

# **SÃO PAULO STATE TRANSPORT POLICY: KEY ISSUES AND SOLUTIONS**

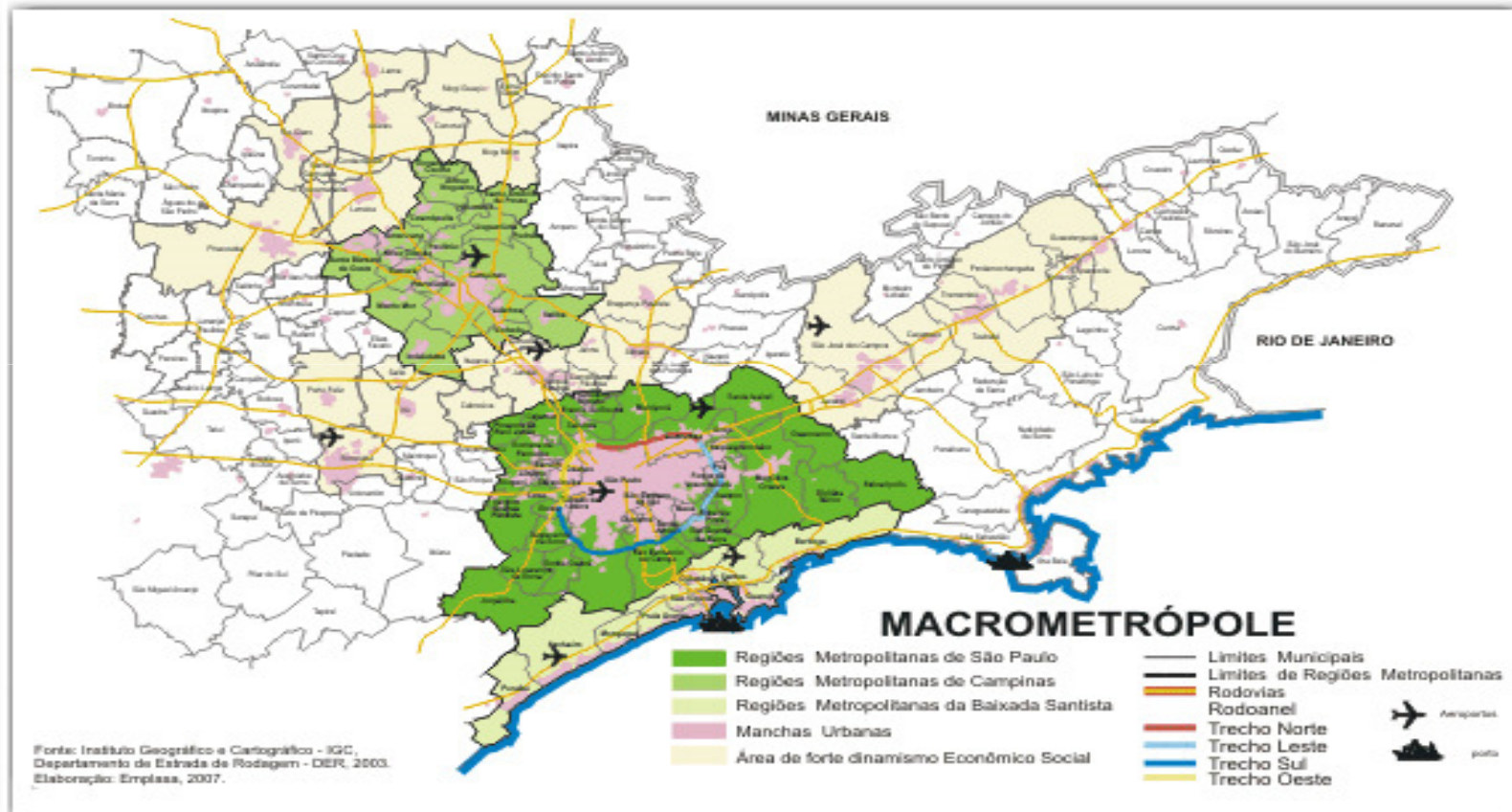
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# SUMMARY

