



# EcoMobility

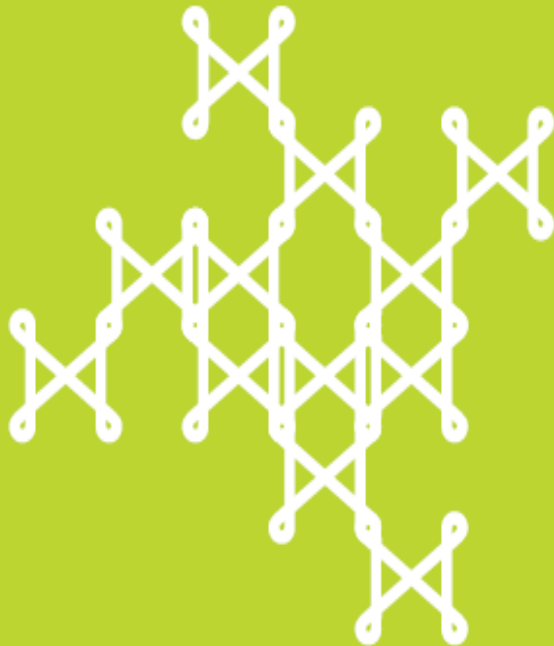
A Program of ICLEI - Local Governments for Sustainability

## EcoMobility Days Quito 2016

16 October 2016, Sunday

Financing sustainable urban mobility and implementing mobility  
within the Sustainable Development Goals

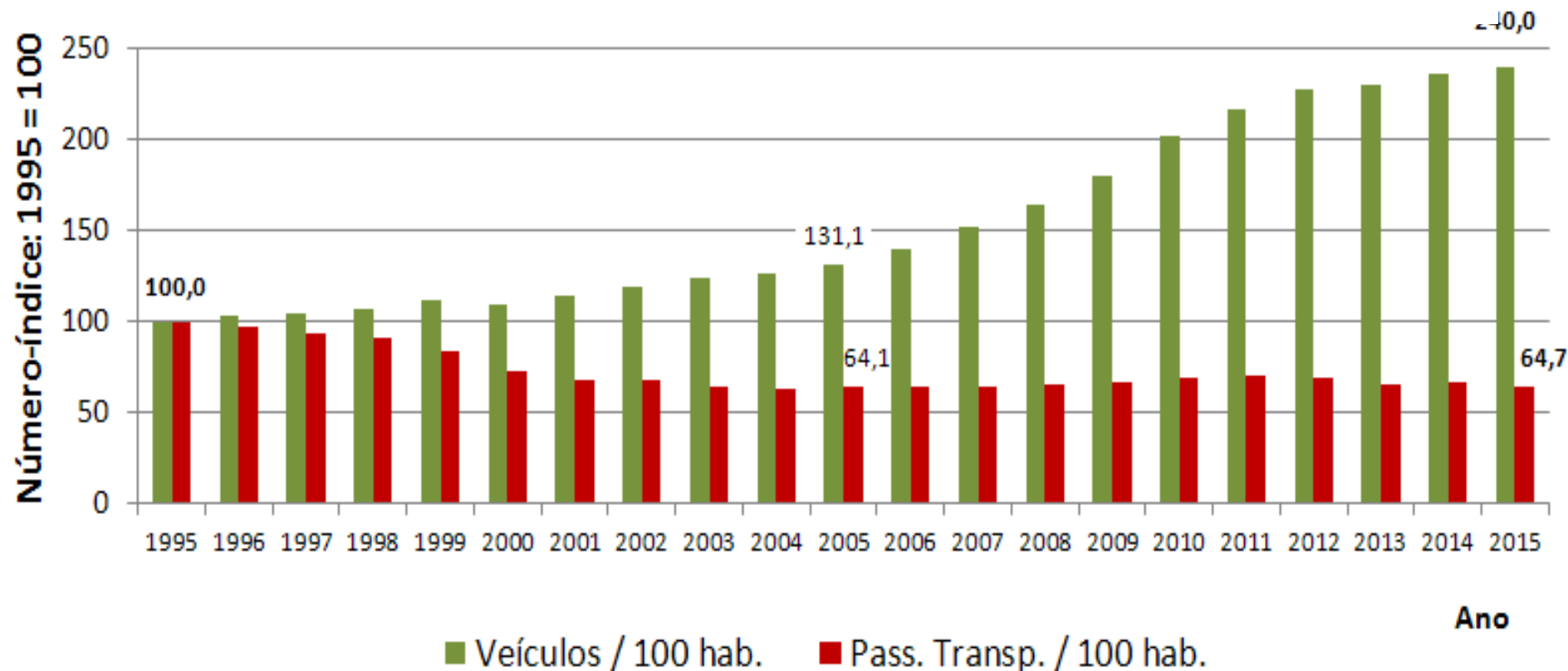
**City of Belo Horizonte - MOVE, the BRT System  
that changed a city**



