

Impact of Regulatory Framework in Urban Mobility Systems: the case of Brazil

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City glamour



Brasil UMS challenges in 2000

- High degradation of city (mainly center), areas of high discrimination, high congestion, around 40% of population dependent from PT excluded from the system
- 2003, Creation of MoC (Ministry of Cities) with 4 state secretaries:
 - Housing
 - Sanitation
 - Urban Mobility
 - Urban Development

Recognition of holistic and systemic character of the city

Urban Mobility Policy 2000

- Looking ahead
- Integrated perspective
- Metropolitan concerns
- Democratic decision processes
- Sustainable development
- Environmental recovery
- Access and equity
- Safety and security

Framework Law - Mobility Statute

- Law nr 12.587/2012 – Objectives
 - I – reduce inequities and promote social inclusion;
 - II – promote access to basic services and social equipments;
 - III – provide better urban conditions regarding access and mobility;
 - IV – promote sustainable development, considering movement of person and freight; and
 - V – consolidate democratic management.
- Urban mobility plans < 2018 (cities > 20.000 inh) revise each 10 yrs.
- Municipalities are the authorities and accountable for the system.
- PT contracts always under competitive procedures

The implementation strategy

- Five legs:
 - Law;
 - Capacitation;
 - Financing;
 - Public participation;
 - Above politics;

A Five Year consistent and persistent plan for implementation

The process

- Diagnostic – highlighted the cost of doing nothing, and recognize Brazil was facing a problem which solution would take maybe 20-30 years. (2000-2003);
- Set and organize the Ministry of Cities (2003);
- Search for experts (2003);
- Test for politics – raise the issue to an agenda above politics, bring government and opposition to the same table (2003);
- Draft the law (2004) ;
- Prepare citizens to understand and vote – popular education (2004) ;
- Winning Council of Cities (2005)
- Provisional implementation decree by the President (2005)
- Approval by Senate and formal law (2012)

Main outcomes

- Mobility plans
- Integrative initiatives (funds driven)
- Value capture
- Recognizing the need to regulate and manage urban logistic

Different cities, different players, different speeds. Not the same leap frogging capacity

Some results

- Radical change in the way urban mobility is thought, discussed and managed;
- More clear notion of functions and missions at the 3 decision levels – strategic, tactical, operational
- Service improvements
- Long term view
- Discussion on strategic planning starts
- Monitoring progresso of UMS starts

Thanks !

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