



Sustainable Urban Transport and its Contribution towards Promoting Equitable and Inclusive Urban Development

EcoMobility Days, Habitat III

OMU – Urban Mobility Observatory for Latin America

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Context and objectives

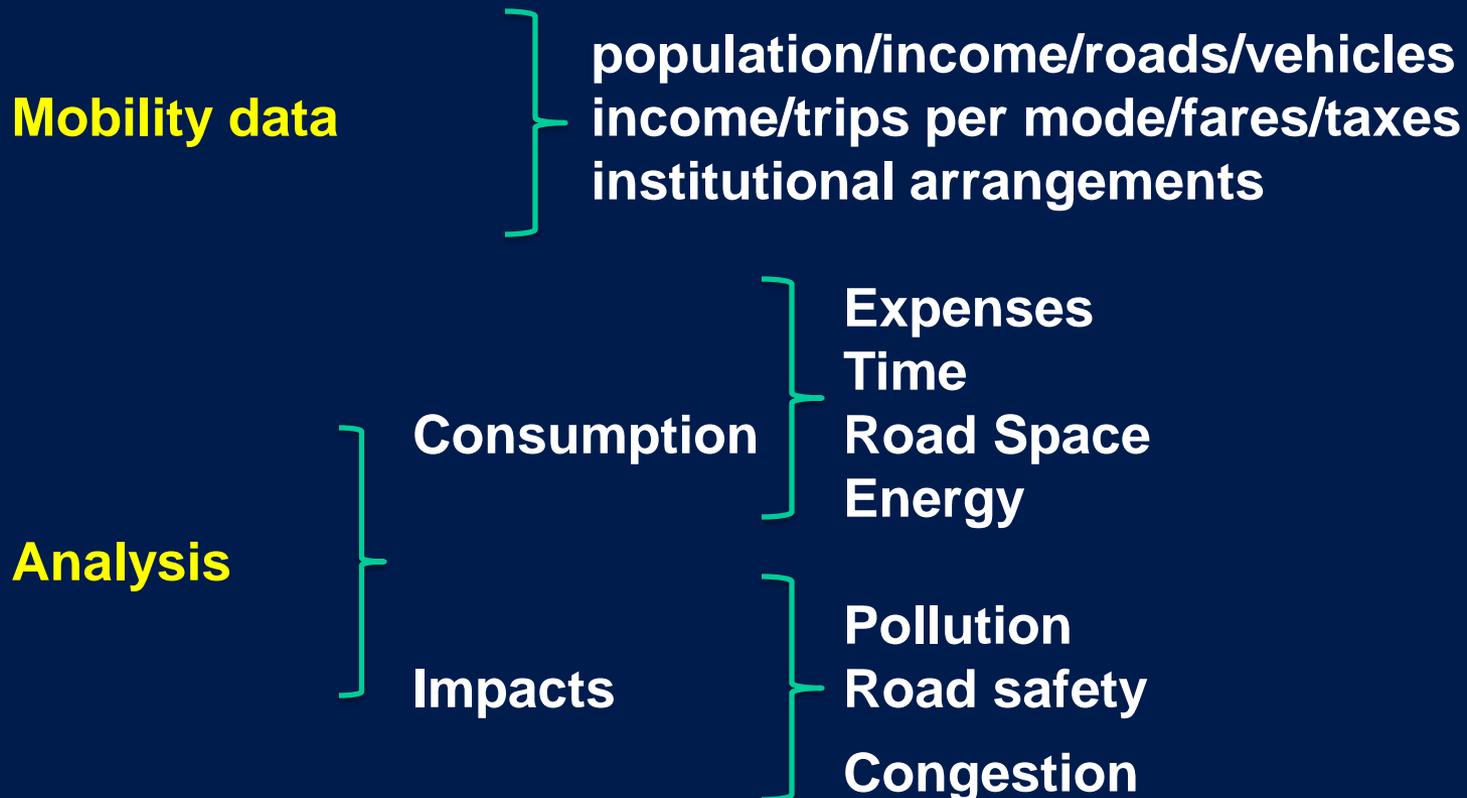
1. Lack of reliable information on urban mobility
(weak public institutions + unregulated public transport)
2. Severe limits to inform policy decisions

Proposal: OMU – Urban Mobility Observatory

OMU – General information (2014)

| | | | |
|-------------|--------------------|-------------|------------------|
| Urban areas | 29 | | |
| Countries | 12 | | |
| Population | 130,351,562 | | |
| Fleet | Automobiles | 35,264,511 | (increase 4%/y) |
| | Motorcycles | 7,168,997 | (increase 13%/y) |
| | Buses/vans | 367,959 | |
| Trips/day | | 288 million | (2.2/inhab.) |

Structure of the analysis



Main findings

Modal split: 42% public 32% private 26% walking/cycling

Walking and cycling: poor infrastructure, comfort and safety

Public transport: low-quality vehicles and services, long travel times

Monthly expense with bus fares: 15% to 25% of minimum salary

Road space: private transport consume 85%

Energy: private transport consume 66%

Fatalities: 52% pedestrians and cyclists

CO₂ emissions: private transport responsible for 72% of total

Main challenges

- **Include the most vulnerable in the decision process**
- **Provide sidewalk and cycling networks + road safety actions**
- **Ensure quality and reliability of public transport with proper regulation and using subsidies if necessary**
- **Limit excessive and inadequate use of the automobile + charge for social and environmental costs**