

Urban Mobility and the Sustainable Development Goals in Brazil

Financing sustainable urban mobility and implementing mobility within the SDGs

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Context



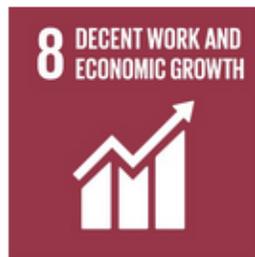
Cities are expanding rapidly without adequate transportation planning to accommodate their growing populations.

Sprawling as a pattern

- ✓ Climate change issue
- ✓ Equity issue

In developing cities, car ownership is between 10-30%, meaning that a majority of the poor living outside the city center have to rely on unreliable and often unsafe transit options, and pay more than they can afford on taxi services.

Transport as a key tool in reducing emissions, improving equity, and reducing poverty



Priorities



- ✓ Expand transit infrastructure
- ✓ Increase the percentage of population living near transit
- ✓ Increase low income population living near transit
- ✓ Ensure road safety policies and measures are adopted

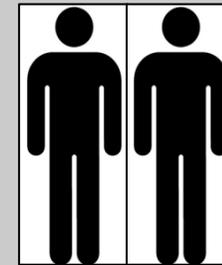
Rapid transit to resident ratio



Km of
mass transit



Urban
population in
millions
(cities +500 mil)



RTR

=

$$\frac{\text{Kms of mass transit}}{\text{Urban population in millions}}$$

**Brazil
2014**

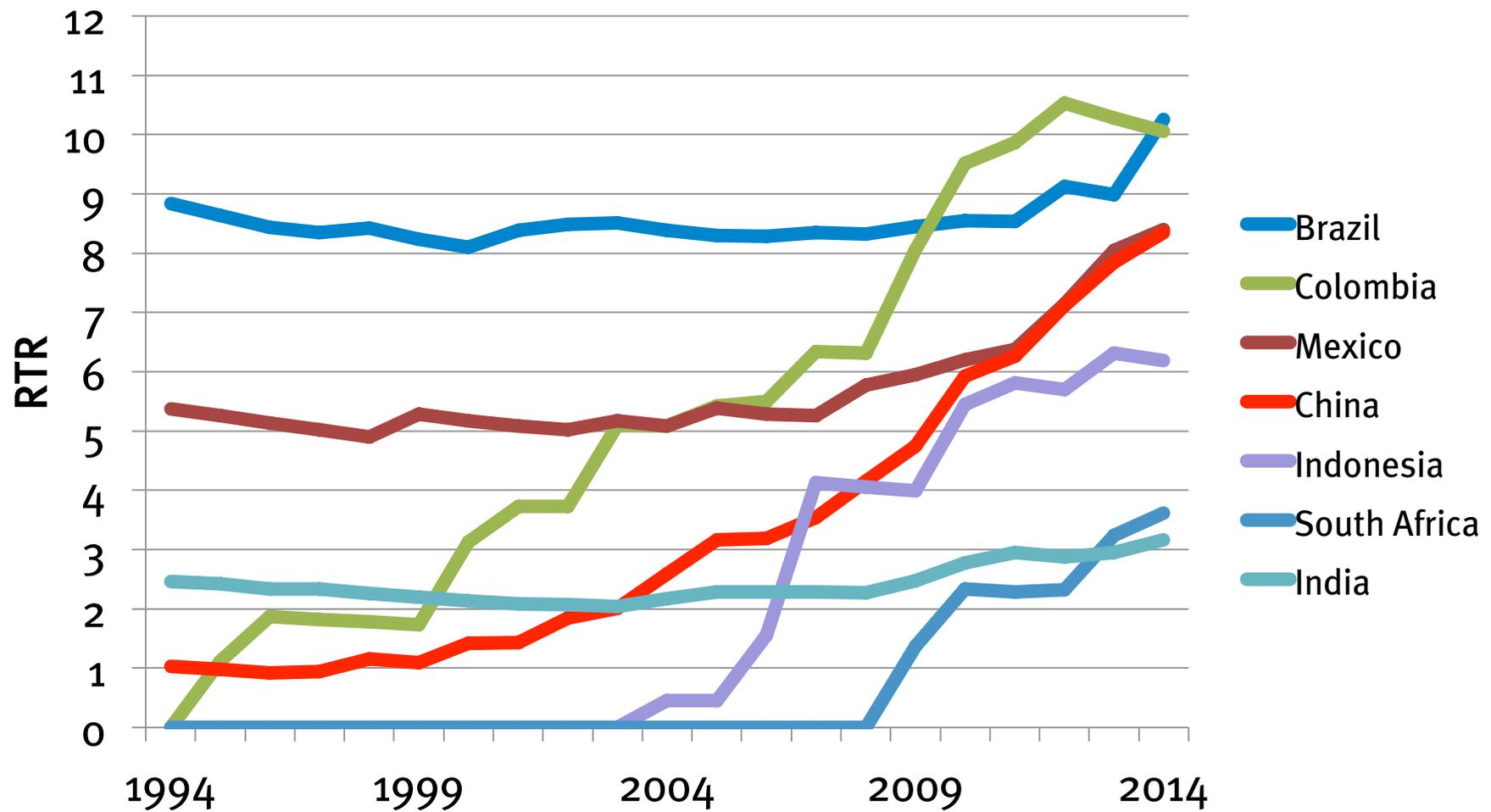
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$$\frac{929 \text{ km subway, BRT, LRT}}{89.2 \text{ million people}}$$