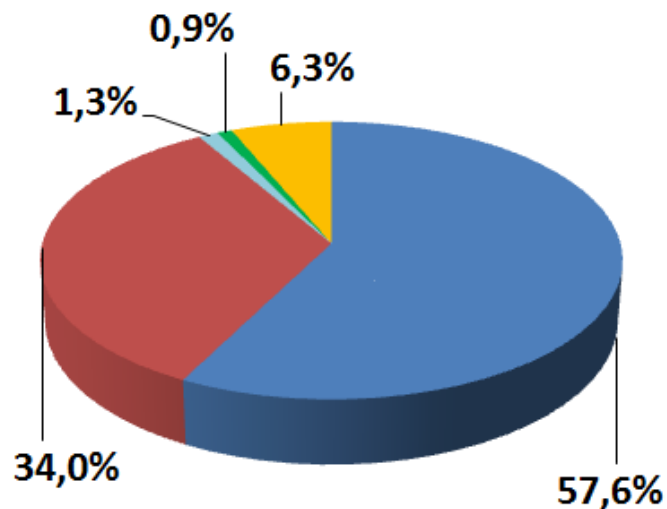
**PREFEITURA  
BELO HORIZONTE**

# City of BH, 1995-2015 – Evolution of automotive vehicle fleet and bus transit demand

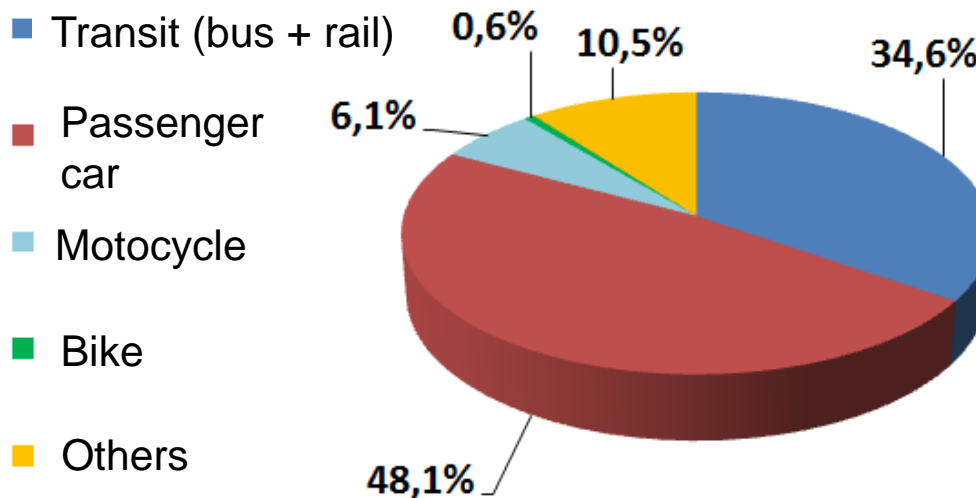
Automotive vehicle fleet and the amount of passengers carried by bus in Belo Horizonte, weighted by population (in index numbers: 1995 = 100)



