

## BRT in Brazil

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### The Project:

The 2014 World Cup and the 2016 Olympics have provided a spur for Brazilian Authorities to improve their transport systems. Brazil's Growth Acceleration Program (PAC), a multi-year plan to improve the country's infrastructure, included a dedicated World Cup investment package. A certain percentage of this money was earmarked for supporting new urban mobility options, with federal, state, and local governments providing roughly R\$8 billion to support better public transport. One such transport solution is new bus rapid transit (BRT) systems, and as such, 9 of the 12 host cities for the World Cup have introduced or further developed BRT systems to ensure a high capacity public transport service. BRT is a common choice for a high capacity transport system, on account of its lower capital costs for implementation; 4 times lower than light rail and 20 times lower than an underground metro system. They are also able to be implemented in a much lower timescale.



### Current successes/problems

The BRT systems already in place allow football fans much easier access to the stadia from the city centre; for example, in Belo Horizonte getting to the World Cup via BRT takes approximately 20 minutes, whereas travelling via car takes approximately 1 hour and 30 minutes. In Rio de Janeiro, two BRT corridors are already operational, with two more expected to be completed by the 2016 Olympic Games. These corridors will encircle the city and move 1.6 million passengers per day. The TransOeste corridor, which connects the Barra da Tijuca and Santa Cruz districts, is already benefiting more than 135,000 riders daily by cutting their commuting times in half and providing affordable public transport to neighbourhoods which previously had no access to such services.