=

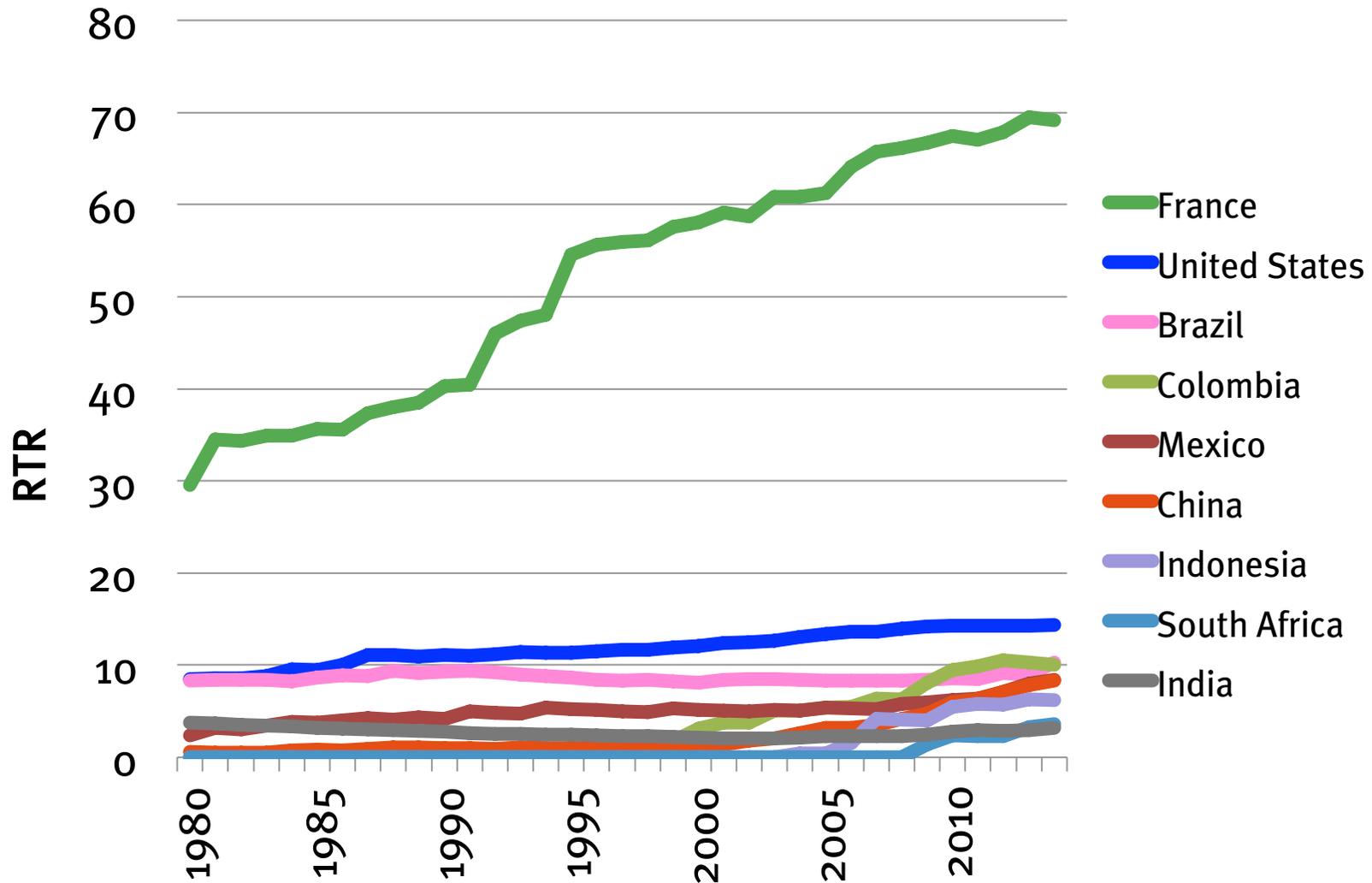
**RTR
10,7**

Comparison with other Southern countries



