

Networking pro Bicycles in Latin America and the Caribbean: SUSTRAN LAC SUSustainable TRansport Action Network

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■ Abstract

Sustran LAC is a network of sustainable transport organizations, initiatives and best practices being created by and for practitioners from civil society, government, academia and the private sector, to strengthen local action and build up national policies.

Launched in Velo Mondial 2006, Cape Town, South Africa (March 2006), Sustran LAC distributed information at the CAI-LAC 2006 Biannual Conference and Exhibit during the Clean Air Initiative for Latin American Cities, whose theme was "Sustainable Transport: Linkages to Mitigate Climate Change and Improve Air Quality" (July 2006, São Paulo, Brazil).

Several LAC cities are already participating in international programs that involve building

more sustainable transportation systems. The network's strategy focuses on identifying and bridging gaps that stakeholders have identified within sustainable transport-related projects and some lack of linkages among ongoing projects, identified by international funding bodies.

Sustran LAC will help to link existing and new sustainable transport experiences in Latin America and the Caribbean into a continent-wide initiative.

The network's purpose is to: share information; accomplishing tasks of common interest; coordinate and facilitate regional research; coordinate advocacy and lobbying at the regional and international levels; promote best practices, report on bad experie-

nces and protest bad policies).

Sustran LAC's main contribution stems from its potential to develop a Spanish-speaking (and, in future, Portuguese) network to encourage technical discussions and the development of projects for Latin America. The network also intends to develop specific strategies for the region based on other initiatives and taking into account the region's current transport situation.

Another component of the network is to develop projects for members to receive proper funding and make the region's transport situation more sustainable.

■ Introduction

Several Latin American cities have become world leaders in Sustainable Transport Initiatives. With the implementation of successful public transport systems, the creation of public spaces with facilities that are accessible to all and the provision of infrastructure to NMT, there were remarkable changes in the urban environment and the quality of living in these cities. Mayors that implemented the successful innovations have been teaching, writing and serving as consultants around the world.

In LAC cities the enormous need to improve civic life, to improve equality, quality of life, and safety in urban centres has caused community development to examine urban transportation, particularly how it upholds or undermines peoples' rights and access equal opportunities, health care, education and other benefits. Experience and studies elsewhere clearly demonstrate that a car-based model will not achieve these goals, which are vital to building sustainable cities.

This approach therefore involves democratic/governance and economic facets, as well as transport design and policy.

Cycling and walking, including walks to and from public transport nodes, have similar implications for quality public space and sustainability. Promoting active transport is vital to move ahead, linking with public health/

environment campaigns, teams and issues, making the most of existing strengths. Community development models must be applied to build the skills, perspectives and abilities required for community members to become active, engaged citizens.

Despite considerable growth in recent years, the "sustainable transport community" in Latin America remains relatively small. This both facilitates and makes all the more important the building of strong relationships of support and cooperation among the network members. There are many tools and strategies available for community organizations wanting to address crucial transportation issues, whether on specific neighborhood streets or in terms of local, regional and even national transportation policy-making. Where the individual tools can be combined into coherent strategies applied over a medium - to longterm horizon, communities can expect to be more effective.

There is a huge need to create effective links and networks, through which the strengths in some cities and countries can flow toward those with different strengths, or seeking the kinds of solutions applied elsewhere. There is a lot of space for exchange and capacity building among LAC cities/countries.

This is an opportunity for Latin American countries to "leap-frog" over the 30 years of experimentation; successes and mistakes made by a handful of developed countries, and does this better. Whereas for a long time every one has tended to think in terms of one main mode (cars, public transport, trains, or bikes) in isolation, leading trends - and opportunities - point to the growing need to address full integration from the start.

SustranLAC can encourage this by building relationships among advocates who have tended to focus on one specific mode or another, rather than the whole picture of how the transportation system interacts with the city as a territory and living space.

Sustran LAC's role within these efforts and campaigns is to develop a Spanish-Portuguese network for debating and developing projects for Latin America and the Caribbean.



Bicicletada Floripa (Brazil), critical mass

■ Why Networking in Latin America and the Caribbean

A network is a group of individuals or organizations that voluntarily relate to one another for the purpose of:

- Sharing information;
- Accomplishing tasks of common interest;
- Coordinating and facilitating regional research efforts;
- Coordinating advocacy and lobbying at the regional and international level;
- Promoting best practices (and informing about bad experiences) (STARKEY, 1998).

The regional networks are closer to the needs in their areas and the cultural diversity is less significant. As the financial flows of bilateral and multilateral donors are increasingly channeled directly to Southern countries, regional alliances will have better access than global networks to such funds. Short-term benefits from networks are the empowerment of individuals and groups, the

positive and target-oriented social relation that is established. Long-term benefits include the exchange of information, knowledge, handy know-how, skills, experiences, materials etc. The information sharing and the coordinated work result in less duplication of projects and research, and correcting errors before they are replicated. The organizing of information and the relation to supporters may create the opportunity for funding local groups. The linkage of actors with similar targets may create the critical mass necessary to action and policy changing (SKAT, 2007).

