rates. Below is a chart of the approximate trigger points for raising the ‘per km’ rate. In each case the driver will not be contributing to the fuel costs and will always be at least \$3 ahead, provided there are two or more passengers and the fuel usage doesn’t exceed 12.5 litres per 100km.

Average Fuel Price per litre	Cost per passenger	Cost for 2 passengers	Amount Collected per 100km with 2 passengers	Cost of fuel per 100km @ 12.5 litres per 100km	Surplus to driver with 2 passengers
\$1.50	12c	24c	\$24	\$18.75	\$5.25
\$1.60	12c	24c	\$24	\$20.00	\$4.00
\$1.70	13c	26c	\$26	\$21.25	\$4.75
\$1.80	13c	26c	\$26	\$22.50	\$3.50
\$1.90	14c	28c	\$28	\$23.75	\$4.25
\$2.00	14c	28c	\$28	\$25.00	\$3.00

With 3 or more passengers, there is a reasonable "profit" to be made and free transport for the driver remains the rule - a great incentive to take more passengers, not to mention the consequential environmental benefits that flow.

The calculation does not consider other costs that must be borne by the drivers - such as ‘wear and tear’ and cleaning costs.

Registration and insurance costs are not considered because they must be paid even if the car stays in the garage all year long.