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1. MACRO-METROPOLIS AND METROPOLITAN REGIONS
  2. SÃO PAULO METROPOLITAN REGION – HALF OF STATE POPULATION.
  3. FAMILY INCOME GROWTH
  4. AVERAGE TRAVEL TIME AND VEHICLE PER PERSON – PROBLEMS
  5. PUBLIC TRANSPORT : END-USER ASSESSMENT
  6. CITY AND TRANSPORT PLANS
  7. KEY ACTIONS
    - ROADS AND EXPRESS WAYS
    - TRAFFIC IMPROVEMENTS
    - URBAN LOGISTICS - CARGO MOBILITY
    - RE-URBAN OPERATIONS
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# MACRO-METROPOLIS



# METROPOLITANAN REGION OF SÃO PAULO CITY

## GENERAL DATAS

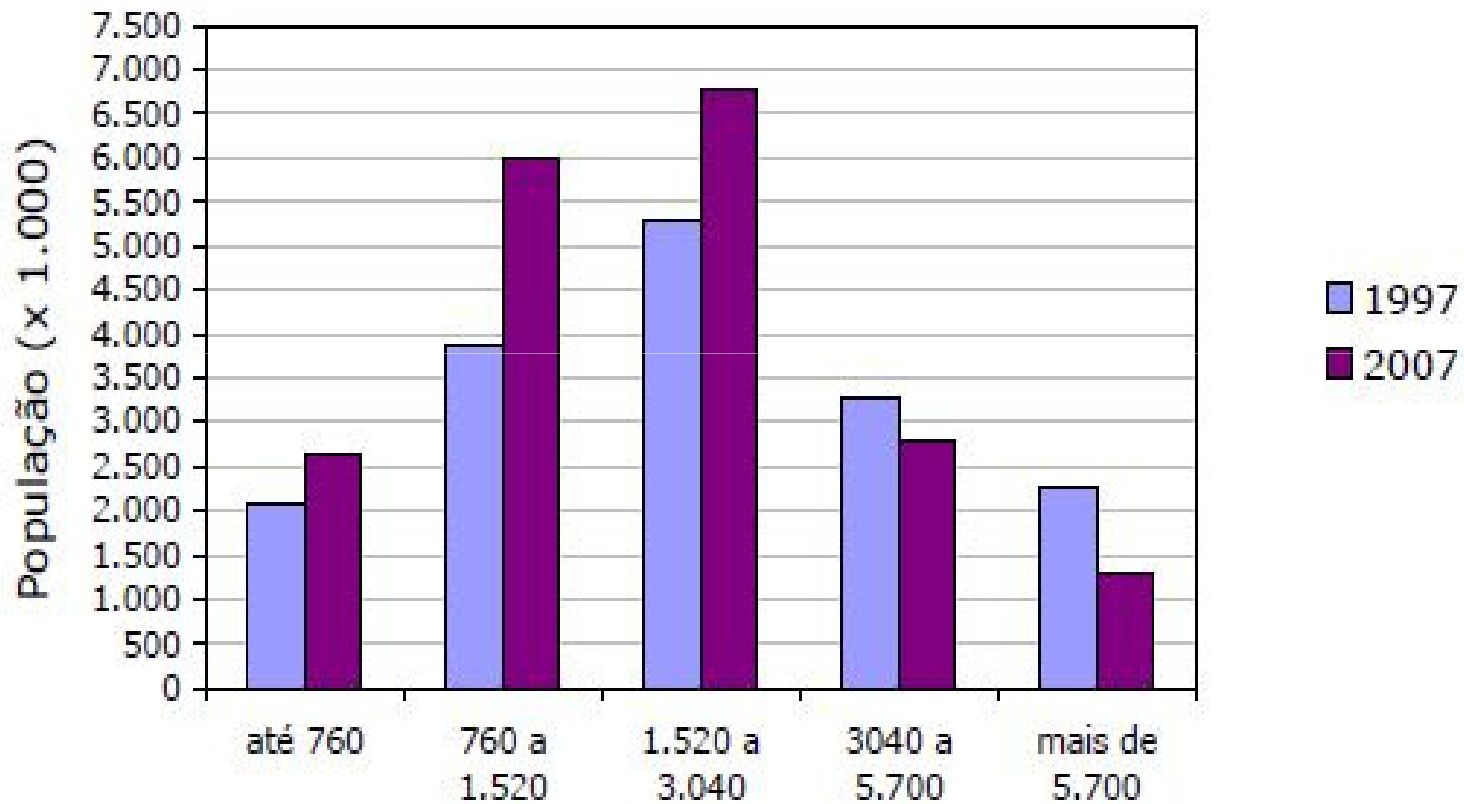
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	1997	2007	% OF GROWTH
<b>INHABITANTS (X 1000)</b>	16.792	19.535	16,7%
<b>TRIPS PER DAY (X1000)</b>	31.432	38.094	21%
<b>TOTAL MOBILITY (trips per capita)</b>	1,87	1,95	4,2%
<b>EMPLOYED (X1000)</b>	6.959	9.066	30%
<b>MOTORISED DAILY TRIPS (X1000)</b>	20.458	25.167	23%