SUSTRAN LAC is not a formalized organization, but rather a network that gathers individuals and institutions in to support each other and push forward the agenda of Sustainable Transport with a balanced approach to promote the universal design of Cycling, Walking and Public Transport facilities that are accessible to all; also supporting any measure that improves liveability, equity, access and safety in transport, such as Transport Demand Management strategies.

The Network was launched in March 2006 in Velo Mondial 2006. Members are all individuals and institutions in the region, which decide to gather and make a common activity or intervention to push forward the message of the Sustainable Transport. Supporters are ITDP, I-ce (LOCOMOTIVES/BPP), GTZ/SUTP, World Bank, Sustrans UK, IFRTD, Access Exchange International, Velo Mondial, The New Mobility Agenda, Movilization.

A Steering Committee (SC) was formed in a meeting held during the Clean Air Initiative for Latin America, Sustainable Transport: Linkages to Mitigate Climate Change and Improve Air Quality (July 2006). Oscar Edmundo Diaz (Fundación por El País que Queremos PPQ/ITDP, Colombia); Carlos Felipe Pardo (SUTP/GTZ, Colombia); Lake Sagaris (Ciudad Viva, Chile) and Giselle Xavier (UDESC/VIACICLO, Brazil). SC members and supporters that were present decided the network would act as an “agenda-setting watchdog group” for LAC sustainable transport issues.

In late 2006 and early 2007, Network members joined with BRT experts/advocates to challenge the Municipality of Quito and invite it to reconsider its decision to implement light rail in the city, advocating for BRT systems as a good and very much cheaper solution. This was done through two letters to the municipality.

Creating the network is itself a relevant activity. Currently the SC is in the planning phase to develop broader and more ongoing activities/projects and suggestions are most welcome.

This paper offers an overview of some of the more significant experiences in Latin America to date, according to current information, followed by some conclusions on what existing conditions and goals mean for the future of sustainable transportation in our region. We also invite people involved in the many initiatives not described in detail here to join SUSTRAN Lac and add news about their efforts, lessons and successes to the rich fund of knowledge that we hope and expect Sustran LAC to foster.

■ Learning with Latin American Cities

Although several Latin American cities have become world leaders in Sustainable Transport initiatives, most lag behind and are unaware of the achievements within the region.

Lake Sagaris (2006b) refers that the theory and practice of borrowing between countries is a lesson-drawing process and factors for success range between knowledge of innovation and a capacity for lesson-drawing. Citing Campbell, *Risk Taking The Engine of Reform in Local Government in Latin America and the Caribbean* (1997), she says that leaders learn best in oral terms, and that Mayors “function” better with visually demonstrable examples. She also cites that he adds that the architects of the innovations in Latin American countries that he studied were acutely aware of the importance of the organized community to the success of innovations. Project implementers exhibited skill and experience in communicating,

promoting organization and managing community relations. Citing de Jong et al. *The Theory and Practice of Institutional Transplantation Experiences with the Transfer of Policy Institutions* (2002) she informs the added value to count on the public is that it represents a chance of simplifying the power, because citizens’ initiatives are characterized by more horizontal and less hierarchical relationships if compared to formal institutions (i.e. the government), so this can, therefore, be a potent way of framing issues in a non-threatening but compelling fashion. But she also cites Nasr and Volait, *Urbanism Imported or Exported?* (2003), and says that depending on the local context, the balance of power and other factors, these different types of urban exchanges can result in contradictory relationships between actors, structures, objectives and consequently, urban forms.

The history of the BRT (Bus Rapid Transit) System shows there was a lack of sharing experiences among LAC countries and cities, which is gradually changing.

Since the 1970’s, transport planners have commented on the busway operations that had been pioneered in several Brazilian cities – especially Curitiba which was then a relatively small city. Although these initial experiences very highly successful, few other cities were emulating that type of urban transit approach which was often considered a special solution good for Curitiba, but not replicable elsewhere, especially outside Brazil. Then, twenty years later, Quito and Bogotá decided to implement busway-based mass transit, copying several of the features of Curitiba and adapting them to their own circumstances. The success was stunning and immediate, and many delegations from around the world have been visiting those three cities to learn from their experience. Bus Rapid Transit (BRT, a fairly recent term) is now being planned in many cities on all continents(...) The public investment cost is much lower than that for other mass rapid transit technologies – often less than one-tenth per km of line (MENCKHOFF, 2005).