# City of BH, 2002 and 2012: rise in the number of journeys and greater share of the individual modes



Year 2002: 2,7 millions of vpd



Year 2012: 4,1 millions of vpd

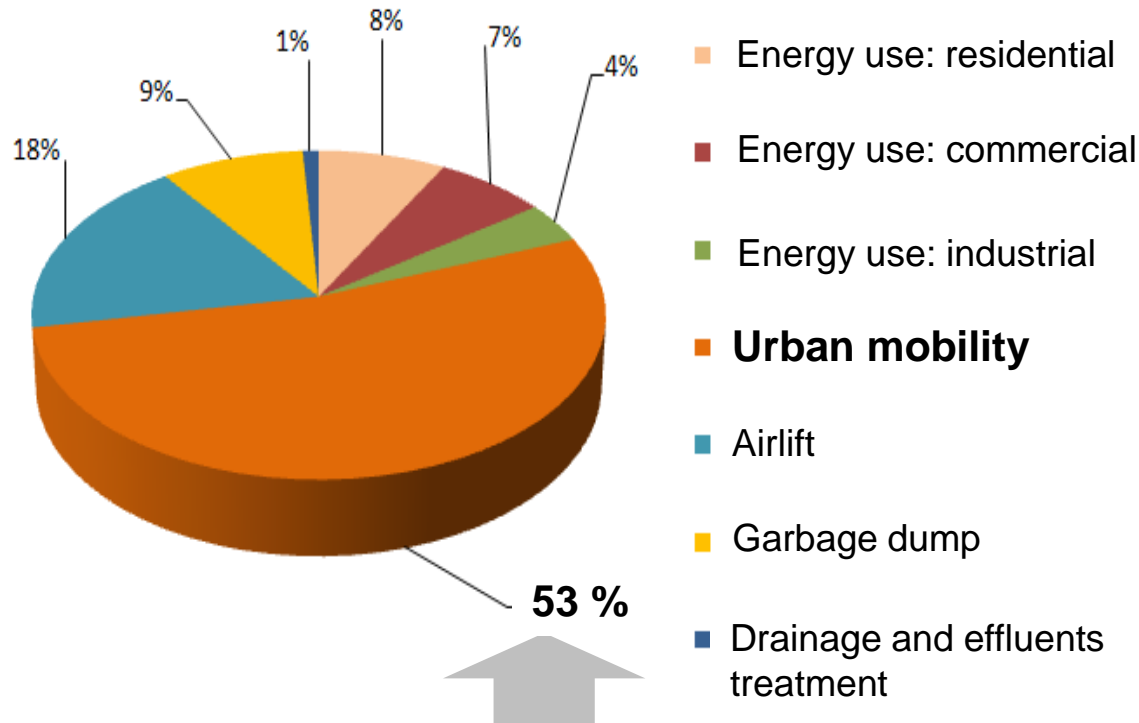
## Urban Transport Modal matrix of City of Belo Horizonte, in % (excluded "on foot" journeys)

Modo de transporte	Cresc. 2012/02
Transporte coletivo	- 8 %
Automóvel	+ 116 %
Motocicleta	+ 649 %
Bicicleta	+ 7 %
Outros modos	+ 154 %
<b>Total das viagens</b>	<b>+ 53 %</b>

- **The public transit had a strong trip share loss over a decade, falling from 57,6% in 2002 to 34,6% in 2012**
- **The automobile trip share rose from about 1/3 to approximately 50%, being the most used transport mode in 2012**

