

CITY FEATURES



Rio Branco is a Brazilian municipality and the capital of the state of Acre, in the northern region of the country. The state of Acre, alongside nine states of Brazil, belong to Brazil's Legal Amazon (BLA) region. The city is the westernmost capital of Brazil and 3,030 kilometers away from the federal capital, Brasilia. It is located on the banks of the Acre River. The city's economy is concentrated mainly in the primary sectors, with emphasis on forest extraction and activities related to subsistence agriculture, fish farming, and forest exploitation, such as Brazil-nut gathering and latex extraction. Additionally, logging activities are common in the rural area of the city.



Population
419,452
 (2021)



Land area
8,835.15 km²

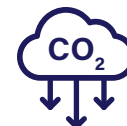


Average temperature
25°C

TRANSPORT FEATURES

The municipality faces a challenge in trying to improve the quality of public transportation due to the constant loss of revenue because of the post-pandemic drop in passengers. At the same time, there is increased use of individual private modes of transportation and also app-based transportation (like uber), shared taxis, and clandestine transportation. In addition, the roads in the city face problems due to the way they were occupied and it is common to see the avenues overcrowded at peak hours. This also affects public transport since the city has little availability of exclusive or preferential lanes for buses.

GHG Emission Levels¹



Total GHG emissions
4,452,695 tCO_{2eq}

From road transport
249,477 tCO_{2eq}

BUS SYSTEM AT A GLANCE



Number of bus trips
44,363 (November 2019)
16,413 (November 2021)

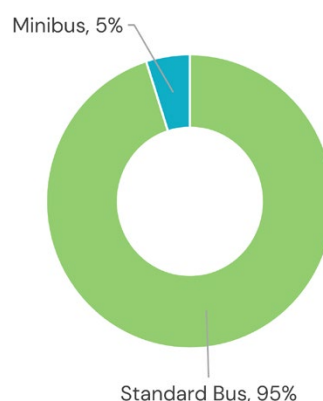


Number of buses
123

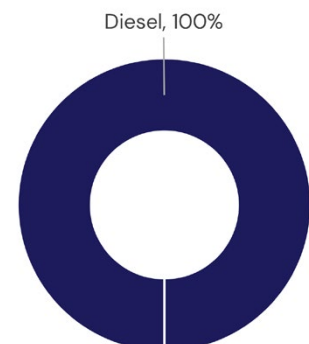


46 bus routes
1,500 bus stops
3 bus depots

Buses by fleet type



Buses by fuel type



¹ SEEG Municípios, 2019

Existing Business Model²



Model A: Vertically integrated, private operator in BRT/integrated system



Model B: Divided responsibilities in BRT/integrated system



Model C: Large, more formal, private operator in traditional service



Model D: Small, informal, private operator in traditional service



Model E: Government-run system

C

The municipality is responsible for managing the lines, timetables, and fleet composition per line. It also managed the infrastructure, which includes bus terminals and bus stop shelters. There is one private operator who owns the fleet and is responsible for the operation. The municipality collects the fare, and the value is passed on to the operator. The current public fare is R\$ 3.50, and is subsidized in three ways: 1) Student Subsidy: the student pays 1 real, and the municipality pays 75 cents per student. 2) Gratuity Subsidy: the municipality pays the operator in full for free fares for the elderly and people with special needs. 3) General Subsidy: for each regular passenger, the municipality pays R\$ 1.45 to the operator.

2 Based on Accelerating a market transition in Latin America: New business models for electric bus deployment, P4G, Zebra and Dalberg, 2020

OPPORTUNITIES AND CHALLENGES FOR ADOPTION OF E-BUS FLEETS



Opportunities

- There is the need to revise the city's Mobility Plan so that the theme of fleet electrification could be included.
- The city does not have a very large fleet in relation to other Brazilian capitals so there are high chances of successful infusion of electric buses.
- It would be a great impact for a city in the Amazon to invest in sustainable transport, which could inspire other municipalities.
- Opportunity to review the way the system and subsidies work, in order to include sustainable transport and to improve the quality of the transport.



Challenges

- The logistics of the buses and the required infrastructure would be complex, since the location of the city is far from the industrial centers and the accessibility to roads in the BLA region is difficult.
- The cost of the necessary infrastructure would be high for a city that already has difficulties in sustaining the current public transportation.

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About the TUMI E-Bus Mission

Funded by the German Ministry for Economic Cooperation and Development (BMZ), a core group of organizations supports cities in their transition toward electric bus deployment. For more information please contact: tumi-network@iclei.org or visit <https://sustainablemobility.iclei.org/tumi/>