While there is an extensive body of literature on what planners do and the politics of planning, there are few examples that have taken a look at planners’ roles from a process perspective. By studying in detail the transit planning processes in the cities of Curitiba and Bogotá in the periods 1955-95 and 1986-2001, respectively, Arturo Ardila-Gómez (2004) identified the roles planners play in the planning process and what effect planners have on the path of decision and the shape of the plan.

Planners' main role was to interact with politicians and stakeholders. The interaction was above all a source of feedback for all parties involved. Planners used this feedback, first, to mediate between politicians and stakeholders by reducing power imbalances. If either actor were too powerful the planning process could not advance. Second, planners developed incremental adaptations to the original plan in light of the political reality unveiled by the interaction. The gradual adjustments to the original plan lowered risk for all parties.

The adaptations and the reduced risk helped assemble coalitions of support. Planning teams with high levels of political capacity were able to interact with politicians and stakeholders. Planning teams also needed a high level of technical capacity to prevent stakeholders from capturing/co-opting the planning team (ARDILA, 2004, p.3).

Promising innovations that appeared locally throughout Latin America and the Caribbean in the 1990s show how local leaders dealt with the challenges of governing in decentralized democracies of developing nations. In *Leadership and Innovation in Subnational Government: Case Studies from Latin America* (2004), Tim Campbell and Harald Fuhr call these local enterprising risk takers an "engine of change" and state that donors can enjoy cost-effective impacts and help to achieve the next stages of reform in the region by supporting key steps in the process of innovation. "But to do so, donors must focus on management and learning at the local level, building on the foundations of broad participation in public choice and working more actively to help local actors learn from each other".

Equality, social capital, local identity, heritage (local identities and ways of life), civil and human rights are all themes that should be mobilized to improve the impacts of urban transportation decisions. Within these decisions, increased bike use and bike-transit integration should be of interest to anyone concerned about how to improve the quality of life in cities. Any effort to introduce bicycle-transit integration requires knowledge of innovation and a lesson-drawing process (SAGARIS, 2006).

■ The Good Examples of Sustainable Transport initiatives from Latin American Cities



Bogotá (Colombia) is by far the city that has implemented the most comprehensive changes in just a few years, showing the usefulness of linking transportation improvements to social and other issues involved in modernization and urban progress.



TransMilenio - Bogotá (FERREIRA, 2006)



Curitiba BRT System (FERREIRA, 2006)

The single project that most contributed to improved quality of life in Bogotá was the bus-based transit system called TransMilenio. The BRT System is based on specific lanes for bus flow, inspired by the Curitiba system in Brazil.

"We were able to design, build the infrastructure, create the private partners

that would operate it, get out the thousands of buses that previously operated there, and put the system in operation in three years” (PENALOSA, 2005).

Today the system moves more than 1 million people every day, with a public investment of \$270 million. TransMilenio users are saving on average 223 hours annually; 21 percent of them used to go to work by car. It is an expanding system financed by a gasoline tax, and it should be moving more than 85 percent of the city’s population by 2018 (PENALOSA, 2005).

Curitiba’s (Brazil) success with the BRT system inspired several cities worldwide (appendix 1). The city is also famous for the creation of a pedestrianized area in the city center and parks in the urban area.

As for cycling, although 100 km of infrastructure was built in the 1980s, the process stopped and this system was never linked to the rest of the transport system, but rather connected leisure areas and parks. The results are that people who use the bike to commute use the BRT bus ways and accidents have been occurring. Bike advocacy to push BRT technicians to implement bike-parking in BRT stations has elicited the response that people in Curitiba do not use bikes. In fact, there has been no implementation of that kind of modal integration because the city’s transportation policy is based solely on strengthening the bus-system. There is still a very big need to convince them of the importance of integrating the bicycle.

Brazilian cities that have implemented or are implementing BRT systems are: Curitiba, Belo Horizonte, São Paulo, Porto Alegre, Campinas, Goiânia, Recife.

Bogotá’s Public Spaces – Libraries, Parks & Sidewalks

Two formidable pedestrian structures marked a radical change in priorities. The Alameda El Porvenir, a 14-kilometer tree-lined pedestrian street with a bicycle path stretches through some of the city’s poorest areas, where there are almost no paved roads.

And the 45-km greenway with more than 400



Alameda El Porvenir

by PPQ Foundation



Juan Amarillo Wetland Before

by PPQ Foundation



and After

by PPQ Foundation

hectares of park, including protected lakes and wetlands. It follows along creeks and drainage canals, as part of a project to separate sewage waters that previously flowed in the open into a box culvert. This greenway links poor and wealthy neighborhoods.