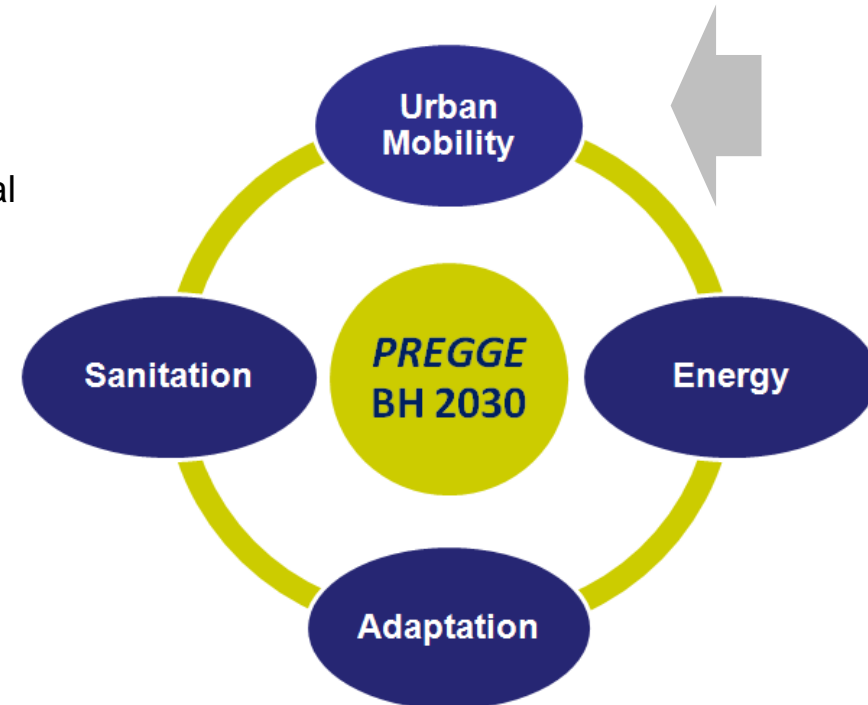
# The Urban Mobility was the largest GHG emitter (53% of total) in City of Belo Horizonte

## 2013, City of BH: