EcoMobility Days Quito 2016
16 October 2016, Sunday

Financing sustainable urban mobility and implementing mobility within the Sustainable Development Goals

City of Belo Horizonte – MOVE, the BRT System that changed a city
Automotive vehicle fleet and the amount of passengers carried by bus in Belo Horizonte, weighted by population (in index numbers: 1995 = 100)
The public transit had a strong trip share loss over a decade, falling from 57.6% in 2002 to 34.6% in 2012.

The automobile trip share rose from about 1/3 to approximately 50%, being the most used transport mode in 2012.

Urban Transport Modal matrix of City of Belo Horizonte, in % (excluded “on foot” journeys)

<table>
<thead>
<tr>
<th>Modo de transporte</th>
<th>Cresc. 2012/02</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transporte coletivo</td>
<td>- 8 %</td>
</tr>
<tr>
<td>Automóvel</td>
<td>+ 116 %</td>
</tr>
<tr>
<td>Motocicleta</td>
<td>+ 649 %</td>
</tr>
<tr>
<td>Bicicleta</td>
<td>+ 7 %</td>
</tr>
<tr>
<td>Outros modos</td>
<td>+ 154 %</td>
</tr>
<tr>
<td>Total das viagens</td>
<td>+ 53 %</td>
</tr>
</tbody>
</table>
The Urban Mobility was the largest GHG emitter (53% of total) in City of Belo Horizonte in 2013.

City of BH: Greenhouse Gas Emissions (GHG) Inventory

- Energy use: residential
- Energy use: commercial
- Energy use: industrial
- Urban mobility
  - Airlift
  - Garbage dump
  - Drainage and effluents treatment

Goal: to reduce GHG emissions 30% by 2030

City of BH has a Municipal Plan for Reducing Greenhouse Gas Emissions (PREGEE BH 2030)

Fonte: Inventário de emissões de gases de efeito estufa em BH, 2013
City of BH has a Sustainable Urban Mobility Plan (*PlanMob-BH*) since 2010

- Development of *PlanMob-BH* (2008 a 2010)
- Mun. Law n. 10.134/2011: inst. the SUM Policy
- Decree n. 15.317/13: institutionalizes the *PlanMob-BH*
- Decree n. 15.318/13: creates the CoM Urb

- Federal Urban Mobility Law
- City of BH Urban Mobility Law
- New BH Urbanistic Masterplan
- BH Urban Mobility Observatory
- BH Urban Mobility Council (CoM Urb)

Participatory revision of PlanMob-BH during the 4th Urban Policy Conference: (February to August of 2014)
MOVE, The Belo Horizonte’s BRT System

23 km of exclusive busways with two traffic lanes per direction, 5 integration terminals at the busways’ ends and 40 transfer stations along the corridors
BRT MOVE: beyond an isolated corridor, an integrated network of lines and services
BRT MOVE: carried daily demand is about 13.5% greater than the projected.

BRT MOVE: carrying approximately 500 thousand passengers/day.

The BRT MOVE serves approximately 1/3 of total daily demand of the BH City’s bus transit system.
BRT MOVE: fall in traveled time from departure station is about 20% and 53%
SITBus: intelligent systems financed by the concessionaires
BRT MOVE: extension of the trunk-line fed network based on integration stations

“São Gabriel” intermodal integration station (bus / metro)

“Pampulha” bus integration station
BRT MOVE: Extension of the trunk-line fed network based on integration stations

“Venda Nova” bus integration station

“Vilarinho” intermodal integration station (bus / metro)
Thank You!

Ramon Victor Cesar
BHTRANS’s CEO
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