Good quality Public Schools were built in dense low-income areas. National funding for the schools is based in a kind of “bursary per student in class”, managed by a foundation. “Also, for the areas the public school



Franja Seca canal Before



And After

by PPQ Foundation

by PPQ Foundation



Public School

did not reach, programs were created to provide education to 100% of the children in school age. One of the programs is among private schools and the government, the concession school, an educational program that consists of a contract between a group of private schools and the public educational system such that private agents provide education for low-income students.

Three large new libraries (and 14 smaller ones) linked to surrounding areas by large sidewalks and bicycle paths act as places that lend the city character and show respect for all citizens. Those libraries received more than 9 million visitors in 2002.

More than 1,200 parks (from very large to extremely small) were built all over the city.



Tindal Public Library



Simon Bolivar Park

by PPQ Foundation

by PPQ Foundation

Bogotá gave space back to people in the city centre, by:

1. Turning car parks into sidewalks and cyclepaths;



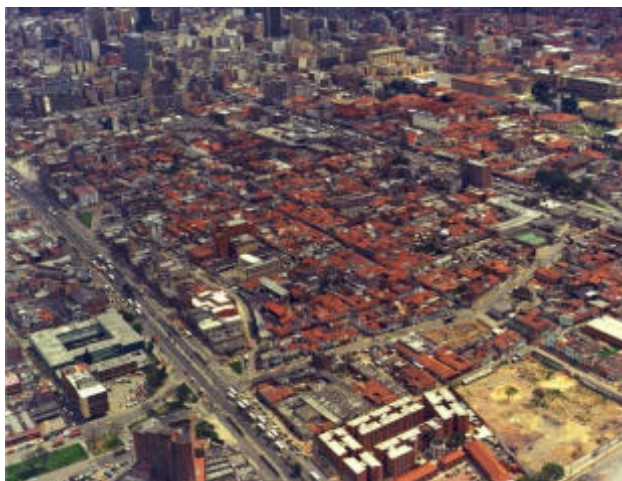
15th Avenue Before



And after (FERREIRA, 2006)

2. Reverting built areas and re-managing land use (park, residential, commercial area).

by PPQ Foundation



Third Millenium Park before



And after

3 – Giving back Public Space to the community

San Vitorino plaza had been completely taken over by vendors. This was 22 hectares of what was probably the most deteriorated urban space in the world-teeming with drug distribution, criminal organizations and drug addicts-was demolished to make room for a massive park. Although this was only two blocks away from the Presidential Palace and the historical and institutional center of the country, it had the highest murder rates in the country, which plummeted after the demolition (PENALOSA, 2005).

by PPQ Foundation



San Vitorino Plaza before (in 1998) and after (in 2000)

4 – Giving pedestrians and cyclists the right of way

by PPQ Foundation



Bogotá – cycle path and sidewalk - the infrastructure design tells the motorists they have to slow down

Cycling

Every Sunday and holidays, from 7am to 2pm, Bogotá, the capital of Colombia, offers a continuous “circuit” made of 120km of the public ways closed to motorized traffic and that the Bogotanos call Ciclovía.

In this short time, around 1,5 to 2 million people among pedestrians, cyclists, skaters, roller users etc, “take control” of the public ways to celebrate life (FERREIRA, 2006).



Bogotá Sunday Cycleway (FERREIRA 2006)

Between 1998 and 2001 Bogotá built more than 300km of physically isolated bicycle paths in the urban area. In the following years, the daily journeys by bicycle increased from 0.4 to 5%, showing that when the city offers good infrastructure, the number of trips by bicycle will rise (not only in Dutch, Danish and German cities!). Many of the built cycle paths connect far neighborhoods to the TransMilenio station, where people can park their bikes in a very modern bike parking - for free to TransMilenio users.

The main pro-bicycle non-governmental organizations that have contributed to Bogotá’s success in cycling are Fundación Ciudad Humana (www.ciudadhumana.org) and Fundación por El País que Queremos PPQ (www.porelpaisquequeremos.com). FCH has been playing an important role in the creation of Ciclovías Unidas de las Americas network.



TransMilenio Bike Parking

Santiago (Chile) has also applied several initiatives, although somewhat fragmented and often severely underfunded, to improve public space and particularly the conditions for pedestrians and users of bicycles,

by PPQ Foundation

tricycles, wheelchairs and other non-motorized forms of transportation. These, however, have not yet been integrated into a strategic plan for the development of these kinds of facilities. Nor are they well-integrated into the rest of the urban transportation system, or even the city as a whole. One major difficulty that the city faces is that it consists of 34 “comunas” or municipalities, each with its own elected mayor and council. Resources vary widely between these governments and many are extremely poor, despite a fund that attempts to distribute resources more evenly.