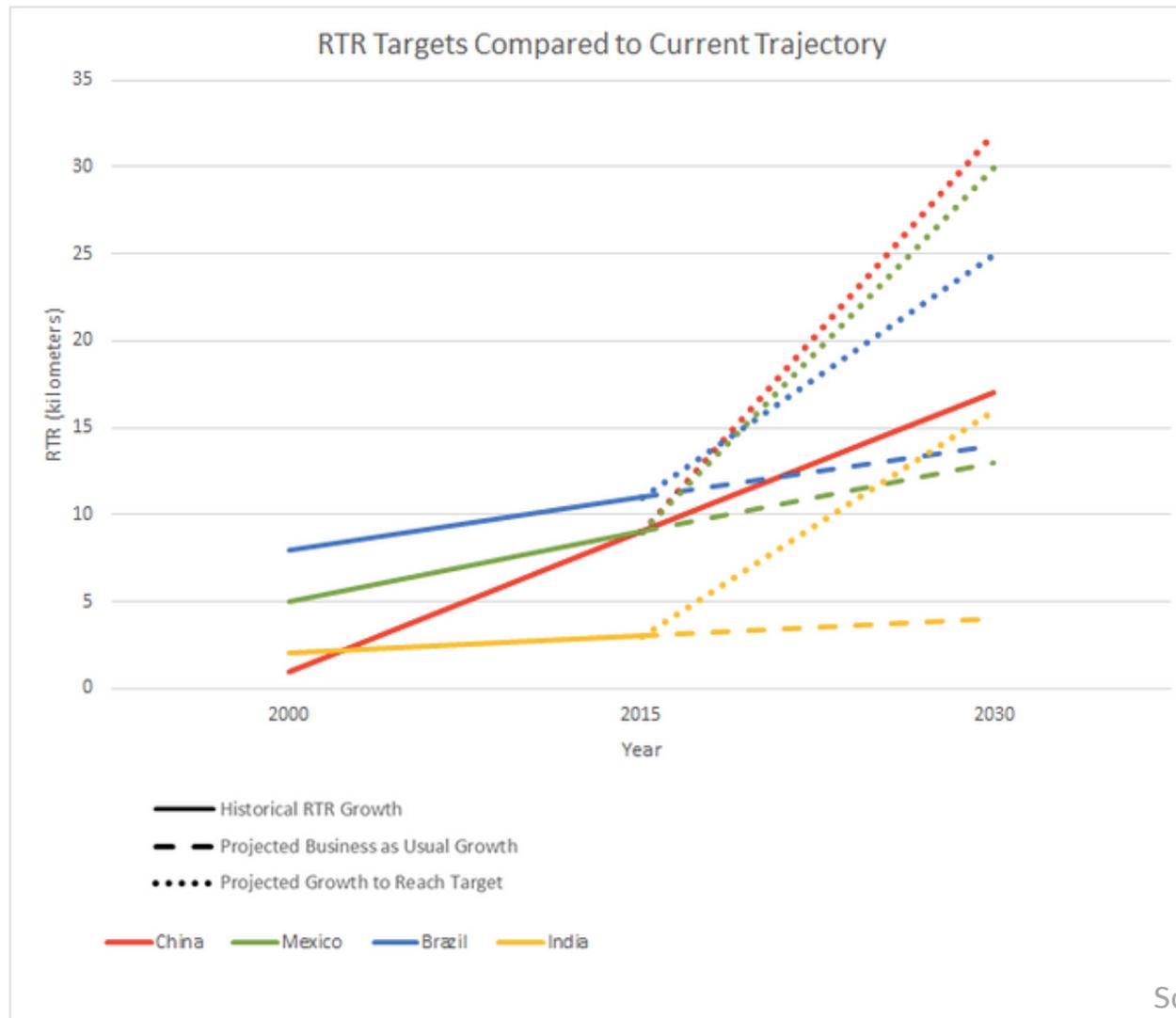
Source: ITDP 2015

Benchmark: France, 70km/1 million hab



Source: ITDP 2015

