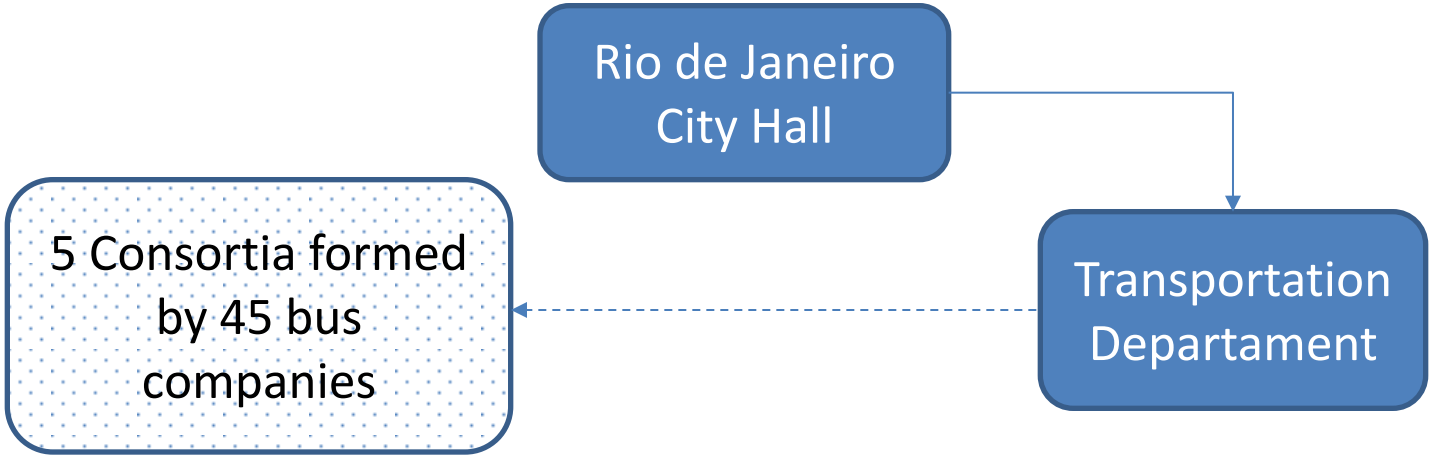


- Operate the bus transportation service with an annual average fleet of 8.718 vehicles distributed in 697 bus lines

Population:

City – 6.5 million

Metropolitan Area – 13 million

- Plays the role of regulator sector, with the function of planning, auditing and supervising the operation of the bus transportation service.

- The Government of the State regulates subway and rail system.

Problem: In 2009 only 17 % of Rio de Janeiro's population were users of High Capacity Transport.

Policy adopted: expand and modernize the structural system of High-Capacity Transport.

Goals:

1 -Reaching 52% of public transport users in the city of Rio de Janeiro using at least one means of high-capacity transport (train, subway, or Bus Rapid Transport) until 2016.

2 - There was also the need to develop a public transport ring of high capacity, which would connect the four areas of Olympic Games competition.

Background of the Policy

City Hall's projects implemented to achieve the goal of the policy:

-Implementation of 4 express corridors in road transport (Bus Rapid Transport – BRT) integrated with subway and rail system;

-Implementation of a Light Rail Vehicle (LRV) system in Downtown.

State Government's projects:

-Expanding the metro network with a new line to the area where the principal competitions of the Olympic Games will occur;

-Upgrading the quality of the commuter rail system.

Budget: R$ 19 billion (Brazilian Reais) Duration: 2010-2016

Stakeholders: Metropolitan and State Government, International Olympic Committee.

	Length	Stations/Stop	Users/day
BRT – 4 corridors	154 Km	161	1.390.000
LRV System	28 Km	32	300.000

Favorable Conditions:

- Only Bus Transportation Service covered most of the city in 2010, where there was no high capacity transport. So the BRT corridors were designed to cover areas of the city not served by the subway and rail systems, integrated with these modes, as well as with the bus transportation service.

