

ACTIVE MOBILITY AND PUBLIC TRANSPORT¹

BRAZIL
AND CLIMATE
CHANGE

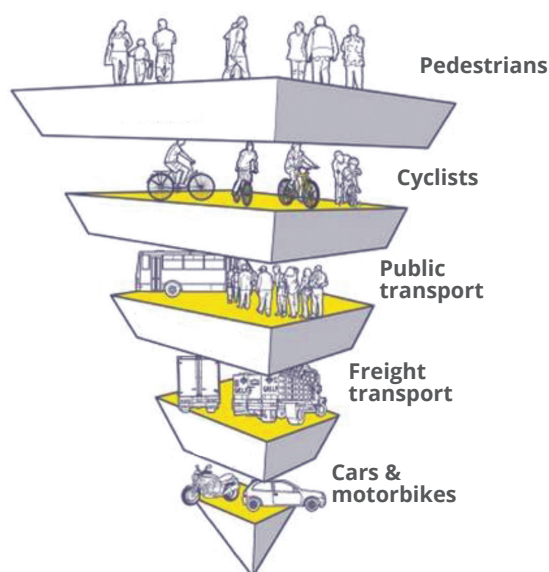


Passenger transport is the main source of greenhouse gas emissions in Brazilian cities and have been growing steadily. The greatest emitter is the automobile and its increased usage is accompanied by a steady growth in emissions from the sector. The reduction of these emissions requires policies that improve and promote alternatives to the car, enhancing the infrastructure and services related to active mobility and public transport.

The National Urban Mobility Policy, endorsed in 2012, has the objective of prioritizing the planning and investment in passenger transport, consistent with the priorities of a low carbon system.

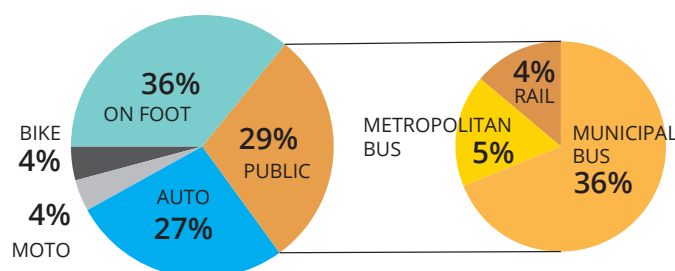
PRIORITIES ACCORDING TO THE NATIONAL URBAN MOBILITY POLICY

Source: ITDP Brazil



1. Sources: Greenhouse Gas Emission Estimate System (SEEG), National Association of Public Transport (ANTP), Greenpeace Brazil, Mobilize, Moovit, National Association of Urban Transport Companies (NTU).

In 2014, 64.1 billion trips were made throughout Brazil. Most of these were on foot and by bicycle (40.6%), followed by individual motorized transportation – cars and motorcycles (31%) and public transportation (28%).



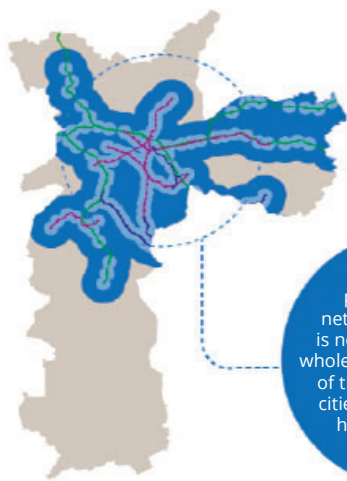
Source: ANTP (2016)

PUBLIC TRANSPORT

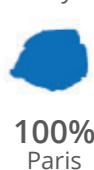
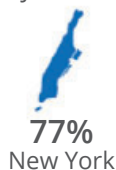
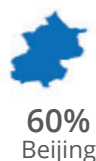
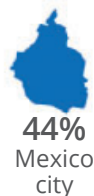
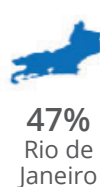
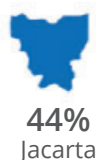
The main mode of public transport in Brazil is the bus, responsible for more than 86% of all public transport in the country. The bus needs more attention from policymakers, especially regarding the quality of the service, the public space dedicated to it, and the technology used.