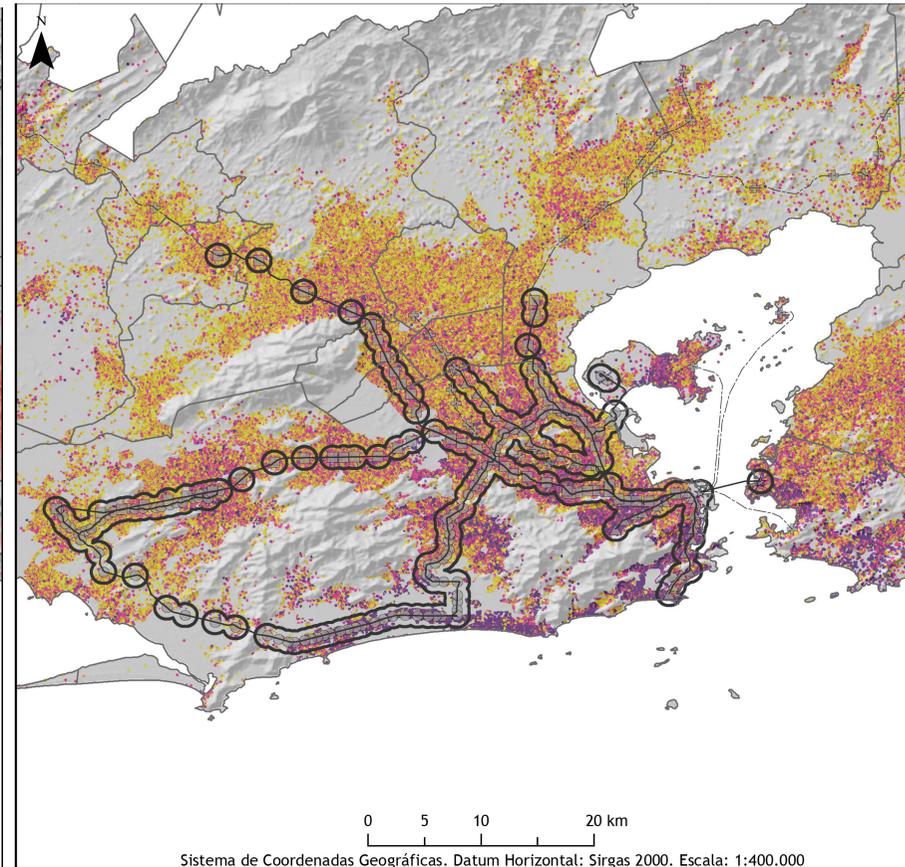
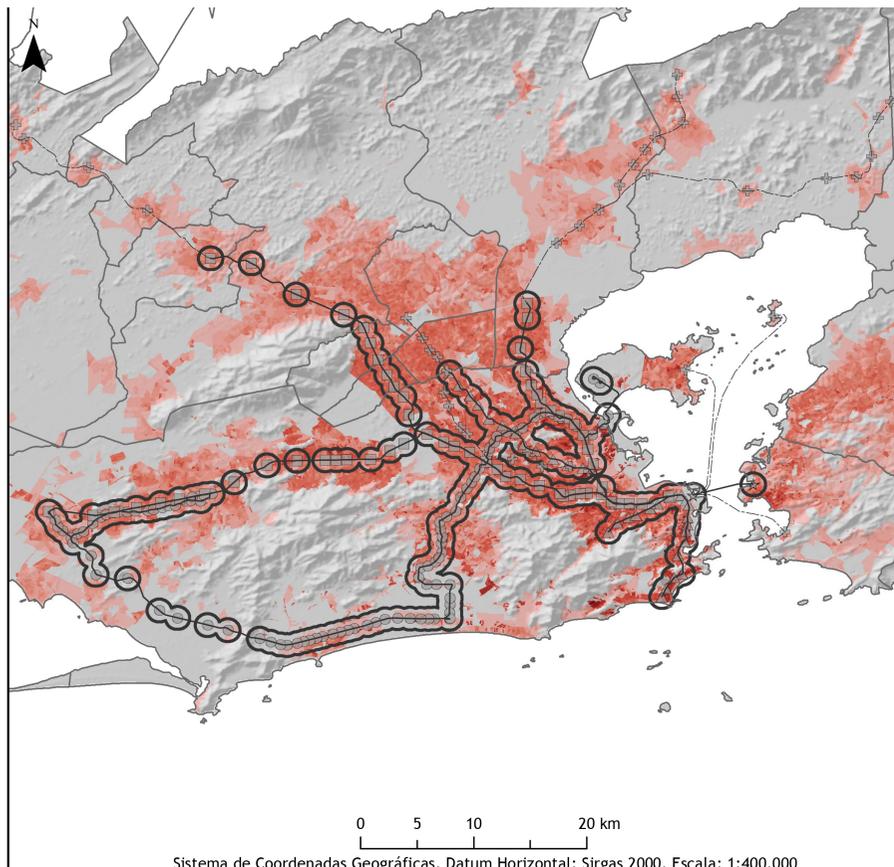
Targets for RTR expansion: acceleration required