- The commitment to develop a public transport ring of high capacity, which would connect the four areas of Olympic Games competition.

Unfavorable Conditions:

- Many works in the city that would generate disorder in urban mobility

Environmental issues:

- Problem: The use of private cars increased about 35% from 2001 to 2012.

- Reason: Because of the quality and availability of the public transportation service, below the needs and expectations of citizens, public transport has been passed over by the individual motorized transport.

- Impact: This growth has caused significant impact on the environment and the infrastructure of the city.

The increase of High Capacity Transport System helps minimize the environmental impact, because part of the citizens who use private cars will become users of public transportation.

Key Strategies for Success

- As the policy was directly concerned with the Urban Transportation Model, the City Hall was the main stakeholder of the projects.

- The success of the policy would be essential for improving the quality of life of the population, as well as enable effective public transport during the Olympic Games.

- To ensure the success of the policy, the City Hall took the responsibility to implement it through its own resources and in partnership with the State and Federal Government and the private sector through Public Private Partnership (PPP).

Key Strategies for Success

- For monitoring the projects, the City has established a department, connected directly to the Mayor, which monitors and adjusts every development to ensure the deadline.

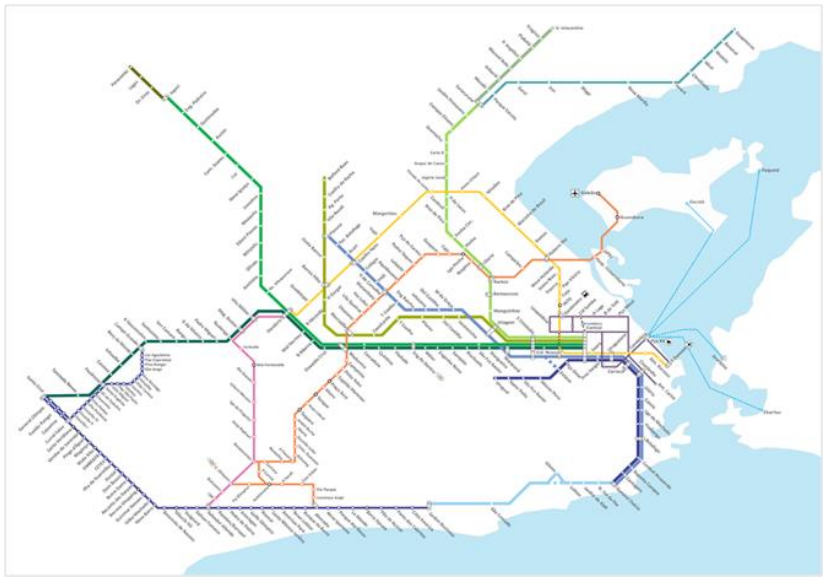
- With the delivery of BRT, started in 2012, a Business Intelligence Software was made available to the Transportation Department to monitor indicators of this new system, as well as indicators of the Bus Transport service that went through adjustments to meet the new transportation model.

- Regarding stakeholders, the Olympic Games were enough to ensure the commitment and participation of all.

Rio de Janeiro's High Capacity Transportation System

2010 –Subway and rail

2016 –Subway, rail, BRT and LRV



Lessons & Implications

Legacy for the city:

- Express public transport in a high performance corridor
- Urbanization and transport facility for householders in the neighborhoods of the corridors, with travel time reduction (average 50%)
- Integration with mass transport modes (subway and rail)
- Integration with non-motorized transport modes – bike racks in the BRT stations

Recommendations for the future:

- The City Hall concluded in 2015 “The Urban Mobility Sustainable Plan”, in order to reduce transportation impacts on the environment and enhance the quality of life of the population, contributing to their economic and social development.
- This Plan provides guidance for investments in urban mobility made in the city for ten years from 2016.

Thank you