Sustainable Urban Transport and its Contribution towards Promoting Equitable and Inclusive Urban Development

EcoMobility Days, Habitat III

OMU – Urban Mobility Observatory for Latin America

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Context and objectives

1. Lack of reliable information on urban mobility (weak public institutions + unregulated public transport)

2. Severe limits to inform policy decisions

Proposal: OMU – Urban Mobility Observatory
**OMU – General information (2014)**

<table>
<thead>
<tr>
<th>Category</th>
<th>Count</th>
<th>Increase Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban areas</td>
<td>29</td>
<td></td>
</tr>
<tr>
<td>Countries</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>130,351,562</td>
<td></td>
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<tr>
<td>Fleet</td>
<td></td>
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<tr>
<td>Automobiles</td>
<td>35,264,511</td>
<td>(increase 4%/y)</td>
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<tr>
<td>Motorcycles</td>
<td>7,168,997</td>
<td>(increase 13%/y)</td>
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<tr>
<td>Buses/vans</td>
<td>367,959</td>
<td></td>
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<tr>
<td>Trips/day</td>
<td>288 million (2.2/inhab.)</td>
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Structure of the analysis

Mobility data
- population/income/roads/vehicles
- income/trips per mode/fares/taxes
- institutional arrangements

Analysis
- Consumption
  - Expenses
  - Time
  - Road Space
  - Energy
- Impacts
  - Pollution
  - Road safety
  - Congestion
Main findings

Modal split: 42% public  32% private  26% walking/cycling
Walking and cycling: poor infrastructure, comfort and safety
Public transport: low-quality vehicles and services, long travel times
Monthly expense with bus fares: 15% to 25% of minimum salary

Road space: private transport consume 85%
Energy: private transport consume 66%

Fatalities: 52% pedestrians and cyclists
CO₂ emissions: private transport responsible for 72% of total
Main challenges

• Include the most vulnerable in the decision process

• Provide sidewalk and cycling networks + road safety actions

• Ensure quality and reliability of public transport with proper regulation and using subsidies if necessary

• Limit excessive and inadequate use of the automobile + charge for social and environmental costs