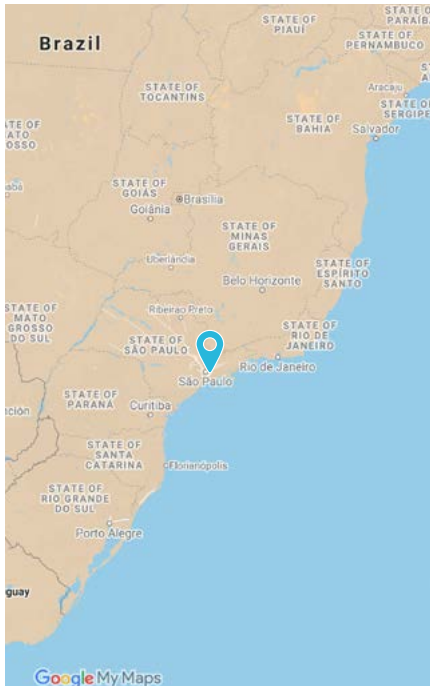


# Baixada Santista, Brazil

Partner city

Status of the project: upcoming technical assistance



## Basic Information

Urban area: 2,422 km<sup>2</sup>

Population: 1,892,314 | Growth rate: +1.24%

GDP per capita: USD 16,771

### Modal Share

Formal public transport: 30%

Walking: 32%

Cycling: 15%

Private cars: 16%

Private motorbikes or 2-wheelers: 4%

National GHG emissions per capita: 5.12 (tCO<sub>2</sub>eq)

Exposure to climate change: MEDIUM

Region capital city

## Context

The Metropolitan Region of Baixada Santista (RMBS), established in 1996, is formed by the grouping of nine municipalities: Bertioga, Cubatão, Guarujá, Itanhaém, Mongaguá, Peruíbe, Praia Grande, Santos and São Vicente. Despite corresponding to less than 1% of the surface of the State of São Paulo, the region accounts for approximately 4% of the population of the state of São Paulo. It also represents the 4% of the state GDP and is recognized as one of the most important metropolitan regions of Brazil for its important harbor and strong industrial and tourist sectors.

185,247 people travel daily at RMBS, 13.38% of them to the Metropolitan Region of São Paulo (RMSP) and 77.95% within RMBS. The current road, sea and rail accesses to the port complex significantly limit the potential for cargo movement expansion, which is projected in an expansion Master Plan. A specificity of the region is the seasonality of tourism activities which highly impacts the transport system.

Today there are approximately 230,000 vehicles registered at RMBS and the private vehicle fleet is expanding at a faster rate than the population growth. The metropolitan roads serve the metropolitan bus transportation, operated by EMTU, but are often poorly integrated with the Light Rail Transit System (VLT) and the intermunicipal buses. Approximately 11% of regional travel is made by bicycle, but with low integration with other modes. Most of the metropolitan routes which belong to the municipalities are not equipped with bicycle lanes. The RMBS currently has about 220 km of bike lanes and cycle paths in place.

There is no transport master plan or similar document for the metropolitan region, although some of the municipalities have their own transport master plans. Baixada Santista Metropolitan Agency (AGEM), the local counterpart, does not have the mandate and responsibility to finance mass public transport infrastructure. Instead, the Government of the State of São Paulo acts directly in the region, especially on the issue of mobility, through the Secretariat of Metropolitan Transport (STM), the Secretariat of Logistics and Transport (SLT), and the Metropolitan Company of Urban Transport (EMTU). It has the authority to borrow from international finance sources. Some systems and procedures are partially in place to monitor, evaluate and report on urban matters.

The region is going to receive technical assistance to develop a regional urban mobility and logistics plan for Baixada Santista which will guide actions and investments for the short, medium and long-term. The new plan should allow to expand and integrate different modes of passenger transport. It will improve traffic flows and decrease travel times for people. The modal share of public transport and bicycles should both increase.

The technical assistance should also contribute to strengthening institutions by providing general guidelines and proposals for integrated transport solutions, containing a complete diagnosis of current mobility conditions and a prognosis of the evolution of these conditions. It should allow to propose actions that streamline the mobility system and present alternatives that maximize the potential for sustainability of each mode of transport, to achieve adequate standards for the movement of people and loads in the region. Finally, it should help establish a Monitoring and Evaluation System (SIMA) with a set of sustainable mobility and logistics indicators that can provide constant information for the Thematic Chamber of Mobility to monitor the outcome of the proposed actions, thus contributing to the integrated management cycle of the region.

## Support from the Partnership

**Technical Assistance:** Sustainable Urban Mobility Plan (SUMP)

**Funded by:** European Commission

**Funding amount:** EUR 500,000

**Implemented by:** AFD through the EUROCLIMA+ Program

**Local counterpart:** Baixada Santista Metropolitan Agency (AGEM)

**Supported activities:**

- Preparation of a Regional Urban Mobility and Logistics Plan for Bajada Santista, which guides actions and investments for the short (2021), medium (2026) and long-term (to 2030).

## Status of implementation

**Project start:** Q1 2021

**Expected project completion:** Q2 2022