Source: ITDP 2015

Population near transit: Rio de Janeiro

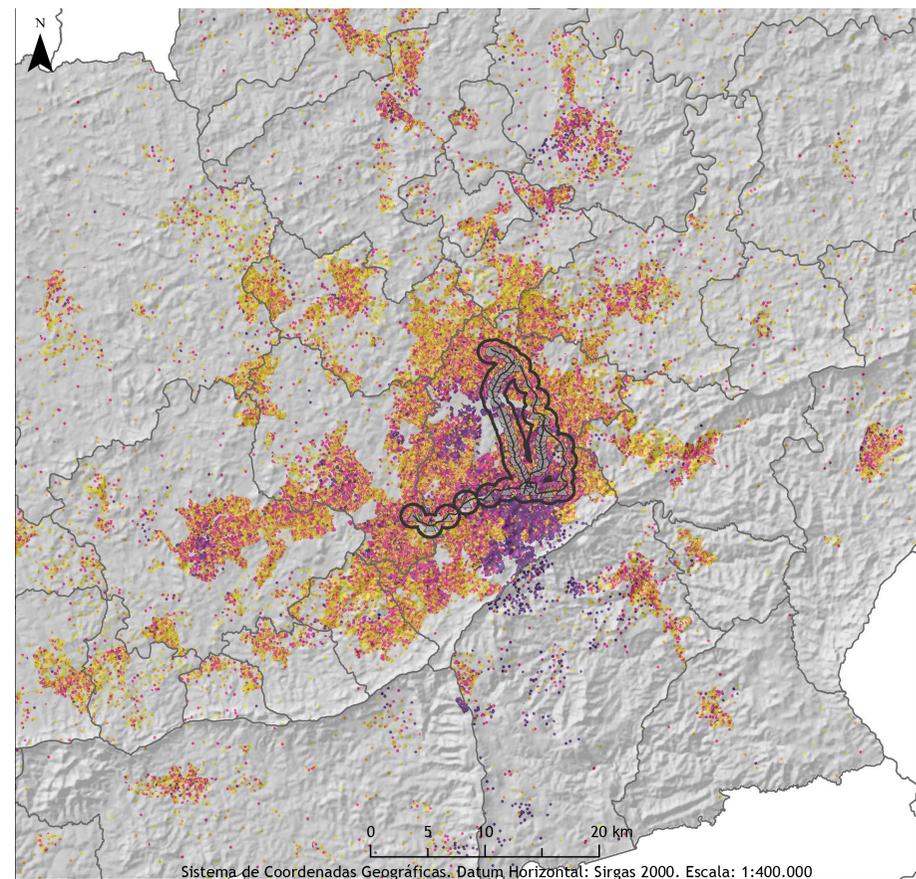
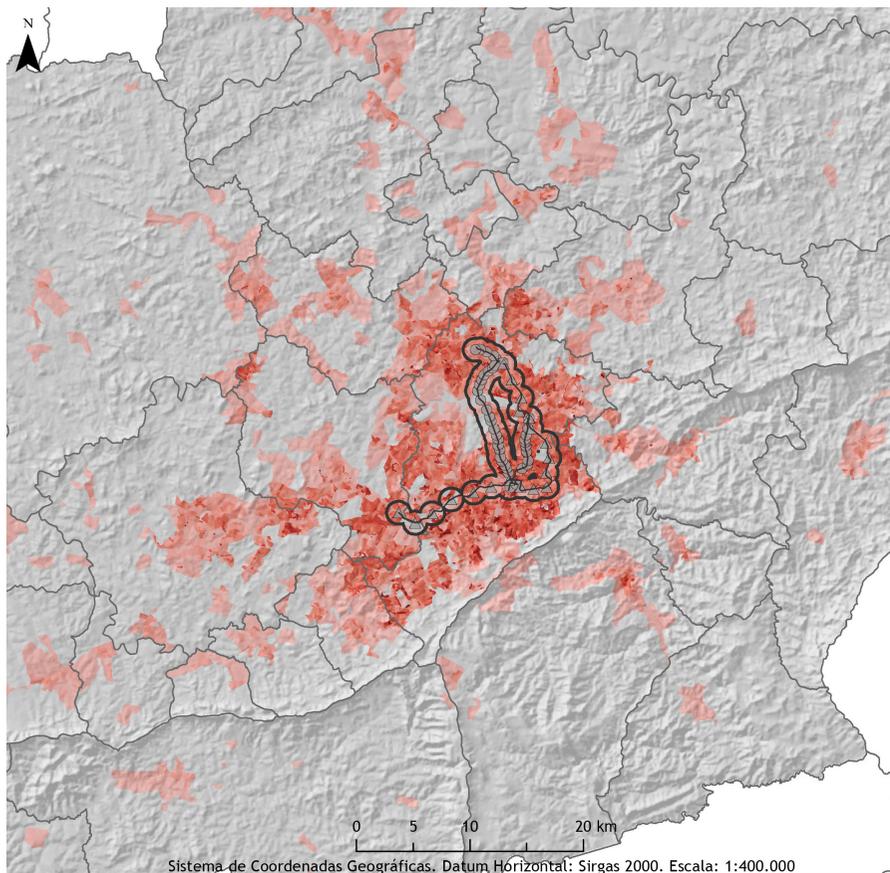
	2010	2015	Lowest income	Highest income
City	36%	47%		
Metro	23%	28%	22%	47%