Santiago’s “Intendencia”, or metropolitan government, is headed by an Intendente who is appointed by the national president, and thus transport, health and education and the Intendente him or herself are much more responsive to national rather than local or regional agendas. They also tend to experience a high turnover, functioning as political fuses when pressures mount over unpopular policies. This hurt the development of Transantiago, the city’s newly inaugurated, highly controversial and poor functioning new transportation system, and has also fragmented the development of cycle ways, green and other public spaces, and other important social and environmental policies.

In the early 2000s, stimulated by the Global Environmental Facility project to improve transportation in Santiago and pressure from their own citizens, several municipal governments nonetheless took the initiative to improve facilities for non-motorized transport.

Today, Providencia has a comprehensive plan for cycleways linked primarily to green spaces, plazas and parks, while Santiago, Ñuñoa, La Reina, Recoleta, La Pintana, Maipú and Huechuraba have all applied interesting initiatives in this sense.

Since 2000, the grassroots community organization, Living City (Ciudad Viva, www.ciudadviva.cl) has worked with community leaders and academics to introduce more sustainable transportation policies within the city, often in cooperation with transportation authorities at the municipal and, on occasion, the national level. In 2001, two representatives were the first Chileans to visit Transmilenio in Bogotá, and report on its implementation in Chile. In 2002, with Casa de la Paz and a wide range of civil society organizations, Living City presented a citizens’ agenda for sustainable transport, that was well-reflected in the Urban Transport Plan (Plan de Transporte Urbano, PTUS), unveiled that same year. In 2003, with cooperation from the World Bank and the UN’s Economic Commission for Latin America and the Caribbean, Living City organized a major conference attended by more than 200 policymakers, civil society and local leaders, municipal planners and other interested individuals, with Enrique Peñalosa as its guest of honor. Representatives from the national transport and housing ministries also attended. Living City also published its groundbreaking book, *Muévete por tu ciudad, Una propuesta ciudadana para transporte para la equidad* (Get Moving for Your City: A Citizen’s Proposal for Transportation to Build Equality).

by Pepe Vaz, 2005



Alameda and calle Ejercito (Santiago, Chile)



In 2005-2006 it won a bid to promote bicycle use in Santiago, with its campaign that combined improvements to civic life with increased bicycle and other non-motorized use, and managed to function for six months before profound disagreements with authorities led to its withdrawal from the campaign.

Despite this setback, a women's cyclist group, the Macletas (www.macleta.cl) and a national festival of bike culture (www.bicicultura.cl) developed as a result of Living City's leadership and support, joining two largely informal groups that for years had been organizing a monthly cycle ride through downtown Santiago, the Movimiento de los Furiosos Ciclistas (www.mfc.cl), and the Arriba 'e' la Chancha (www.arribaela-chancha.cl), which focuses on bike repairs and education. Other more temporary groups have been involved in bike tourism (several groups, including some new, small businesses that are promoting city bike tours) or initiatives based on sports. VeloSantiago is involved in a country-wide bike race, sponsored by a local supermarket. And several universities and the YMCA now have active bike groups.

Moreover, the same year, a successful 7-km long Sunday bike-route, Ciclorecreovía (www.ciclorecreovia.cl), was launched by the municipality of La Reina, and implemented by a small firm, Geomás. Now over a year old, it has proved a potent attraction to this mode of transport and Geomás is now in conversations with several more municipalities to extend this effort into new territories, an effort that is actively supported by many local neighbourhood associations.

In 2007, twelve organizations, including Bicicultura, Macletas, Acción Ecológica, Living City, and others formed Ciclistas Unidos de Chile, which has already conducted a round of meetings and pressure events to push authorities to integrate the bicycle more fully into transportation, health, education and other planning initiatives. Living City and the Macletas have also formed a gender and transport group, Mujeres en Movimiento, which is proposing a city-wide road for non-motorized transport, based on Bogotá's successful experience, to be

dedicated to celebrating women's contribution throughout Chilean history. These latest initiatives have helped to expand bike-advocacy activities into lobbying and broader pressure and other initiatives, as well as establishing cooperative relationships with companies to create a series of Green Maps of Santiago, to include routes for bikes and other non-motorized transport, and, in cooperation with municipal planners, to develop a manual to incorporate solid urban design and other measures to improve the conditions for non-motorized transport users in the city.

La Pintana, one of Santiago's poor city governments, has created Santiago's first Bici-taxi program, while Maipú, La Reina, Recoleta and other municipalities have joined pioneering Providencia and Santiago to add cycling infrastructure within their limits. Plans to integrate bikes into the Metro (urban train) or bus (Transantiago) system have stalled repeatedly, but there are hopes that recent increases in bike use and increasingly well-organized, well prepared civil society groups working on the issue will help to turn this around.