*(Origin and Destination Survey 2007 – Summary of Information Household Survey – December 2008)*  
**METRO-SP**

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# FAMILY INCOME GROWTH



# INCREASING VEHICLE PROPERTY

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*Veiculos/100 Habitantes*  
*Vehicles/100 Inhabitants*

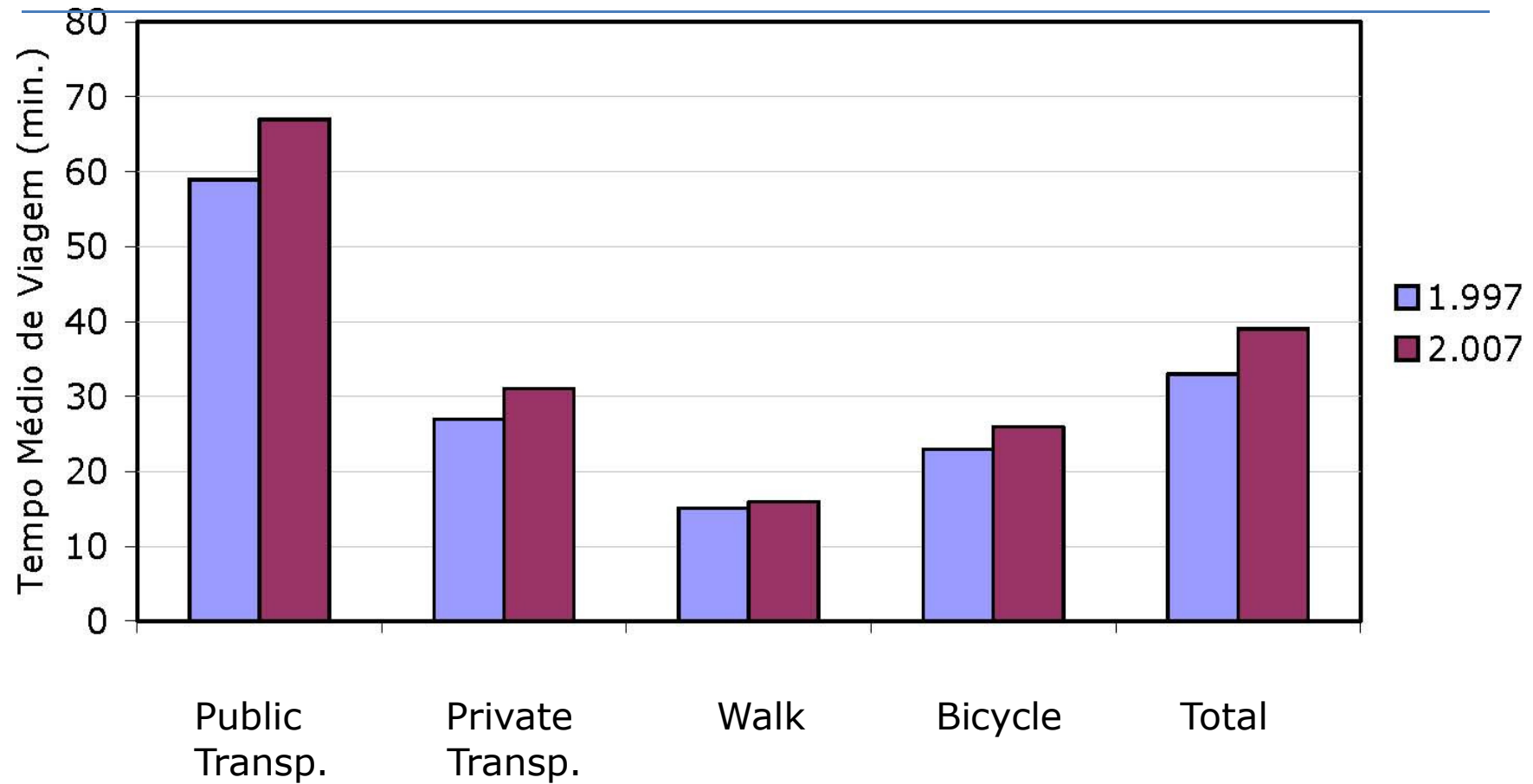
## BRASILIAN STATES AND UK

<b>SANTA CATARINA</b>	<b>47,5</b>
<b>SÃO PAULO</b>	<b>43,1</b>
<b>PARANÁ</b>	<b>41,7</b>
<b>DISTRITO FEDERAL</b>	<b>40,6</b>
<b>UNITED KINGDOM</b>	<b>57</b>