Source: ITDP 2016

Population near transit: Belo Horizonte

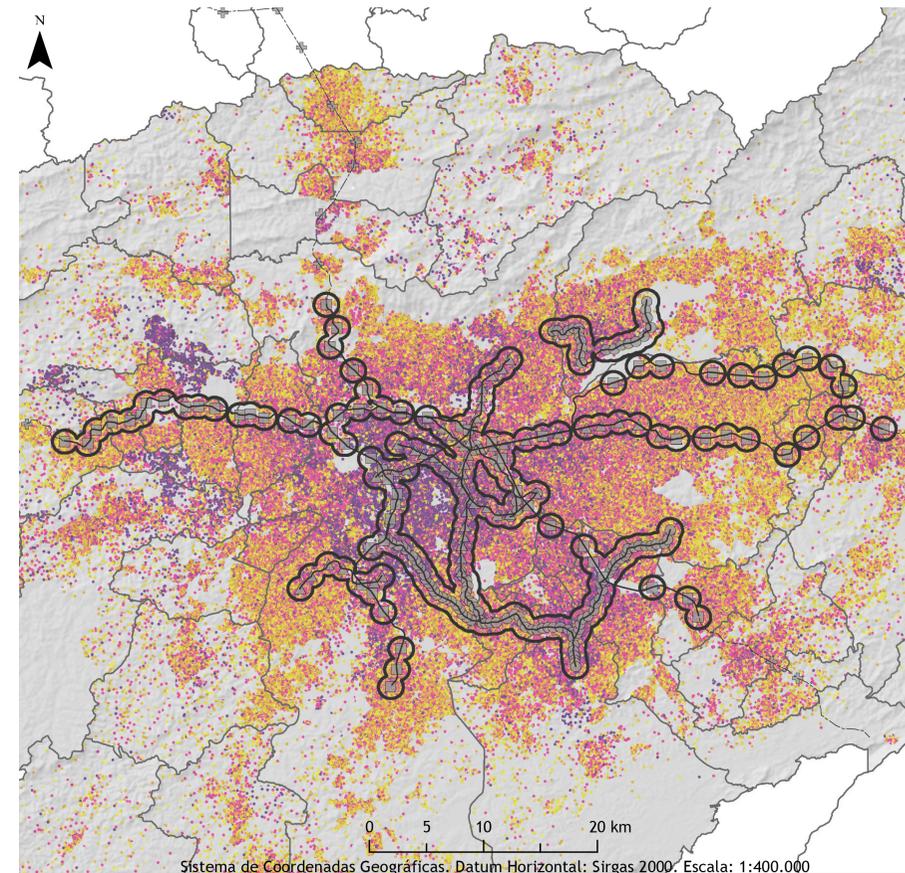
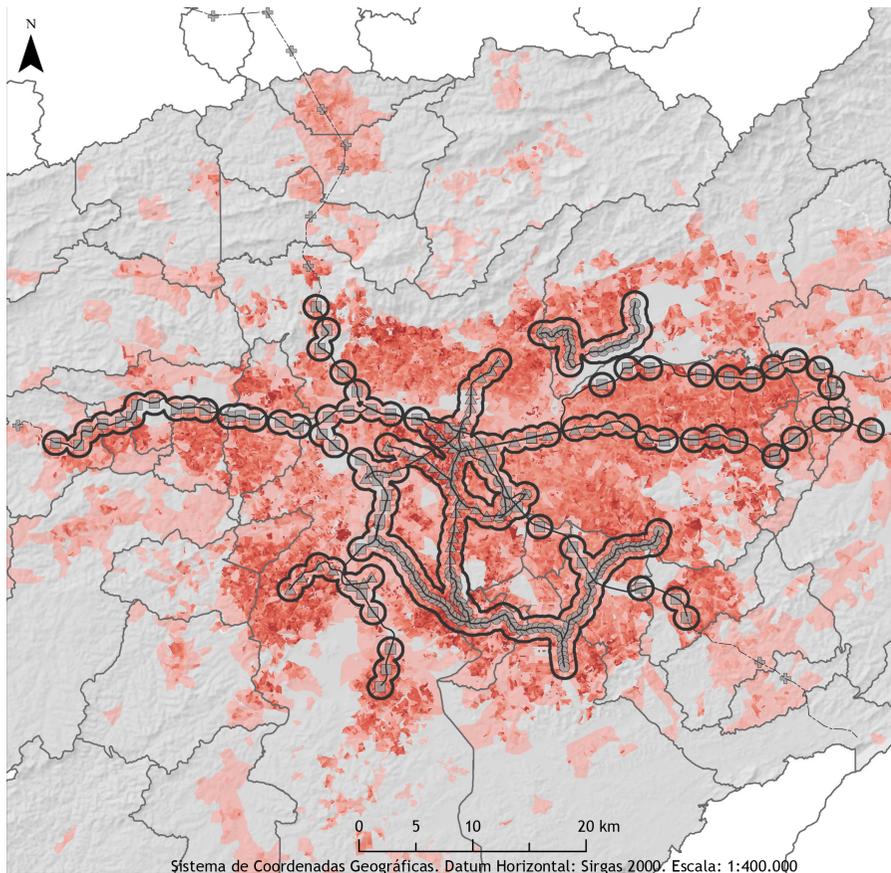
	2010	2015	Lowest income	Highest income
City	16%	27%		
Metro	8%	14%	8%	28%