Implementation of Transantiago, Santiago's new bus and Metro-based urban transportation system, began in February 2007 and has been subject to more than the usual turbulence, due to serious design problems, which have worsened the quality of the system from users' perspective without substantially improving conditions in the city. Nonetheless, it has put the issue of the city's transportation into the headlines and much higher on the public agenda, and there are hopes that the eventual outcome of the current fiasco, which has also seriously damaged the popularity of the government, led by Michelle Bachelet, will be positive overall for sustainable urban transport.

Velo Conferences and International programs' role on Cycling policy arena in Brasil

Efforts to improve bicycle-based mobility in Florianópolis were helped along enormously by contacts made and lessons learned during the Velo Mondial and Velo City Conferences.



by Antonio Miranda, 2006

The city of Florianópolis, has around 22km of disconnected cycle ways, mostly used for leisure, 2% of daily trips are made by bicycle

At these events, Florianópolis' bicycle advocates met leaders of two international programs that have since helped the city develop a more comprehensive approach. Help from the LOCOMOTIVES program, coordinated by the Netherlands' Interface for Cycling Expertise, I-ce (www.i-ce.info); and URB-AL network number 8, coordinated by the city of Stuttgart, that was later followed by contributions from the Mobilization program, coordinated by the Dutch International Bicycle Consultancy, IBC (www.cyclinginfo.nl). Advocacy groups in Florianópolis also received support from World Carfree Network (www.worldcarfree.net).

IPIUF, the Urban Planning Institute has developed several projects of cycle ways and cycle lanes, some are under construction. There are new bicycle parking in 3 of the integrated bus terminals.

Since the end of the 90s, UDESC (State University of Santa Catarina) through the Extension program CicloBrasil group (www.udesc.br/ciclo) and Viaciclo (Florianópolis Cyclists' Union) (www.viaciclo.org.br) have been promoting cycling in the city, the state and the country.

In May 2005, UDESC and VIACICLO organi-



by Antonio Miranda, 2006

Florianopolis Bus Station Bike-Parking



by Jeferson Sousa

First Brazilian Bicycle Advocacy meeting in Florianópolis

zed the first Brazilian Bicycle Advocacy meeting in Florianópolis. This was supported by LOCOMOTIVES International program (www.i-ce.info/locomotives).

It seems international agencies dealing with developing countries are not yet aware of the importance of advocacy in local, national and regional level – there is a big disparity in the funding available for expertise/infrastructure projects or training for practitioners, technicians, compared to the lack of availability of fund for programs to strengthen local, national, regional level advocacy.

LOCOMOTIVES presentation, by Roelof Wittink, at the marketplace session in Velo Mondial 2006 was full - and there was a big interest for the program is an example of a successful initiative of investing in local bicycle advocacy groups (grassroots organizations).

Cycling policy arena in Brasil

- *Government sector*

In 2004 the Brazilian Ministry of Cities (www.cidades.gov.br), through the National Secretary of Transport and Urban Mobility (SeMob) created a national program to promote bicycle use as transport, the Brazilian Bicycle Mobility program - Bicicleta Brasil.

The program provided funding for municipalities to cover costs of projects and cycling infra-structure. Meetings, Training courses happened in Florianópolis and in Guarulhos in the year 2006 (including international expertise from I-ce (www.i-ce.info), ITDP (www.itdp.org), GTZ- SUTP (www.sutp.org), World Bank (www.worldbank.org), Movilization (www.movilization.org) and other partners). The renewed version of the Brazilian Cycling Planning Manual was released (draft form up to now. The final version will be sent to municipalities all over the country). Training courses and meetings are planed for 2007. The Ministry of Cities is leading the Master plan process.

Architect/Advocate who passed away in 2006



Bicicleta Brasil Launching. Minister Dutra and Bianco

The Federal Law n. 10.257 of 2001, called Estatuto da Cidade changed the chapters 181 and 182 of the Brazilian Constitution and gave a total new approach for land use planning, considering the social function of the urban land. Also, it states that all the cities with more than 20.000 inhabitants must develop a Master Plan (and it is mandatory it is a participatory process – the municipality must involve the community). Also, for cities with more than 500 thousand inhabitants it is mandatory a Mobility Master Plan, also according to a participatory process. The Estatuto da Cidade already says that NMT and public transport must be valorized, but in the new project law of Urban Sustainable Mobility Policy the Ministry of Cities has presented (anteprojeto de lei da Política Nacional de Mobilidade Urbana Sustentável), it is also said that car use must be restricted, as the aim of the national policy is to promote social inclusion, environmental sustainability, and assure participatory management and democratization of the public space.(1)

- *Bicycle Industry and Commerce sector*

The Brazilian production of Bicycles is about 5 million units per year, this represents 4,2% of the global production and puts Brazil in the