*Fonte: Anuário Denatran 2008*  
*(Source: National Department Directory 2008)*

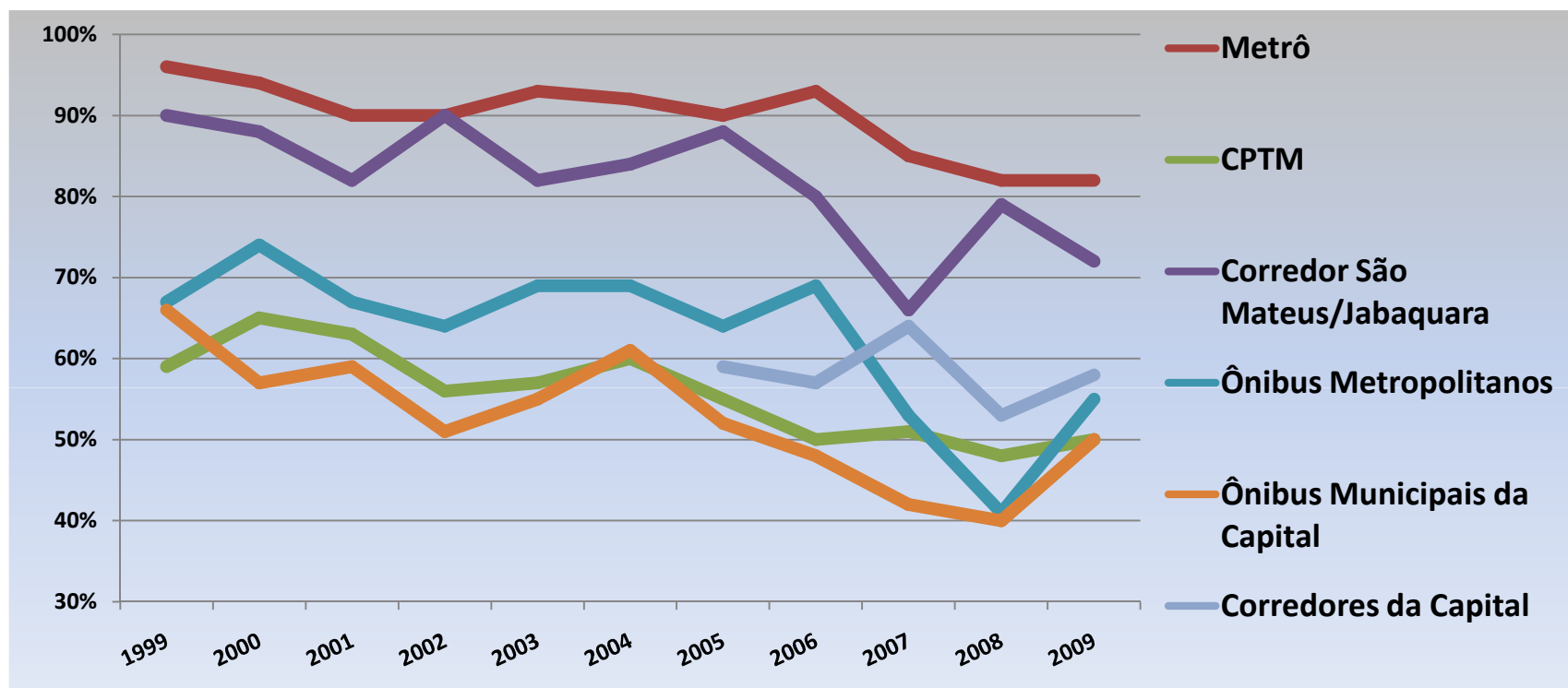
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## RMSP - AVERAGE TRAVEL TIME INCREASE