Greenhouse Gas Emissions (GHG) Inventory



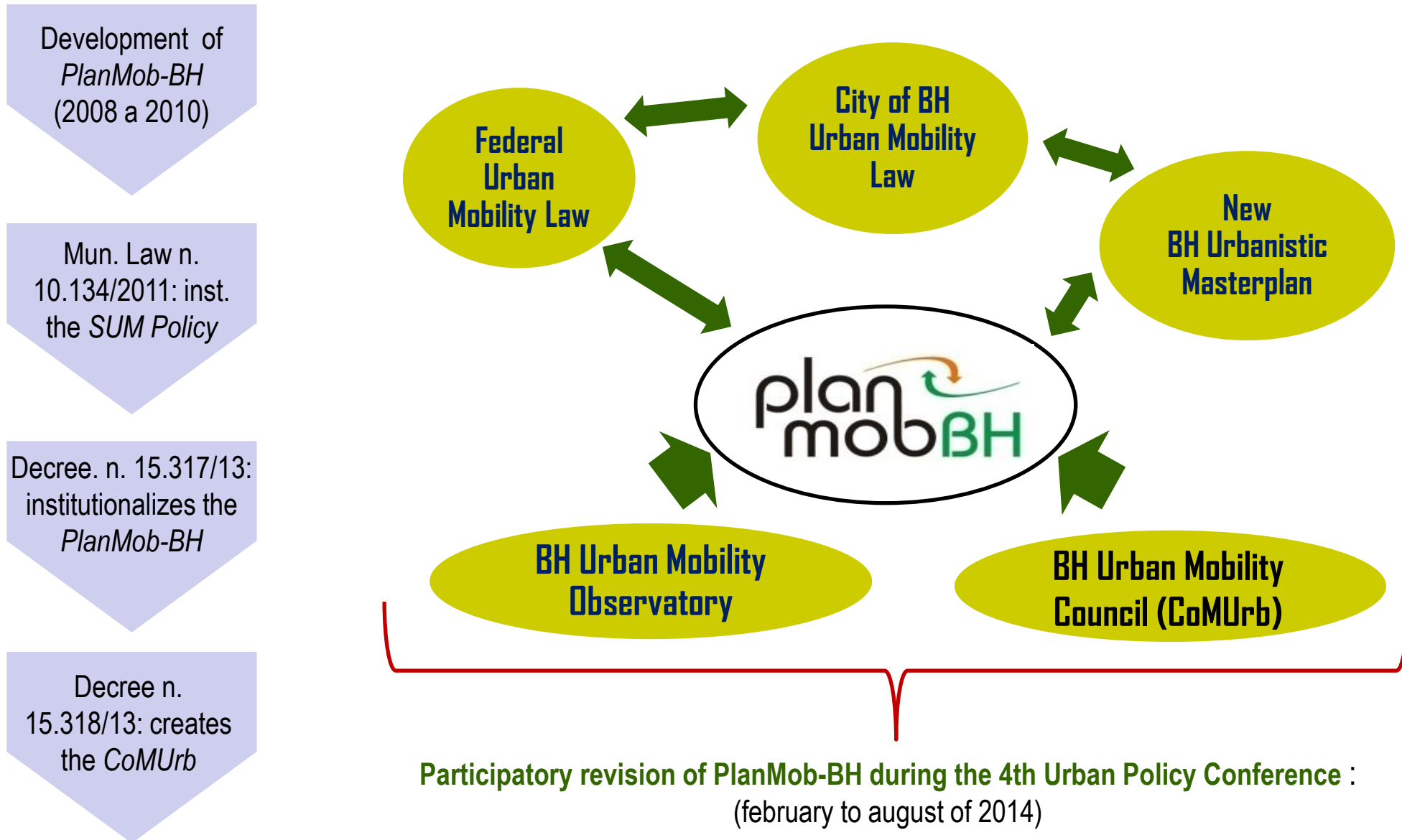
Fonte: Inventário de emissões de gases de efeito estufa em BH, 2013