Improvement in the quality of services involves a broad discussion about the current system of public transport concessions, making them more transparent and making sure they meet the demands of the population. Public roads and highways should prioritize the bus, with practical solutions such as exclusive bus lanes. Finally, it is important to initiate a technology transition from fossil-fueled buses to electric buses, reducing local emissions of pollutants and greenhouse gases.

The expansion of medium and high capacity transport infrastructure is also crucial, especially in medium and large cities, as well as metropolitan regions. Expansion of metro systems (underground rail), rail, bus rapid transit (BRT) and light rail transit (LRT) systems is required. This infrastructure should serve the population of metropolitan areas and prioritize access to the city for all social groups and classes.



The quality of the public transport network in São Paulo is not sufficient for the whole population. It is one of the most populated cities in the world and has a low PNT for walking of only 25%



Source: ITDP and WRI Brazil, 2016 <http://www.mobilize.org.br/estudos/266/pnt-people-near-transit-de-sao-paulo.html>

An important indicator to identify the extent of this access is the percentage of the population living within a 1km radius of medium and high capacity transport, summarized by ITDP Brazil through the people near transit (PNT) indicator. São Paulo shows insufficient PNT, while, at the other end of the scale, New York has an indicator that could be described as very much desired by most other cities.

CYCLE LANE NETWORK IN THE CAPITALS

In 3 years, routes have more than doubled in size

| | |
|----------------|-------|
| São Paulo | 498.4 |
| Rio de Janeiro | 441.1 |
| Brasília | 420.1 |
| Fortaleza | 204.6 |
| Curitiba | 204.2 |
| Rio Branco | 178.3 |
| Salvador | 145.1 |
| Campo Grande | 89.7 |
| Belém | 88.4 |
| Belo Horizonte | 87.4 |
| Goiânia | 84.2 |
| Aracaju | 67 |
| Vitória | 48.2 |
| Porto Alegre | 47 |
| Maceió | 42.1 |
| Teresina | 41.9 |
| Recife | 41.7 |
| Florianópolis | 41 |
| João Pessoa | 40.7 |
| Cuiabá | 39.9 |
| Boa Vista | 35 |
| Natal | 32 |
| Porto Velho | 20.6 |
| Manaus | 20.5 |
| Palmas | 19.5 |
| São Luís | 18 |
| Macapá | 11.9 |


3.009

is the total number of kilometers of cycle lane networks in the capitals

Source: City councils of the capitals and the government of the Federal District. Infographic developed by G1 on 17/02/2017.

ACTIVE TRANSPORT

Pedestrians form the core of Brazil's mobility system, being the main mode of transportation and connection to public transportation. Its importance is growing in the Brazilian political agenda, with the existence of more than 150 civil society groups defending pedestrian rights throughout Brazil (a result of the *Como Anda* survey).

According to the Origin and Destination survey of the São Paulo metro in 2014, Brazil has advanced in the use of bicycles – amounting

to 60 million bikes, of which half are used by the population for their daily commute. The use of this type of modality increased 18% between 1997 and 2008 in the city. Among the Brazilian capitals, the cycle networks more than doubled between 2014 and 2016 – going from 1,414 km to 3,009 km.

CHALLENGES OF THE NDC

In its NDC, Brazil has committed to promoting efficiency measures and making improvements in the transport infrastructure and public transport in urban areas. However, to change this scenario, it is necessary to define strategies that prioritize other modes, such as public and active transportation, that is, enhance the quality of infrastructure and policies of the metro systems (underground rail), fares integration and bus lanes, as well as improvements to sidewalks and more investment in the development of cycle lanes.

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