*Pesquisa Origem e Destino 2007 - Síntese das Informações da Pesquisa Domiciliar - dezembro de 2008  
(Origin and Destination 2007 - Summary of Household Survey Information - December 2008)*

# END-USER ASSESSMENT 'EXCELLENT OR GOOD'



Associação Nacional de Transportes Públicos



## POLLUTANTS CONCENTRATION - RMSP

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- **Lead**: dropped from 1,4  $\mu\text{g}/\text{m}^3$  in 1977 to less than 0,10  $\mu\text{g}/\text{m}^3$  in 1991.
- **Sulphur** ( $\text{SO}_2$ ): dropped from 50  $\mu\text{g}/\text{m}^3$  in 1984 to 6  $\mu\text{g}/\text{m}^3$  in 2008.
- **Particulate Matter** ( $\text{MP}_{10}$ ): dropped from 90  $\mu\text{g}/\text{m}^3$  in 1986 to 39  $\mu\text{g}/\text{m}^3$  in 2008.

# KEY CITY CHALLENGES AND PLANS

## IMPROVEMENT OF URBAN QUALITY OF LIFE

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- BETTER LAND USE REGULATIONS
  - HOUSING DEFICITS
  - WASTE, FLOOD AND SEWAGE PROBLEMS
  - EDUCATION QUALITY IMPROVEMENT
  - URBAN TRANSPORT
  - DEGRADED URBAN AREAS
  - POLLUTION
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# METROPOLITAN URBAN TRANSPORT PLAN

## PITU 2025 RMSP – RMC - RMBS

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### **RAIL MODE IMPROVEMENTS**

- Cargo segregation and line duplication;
- Lower headway - from 10 to 3 minutes;
- Lines extension heading for the urban centre;
- Express Airport Line.

### **BUS MODE IMPROVEMENTS**

- 580 km of new corridors until 2025
  - Integration with 15 key multimode terminals
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## **BENEFITS TARGETED OR WISHED**

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- CITY ECONOMICS EFFICIENCY
  - RELIABILITY AND SAFETY OF PUBLIC TRANSPORT
  - BETTER URBAN ACCESSIBILITY
  - URBAN ENVIRONMENT IMPROVEMENT
  - INTEGRATED FARE COLLECTION
  - ENERGY EFFICIENCY
  - REDUCE GOVERNAMENTAL EXPENSES
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## ROAD IMPROVEMENTS ACHIEVED

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- São Paulo City's Ring Road  
(Rodoanel West, South and East segments)
  - Marginal Tietê (inner Ring)
  - Express Ways - Arterials and Locals
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# TRAFFIC IMPROVEMENTS ATTEMPTS

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- PUBLIC TRANSPORT PRIORITY (OLDEST)
  - CARE WITH TRAFFIC GENERATION CENTRES
  - DEMAND MANAGEMENT –
    - Rotation but no congestion charges
  - INVESTMENT IN BETTER TRAFFIC OPERATION
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# URBAN CARGO

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## **PROBLEMS**

- URBAN LOGISTICS (UP AND DOWN STREAM)
- PRODUCTION AND DISTRIBUTION
- LOAD, UNLOAD AND TRANSIT

## **TRIED SOLUTIONS**

- TRANSIT RESTRICTIONS (TIME AND SECTORS)
  - CARGO URBAN VEHICLES (VUCs)
  - REAL-TIME TRANSIT INFORMATION
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# CONCLUSIONS I

## THE SCENARIO IS A CHALLENGE

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### **THE APPROACH SHOULD BE CHANGED**

- CITY MANAGEMENT INNOVATION
  - TRANSPORT IMPLEMENTATION AND OPERATION MANAGEMENT IMPROVEMENT
  - NEW TECHNOLOGIES OF TRAFFIC SYSTEMS, VEHICLES AND OF TRAFFIC MANAGEMENT
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## CONCLUSION II

### ARE WE ABLE TO PROVIDE ON TIME SOLUTIONS?

- TRIPLE E (EDUCATION, ENFORCEMENT, ENGIN.)?
- PIMI (PLAN, INVEST, MANAGEMENT, INNOVATION)?

IF WE CAN'T FIGHT OR AVOID THE FLEET GROW, AND TRAFFIC SATURATION, ALWAYS REMAIN A KEY RECOMENDATION TO THE PEOPLE.....

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*“ YOU CAN OWN A CAR,  
BUT, PLEASE, DO NOT USE IT”*

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