## City of BH has a Municipal Plan for Reducing Greenhouse Gas Emissions ( *PREGEE BH 2030* )



**Goal: to reduce GHG  
emissions 30% by 2030**

# City of BH has a Sustainable Urban Mobility Plan (*PlanMob-BH*) since 2010



# MOVE, The Belo Horizonte's BRT System

23 km of exclusive busways with two traffic lanes per direction, 5 integration terminals at the busways' ends and 40 transfer stations along the corridors

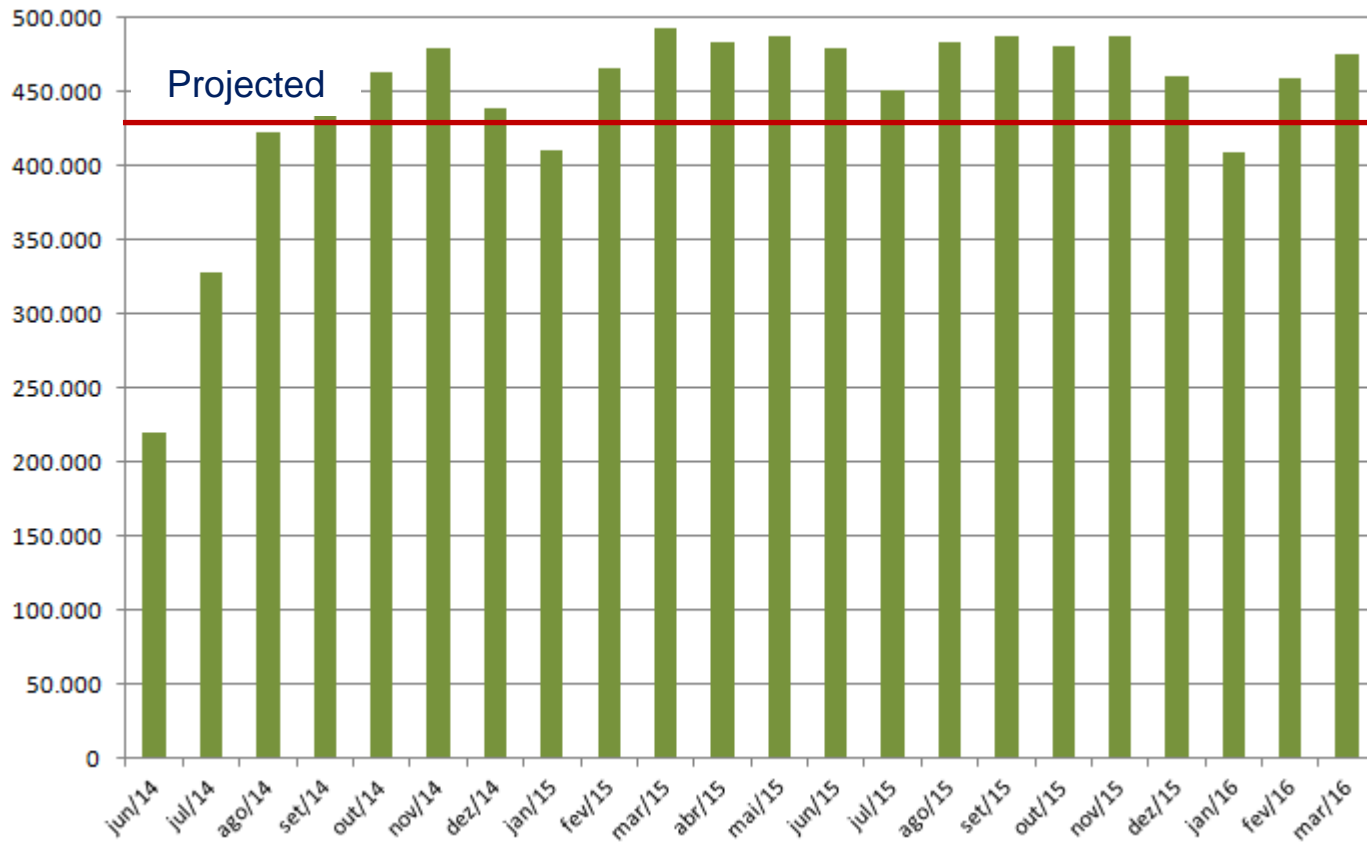


