



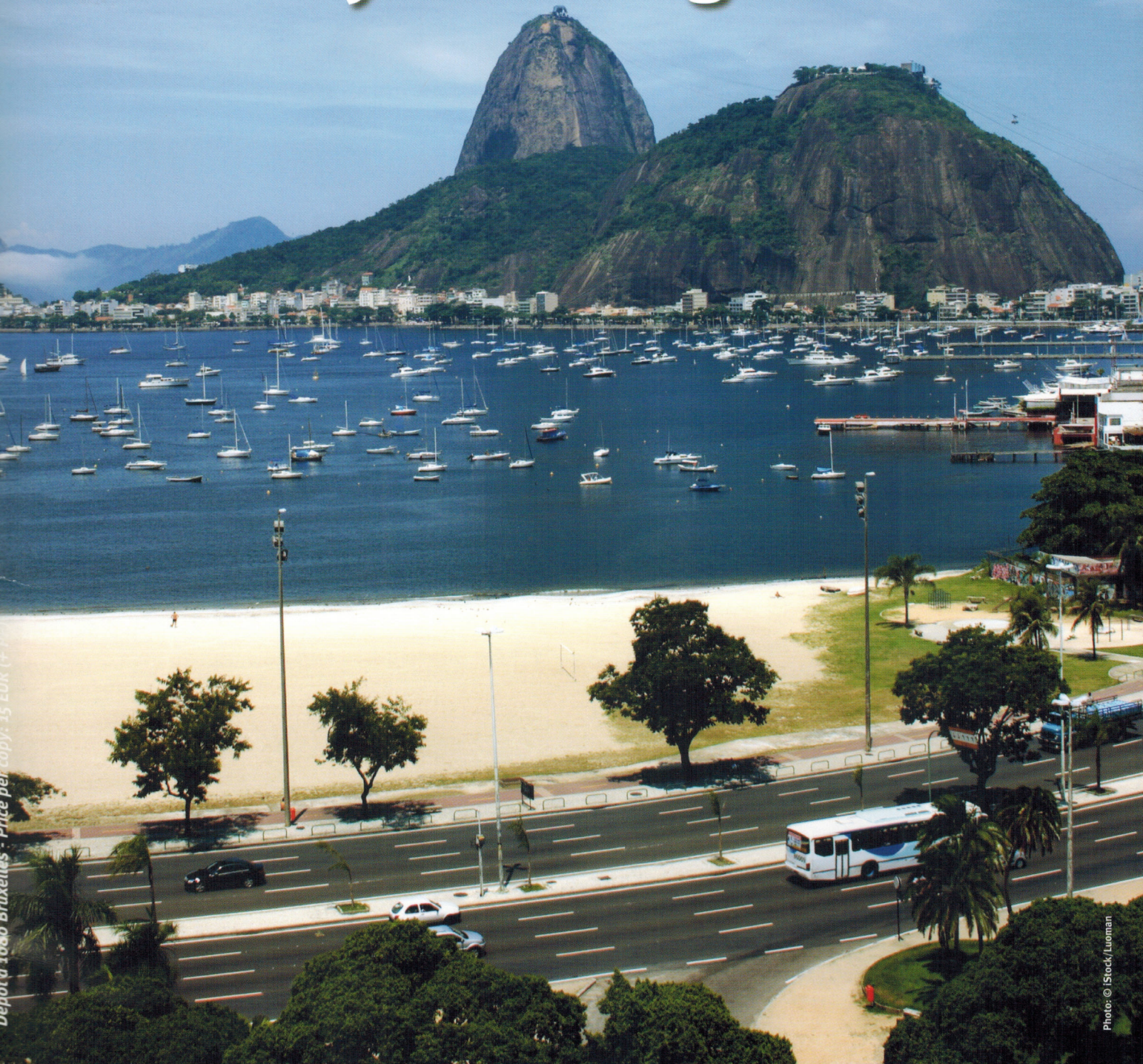
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Moving the masses: mobility and large events



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Brazil: Securing the urban mobility legacy



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São Paulo Metro.

Hosting mega-events such as the FIFA World Cup™ or the Olympic Games can have a profound effect on cities and countries, leading in some cases to a complete transformation of infrastructure and the urban environment. This year, Brazil will host the World Cup, followed two years later by the 2016 Olympics.

It is essential to ensure that these two mega-events create a lasting legacy. The construction of arenas and infrastructure works required for the World Cup and the Olympic Games in Brazil will consume billions in public resources but, without careful planning, it may not necessarily result in direct benefits for those who live and work day-in day-out in the World Cup and Olympic host cities.

