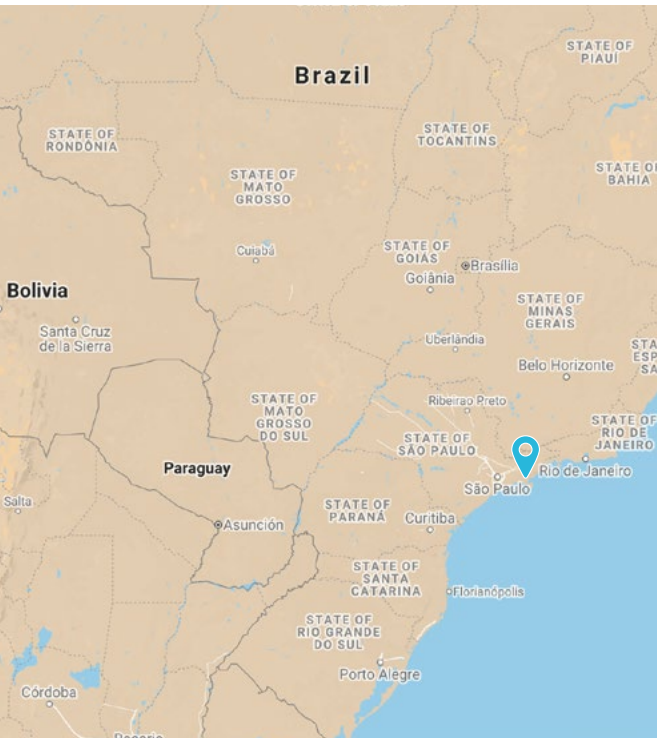


Baixada Santista, Brazil

Status of the project: ongoing technical assistance



Basic Information

Antofagasta urban area: 2,422 km²

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 (tCO₂eq)

Exposure to climate change: MEDIUM

Region capital city

Context

The Metropolitan Region of Baixada Santista (RMBS), established in 1996, was formed by the grouping 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 due to its important harbor and strong industrial and tourist sectors.

Across RMBS 185,247 people travel daily, 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 São Paulo's Metropolitan Company of Urban Transport (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 that 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) 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). The state

government 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.

Baixada Santista is receiving technical assistance to develop a regional urban mobility and logistics plan for the region aiming at guiding actions and investments for the short, medium, and long-term. The new plan should allow to expand and integrate different modes of passenger transport. Its goal is improving traffic flows and decreasing travel times. The modal share of public transport and bicycles should both rise.

The technical assistance will 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 will 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 will help establish a Monitoring and Evaluation System (SIMA) with a set of sustainable mobility and logistics indicators providing 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 Baixada Santista, which guides actions and investments for the short (2022), medium (2026) and long-term (to 2030).
- Mobility diagnosis (Data collection, inventory and evaluation)
- Definition of vision, objectives and strategies of SUMP
- Action and Financing Plan for SUMP implementation
- Participatory approaches and processes
- Monitoring and formal reception of PRMSL-BS and accompaniment to implementation

Status of implementation

Project start: Q2 2021

Expected project completion: Q4 2022

Completed outputs:

- Start project
- Phase 0: Preliminary inform

Next expected outputs

Formulating the SUMP with this products:

- Phase 1: Diagnosis
- Phase 2: Definition of vision, objectives and strategies
- Phase 3: Action and financing plan
- Phase 4: Participatory approaches and processes
- Phase 5 Monitoring and formal reception of PRMSL-BS

Core impact indicators baselines

Indicator	Baseline - 2019
Total annual transport related GHG emissions (Mt CO₂eq)	38.87 Mt CO ₂ eq
Annual transport related GHG emissions per capita (kg CO₂eq)	34.367 kg CO ₂ eq / capita
Air pollution Mean urban air pollution of particulate matter (in µg PM _{2.5}) at road-based monitoring stations	7.5 µg/m ³ of PM _{2.5}
Road safety Annual traffic fatalities in the urban area, per 100,000 inhabitants	9.5 fatalities / 100,000 hab ¹

Highlights

The SUMP preparation started off in earnest with many diverse stakeholders involved

Start of the formulation of the SUMP of Baixada Santista. The consulting firm delivered the preliminary report. During the diagnostic phase, almost 18 focus groups with key actors have been conducted, all virtually. Having a gender expert in the project allows for greater participation of this population and greater gender equity. The phase 0 or preparatory phase for COVID-19 will allow the implementation of a methodology for data collection and event organisation that is more appropriate to the current situation.

¹ Baseline 2021