# BRT MOVE: beyond an isolated corridor, an integrated network of lines and services



# BRT MOVE: carried daily demand is about 13,5% greater than the projected

## BRT MOVE: carrying approximately 500 thousand passengers/day

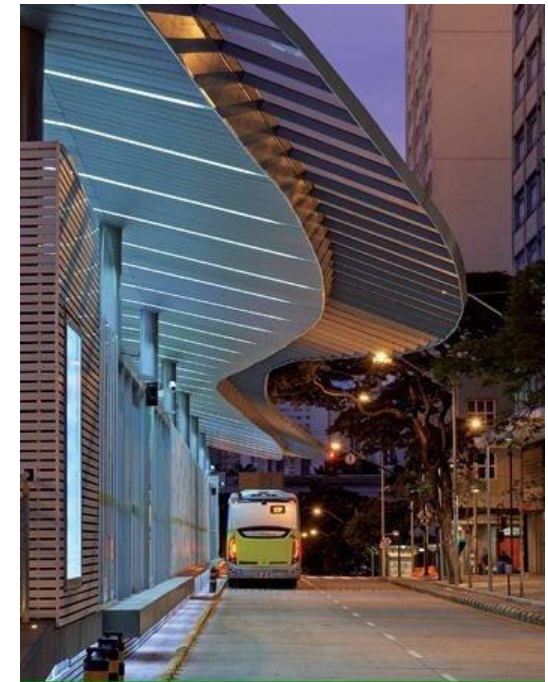
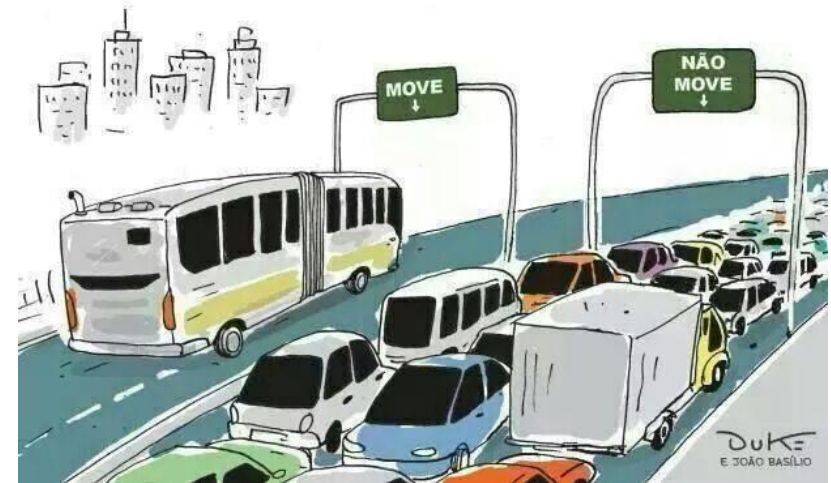
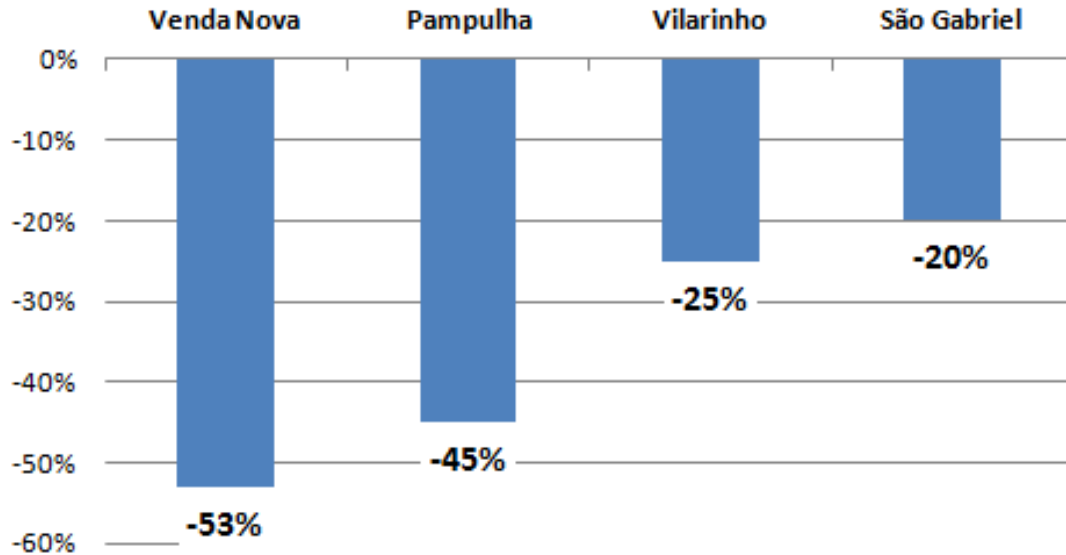


The BRT MOVE serves approximately 1/3 of total daily demand of the BH City's bus transit system