Source: ITDP 2016

Population near transit: São Paulo

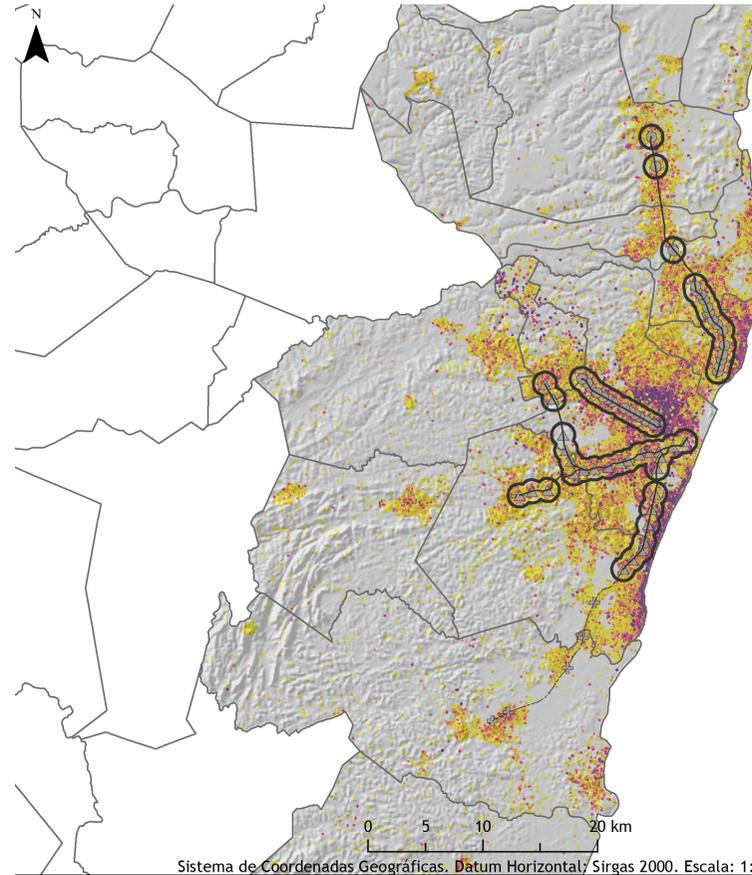
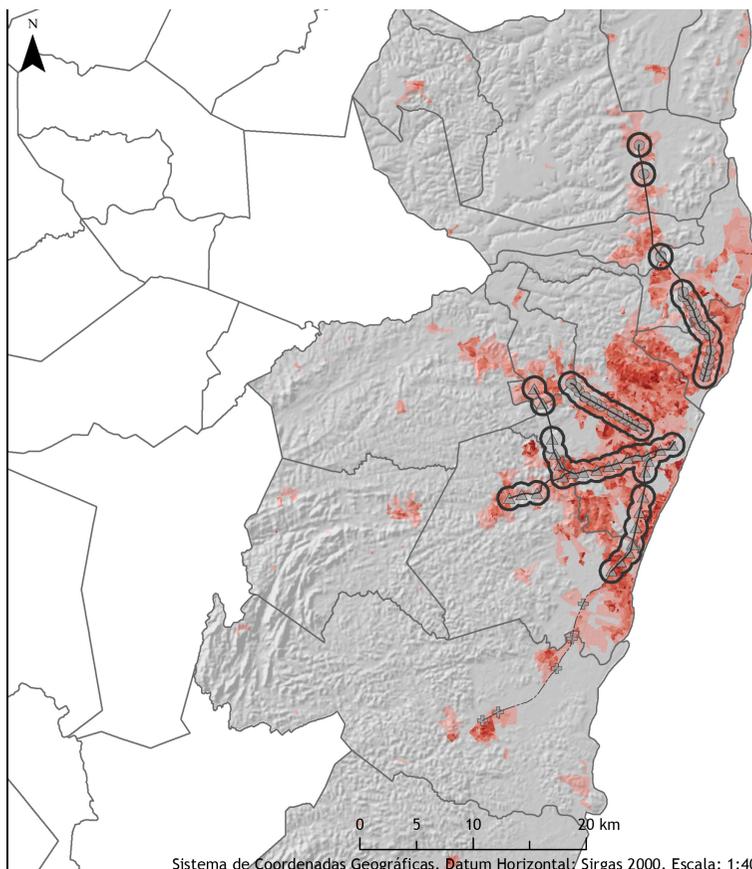
	2010=2015	Lowest income	Highest income
City	25%		
Metro	19%	15%	39%