(1) Despite the good intentions of the Ministry of Cities, the country, as many developing, is in frank motorization process. The federal government moves (and almost all the cities) do not match with the Ministry of Cities' attempts to create a strong sustainable mobility policy. President Lula has been favoring car industry, giving incentives as it has always been in this country since the sixties. The bicycle industry did not manage to get IPI Industrialized income tax reduction, but the car industry did get. And now, with the help of internationals, Brazilians will probably destroy more forest to generate alcohol to be fuel for cars around the world! But as we are advocates ourselves and we believe in the change of the human being, we believe that with better coordination amongst ourselves and a little help from our international friends and partners, we can change this scenario.

by Luis Bevacqua



Critical Mass Bike-ride in World Social Forum 2006 Porto Alegre

by Zé Lobo



Brazilian Bike Advocacy Meeting SP 2006

third place. In the second place comes India, with an annual production of 10 million (8,3% of total); and the world's producer and consumer of bicycles is China, with 80 million units per year (66,7% of total). Other countries together produce other 25 million units (20,8% of world's production).

Brazilian Bicycles fleet is estimated in 60 million vehicles (car fleet is 34 million), from this amount, it is expected that 1/3 circulate in the streets of urban and rural areas from the country everyday. Nevertheless, infrastructure for the bicycle use represents no more than 1.800km, for 5.562 municipalities (ABRACICLO, 2005).

The bicycle production and commerce sector, led by the bicycle commerce association ABRADIBI (www.abradibi.com.br) and the bicycle producers association ABRACICLO (www.abraciclo.com.br) created, in 2005, the Instituto Pedala Brasi – IPB (<http://www.abradibi.com.br/pedala/index.html>), a non profit civil organization that can facilitate to its own partners to deduce 2% of its operational profits from the income tax, if they invest in IPB's projects. IPB has delivered one training course to municipal planners about cycling system planning in 2006 and several activities are planned for 2007.

- *Bicycle Advocacy, the third sector*

In January 2005, with the support of World Carfree Network, Udesc and Viaciciclo participated with a stand of bicycle advocacy

in the World Social Forum (WSF) held in Porto Alegre. In WSF the milestone for the Brazilian Cyclists' Union (UCB) was set, with the creation of the Brazilian Forum on Bicycle Mobility (Forum Brasileiro de Mobilidade por Bicicleta FBMB).

The city of Porto Alegre is going to implement a new BRT system and is currently making its Cycling Mobility Masterplan - plans to build 15km of cycle paths this year. Studies on the urban surface train (Trensurb) regarding bike commuters were carried out and bike parking will be provided in their stations. Advocacy groups are getting organized and have been participating in the process. World Resource Institute - WRI (www.wri.org) created the CTS-Brazil to foster sustainable mobility initiatives in the city. Universities have played a role also, the Federal University UFRGS through Lastran, the Laboratory of Transport Systems (www.producao.ufrgs.br) that studies automation to busway systems and the Pontificia Universidade Católica, PUC, participated together with the municipality in the Moviman program (www.eptc.com.br/moviman) from URB-AL.

In July 2006, together with Escola de Bicicleta (www.escoladebicicleta.com.br) (with support from the São Paulo municipality), CicloBrasil group/UDESC and Viaciciclo, promoted the Second Bicycle Advocacy meeting in São Paulo

The government of the city of São Paulo (www.capital.sp.gov.br) has been taking

by Zé Lobo



Brazilian Bicycle Advocacy Meeting 2006 bike-ride in São Paulo, July 2006

by Zé Lobo



initiatives towards cycling. In May 2006 a municipal executive group of cycling enhancement, Pró-Ciclista, was created. The group is formed by several municipal secretaries, and led by the Secretaries of Green and Environment, and Transport. ITDP has been collaborating with the municipality and the Pró-Ciclista group. In July the municipality supported the Brazilian Bicycle Mobility Meeting and presented their projects to the bicycle advocates. Studies, projects, field visits have happened and enhancement in the infrastructure and traffic signs have been implemented in small and disconnected existing bicycle paths. On February 2007 a new law was passed regarding cycling mobility that reassures Pró-Ciclista aims. For 2007, the city is counting on World Bank funding to create cycling infrastructure.

Bicycle Advocacy is very strong in São Paulo. It started in the eighties with the Night Biker's Club (www.nightbikers.com) and currently there are several different groups of ciclotivistas.

The critical mass group, Bicicletada (www.bicicletada.org), has been organizing manifestations every month. Despite monthly rides are not massive (20 to 40 participants on each ride), Sao Paulo Critical Mass has been making creative and educational activities to promote bike use. On February 2006, realizing that their meeting point has no official name, the participants named the space (in one of the most important and jammed avenues of the city) as Praça do



Bicyclist's Square before monthly CM ride (São Paulo, Brazil)

by Thiago Benicchio



Vaga Viva in 2006 Carfree Day (São Paulo, Brazil)

by Mariana Cavalcante

Ciclista (Byciclist's Square), placing signs and making an opening party with video exhibition, music and artistic interventions. In some of the recent masses, the participants placed pro-bike traffic signs on many streets. Besides the artistic approach, Sao Paulo Critical Mass rides always distribute

educative pamphlets and (of course) rides bikes to occupy the streets and promote peaceful coexistence between drivers, bikers and pedestrians.

