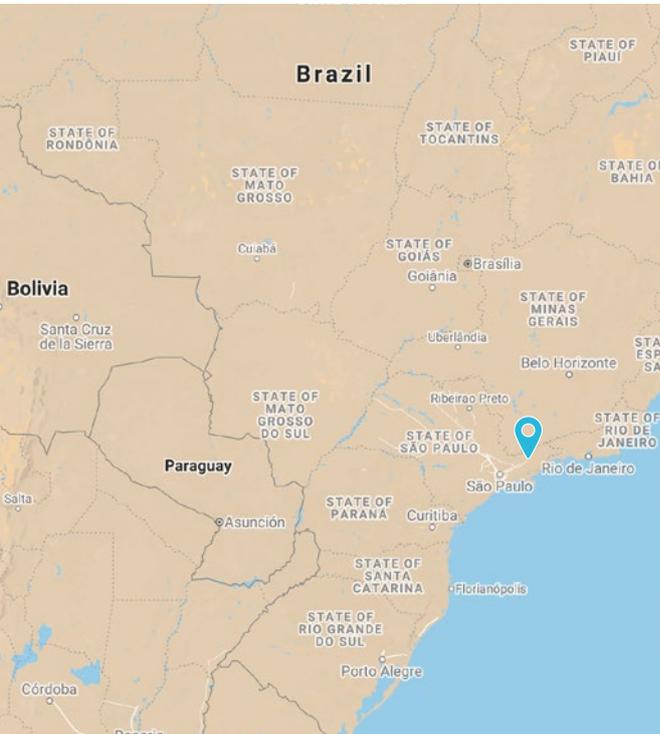


Baixada Santista, Brazil

Partner city

Status of the project: Completed Sustainable Urban Mobility Plan



Basic Information

Antofagasta urban area: 2,422 km²

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

Region capital city

GDP per capita: USD 16,771

Modal Share:

Public transport: 24%

Walking: 34%

Cycling: 7%

Private cars/motorbikes: 35%

National GHG emissions per capita: 5.12 (tCO₂eq)

Exposure to climate change: MEDIUM

Context

The Metropolitan Region of Baixada Santista (RMBS), established in 1996, was 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 recognised as one of the most important metropolitan regions of Brazil due to its important harbor and strong industrial and tourist sectors.

In RMBS 185,247 people travel daily, with 13.38% of them travelling 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 in RMBS, and the private vehicle fleet is expanding at a faster rate than the population growth. The metropolitan roads serve 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. 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 the expansion and integration of different modes of passenger transport, with the goal of 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 proposing actions that streamline the mobility system and present alternatives that maximise the potential for the 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 (up 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 support for implementation

Status of the SUMP process

Project start date: 2021 Q2

SUMP adoption date: To be defined

Completed outputs:

- Project initiation
- Phase 0: Preliminary inform
- 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

Projected impacts

Indicator	Baseline - 2019
Total annual 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 Decrease in mean urban air pollution of particulate matter (in µg PM _{2.5}) at road-based monitoring stations	34.367 kg CO ₂ eq / capita

Perspectives for implementation

Political buy-in for approval needs to start from the outset involving all key stakeholders

As this is a regional plan, the approval must involve all nine municipalities that are part of the metropolitan region. The SUMP development process has included the participation of all cities from the beginning through the Mobility and Logistics Technical Chamber, with periodic meetings, during which the consultant presented updates and key documents were shared. Financing of prioritised actions will potentially come from the National Government and a new framework on public transportation.