Source: ITDP 2016

Population near transit: Recife

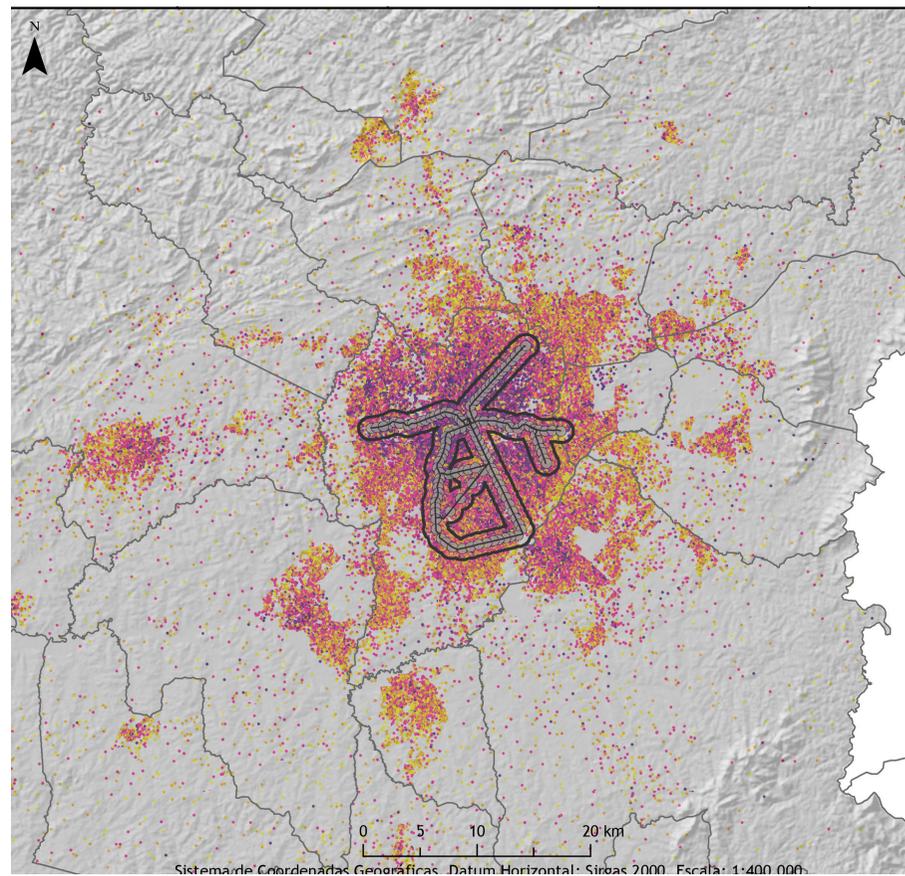
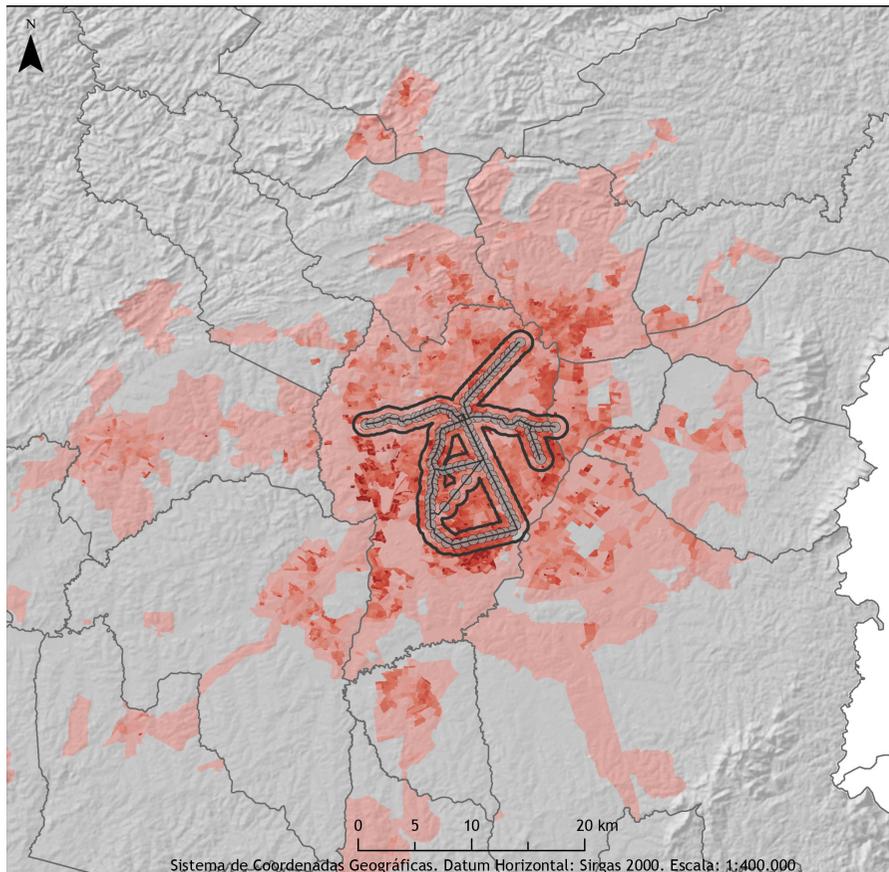
	2015	Lowest income	Highest income
City	29%		
Metro	23%	21%	22%



Source: ITDP 2016

Population near transit: Curitiba

	2015	Lowest income	Highest income
City	42%		
Metro	23%	13%	54%



Source: ITDP 2016



Thanks

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