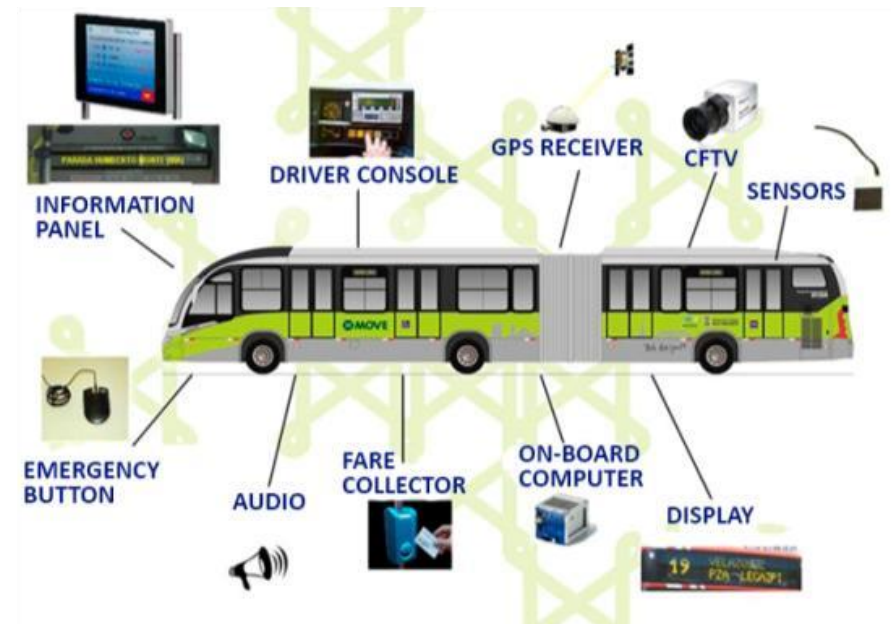


# BRT MOVE: fall in traveled time from departure station is about 20% and 53%

## Fall in traveled time from departure station



# SITBus: intelligent systems financed by the concessionaires



# BRT MOVE: extension of the trunk-line feeded network based on integration stations



**“Pampulha” bus integration station**

**“São Gabriel” intermodal integration station  
[bus / metro ]**



# BRT MOVE: Extension of the trunk-line feeded network based on integration stations

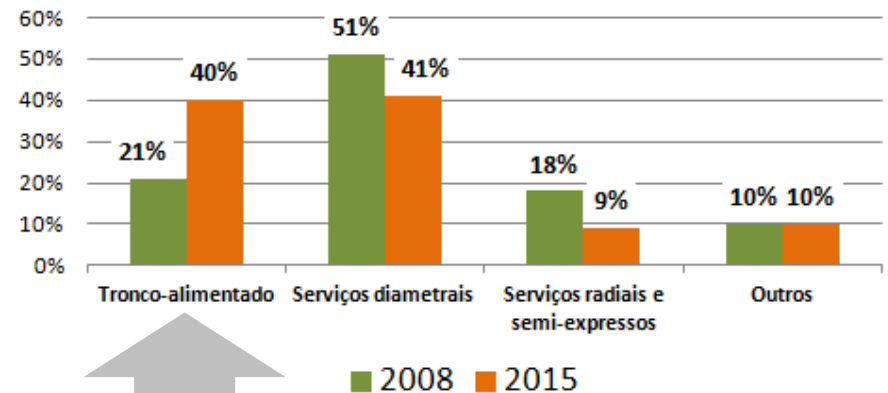


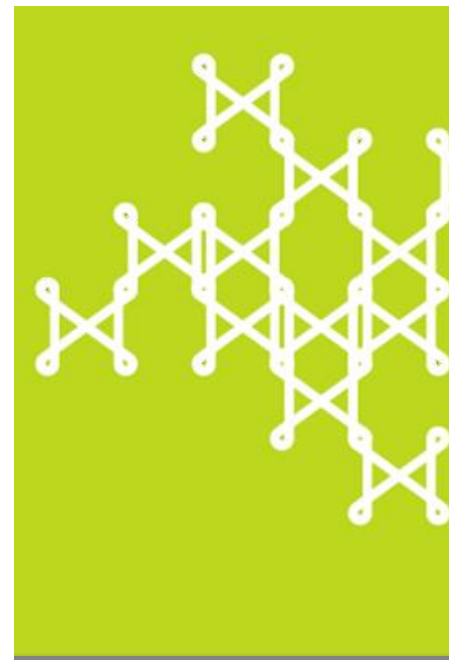
“Venda Nova” bus integration station



“Vilarinho” intermodal integration station [bus / metro]

Spatial model of BH bus system





**Thank You !**

**Ramon Victor Cesar**

BHTRANS's CEO

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