When we think about the urban legacy of mega-events in any country, one key outcome is the extension and modernisation of transport systems. For example, this was the main legacy left behind for Barcelona, which hosted the Olympics in 1992, and for South Africa, which played host to the FIFA World Cup™ in 2010. Both saw significant changes to their infrastructure and major investments in their transportation

systems; this not only ensured that people's mobility needs were met during the events, it also brought about improvements for the population once the events were over.

Urban transport investments

In Brazil, major urban mobility-related projects are planned for the World Cup and for the Games, creating an unmissable opportunity to improve urban mobility and optimise quality of life for people living in the host cities. 2012 was a landmark year for rail transport in Brazil, with 2.6 billion passengers transported in urban metro-rail systems. The urban system alone (subways and commuter trains) transported more than 9 million passengers every day, and estimates indicate that this figure rose by over 10% in 2013, reaching nearly 10 million passengers per day.



Photo: Portal da Copa / Jan 2014

LRT in Fortaleza, which will host six World Cup matches.

Despite the historical lack of investment in the metro-rail transportation network in Brazil, the country has been investing heavily in the rail sector with an aim to ensuring mobility during the events and, even more importantly, to leave a legacy that will contribute to improved urban infrastructure and enhanced quality of life for people living and working in the host cities. More than 20 projects, involving the creation of new systems, the extension and/or modernisation of existing lines and fleet expansion, account for a total of more than BRL 11 billion (around EUR 3.6 billion) in investments.

For the 2016 Olympics that are being held in the city of Rio de Janeiro, the State Government is working on several rail projects including: the renewal of four lines of the State's urban rail system; the extension and modernisation of subway lines; the construction of subway lines 3 and 4; and the construction of 6 LRT lines as part of the Porto Maravilha project. This project aims to enhance transportation infrastructure and revitalise the entire downtown area of Rio de Janeiro.

As part of the preparations for this year's World Cup, five rail projects have been identified as priority projects: Manaus' monorail; Cuiabá's LRT; Brasília's LRT; São Paulo's monorail (Line 17); and Fortaleza's LRT. Resources have been secured for these five projects through the Programme to

Accelerate Growth (PAC 2), which specifically targets World Cup projects. However, results achieved so far are somewhat disappointing; Brazil still needs to develop its project management capacity in order for these planned infrastructure works to be delivered. Of the five projects, three were withdrawn from the government's responsibility matrix and will not be ready in time for the World Cup. These are Brasília's LRT, São Paulo's monorail (Line 17) and Manaus' monorail. Furthermore, Fortaleza's LRT is facing problems relating to the expropriation of key areas along the route, whilst Cuiabá's LRT is facing problems with the Public Prosecutor's Office and the Federal Court, and it is currently unclear whether these issues will be resolved in time for the World Cup.

Nevertheless, Federal, State and Municipal funding has been secured for a whole host of rail projects, through plans and programmes such as the PAC 2 and the Urban Mobility PAC. Most of these projects are in the bid/execution phase. As such, Brazil looks set to double its passenger rail network by 2020. Overall, there are 793 km of new rail projects, which include subway, light rail, monorail and regional trains. One major project is the Brasília-Luziânia rail line. Though it is not thought that all the projects will be finished by 2020, it is possible that they will be delivered close to the deadline.

Photo: ME / Portal da Copa / Fevereiro de 2014 / Daniel Brasil



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The Maracanã stadium in Rio will host seven World Cup matches, including the final.

How to secure the legacy

ANPTrilhos is working to raise the authorities' awareness of the need not only to prioritise rail transport in urban planning, but also to ensure effective delivery of the various projects. For Brazil's cities, the greatest legacy of the World Cup and the Olympics will be the mobility infrastructure, as this will be enjoyed by the entire population for decades to come and, in particular, by the socially excluded communities who will benefit most from improved transport links. Therefore, where funding has been earmarked, projects must be delivered in order to fulfil this extremely important social function.

The quality of this legacy will depend mainly on political issues. In this regard, we urge decision-makers to think of the projects that will be developed not only as a means to meet demand during the mega-events, but also to think of them as part of a wider future vision for the cities in question. Only this will ensure that these systems can really improve people's mobility and quality of life. Furthermore, the delivery of successful events produces positive externalities in terms of planning and transportation management capabilities in host

cities, which will leave behind another important legacy after the events.

Another important issue to consider is the financial capacity of operating companies to ensure ongoing investment in information and communication technologies, as this will make it possible to provide a high-quality and reliable urban transport service for years to come.

Conclusion

Mega-events are an opportunity for countries to improve urban mobility. ANPTrilhos supports the Brazilian government's initiative to make the most of this opportunity to plan its public transport projects beyond the events of the 2014 World Cup and 2016 Olympics, seeking to leave a legacy that will optimise people's quality of life for many years to come.



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