On september 2006, the Carfree Day activities in Sao Paulo was headed by Bicicleta-da participants and counted with support of local government. The activities consisted on a Commuter Challenge two days before September 22nd, a ride on Carfree Day and "Vaga Viva", transforming a parking spot on a little park, a temporary and symbolic human space.

The first part of the cycle way system Ciclovias Cariocas from Rio was built in 1992 and since then it has not stopped to grow. Rio has a specific department to take care of the ciclovias, and the project gets funding from environmental damage fines. 210 thousand cariocas use the bicycle as an everyday means of transport. This is 3 times more than 10 years ago. In 1994 it was 77 thousand trips made by bicycle. Considering the metropolitan area, it is 3,2% or 645 trips/day. Currently there are 148km of cycle paths and several bike-parking spread all over the city. Transporte Ativo www.ta.org.br (bicycle advocacy group from Rio de Janeiro) has been very active, participating in the Cycle Planning Group of the city, GT Ciclovias. Together with IPP, Instituto Pereira Passos, the Urban Planning Institute form the municipality (www.rio.rj.gov.br/ipp), they've organized campaigns. Rio also participated in URB-AL network 8, and lately in Movilization international program, to foster bicycle mobility.



Together with Transporte Ativo, CicloBrasil group/Udesc and Viaciclo are organizing the Third Brazilian Bicycle Advocacy Meeting to happen from 23rd to 25th of November 2007 in Rio de Janeiro. In the event the Brazilian Cyclists' Union – União de Ciclistas do Brasil (www.uniaodeciclistas.org.br) will be formally launched.



Rio de Janeiro - Brazil

■ Final Considerations

Some authors of human sciences say we live in a way that there is nothing that links past and future – old is what existed a second ago. In terms of daily living, this means there are new episodes every second. Therefore, routine activities, such as commuting, are just an everyday re-assured “task” – the feeling of “common/familiar” is because we carry out these same tasks again and again. But the authors also talk about contingency: that is, those opportunities to do something different - turn a page. And they warn that although “things” tend to happen according to existing powers, nonetheless, innovation, and challenging “existing solutions to created problems” do arise, and clearly demonstrate that this is how people learn and evolve.

Innovators, development institutions and governmental institutions need to pay more attention to the media and the message in transmitting ideas about good practice to the public.

A way of addressing crucial transportation issues, whether on specific neighborhood streets or in terms of local, regional and national transportation policy-making is the empowerment of local actors, building skills, perspectives and abilities for dealing with power and other contextual factors; transforming individual tools into combined-coherent strategies applied over a medium-to long-term horizon.

Supporting people's struggles for a better living space is about helping them to choose

“the scenarios they can live with” – the search for the inner feeling of basic human needs satisfied - the feeling of belonging to, and participating in the creation of, the city scenario. It is about informing how the transportation system interacts with the city as a territory and living space; showing/proving that quality public space improve liveability, equity, accessibility and safety in the cities.

In this context, and given experiences around Latin America ⁽²⁾, the SUSTRAN LAC Network represents the opportunity for:

- Searching out relevant experiences and crucial information from our continent and presenting it in an inspiring way;
- Convincing advocates of different mobility modes to create effective links and networks focusing in full integration of all modes of transport encouraging relationships among advocates, local/regional expertise;
- Promoting active transport, linking with public health/environment campaigns, teams and issues - making the most of existing strengths;
- Promoting exchange and build capacities among LAC cities and countries;
- Questioning ongoing or prospected costly imported North-South driven technology, expertise, solutions, while leaving specific decisions to local authorities and other players;
- Promoting the universal design of Cycling, Walking and Public Transport facilities that are accessible to all;
- Spreading Transport Demand Management strategies;
- Overcoming the language barrier and helping to share information South-South and North-South-North;

With this wealth of experience, creativity and capacity, there is no doubt that with better coordination amongst ourselves and a little help from our international friends and partners, we can make a difference in the transport scenario of Latin America and the Caribbean for good!

(2) Indeed, we are aware of successful Car Free Days in several Peruvian cities, organizations fighting for the right to access for wheel chair users in Santiago, bike groups in Mexico, Argentina and Uruguay, and countless other pioneering initiatives throughout the region, but have, as yet, little capacity to tap into all of them and provide them with a place to exchange experiences, work through problems, and benefit from each others' experiences.

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Some Advocacy Groups and NGOs related to Sustainable Transport in LAC (or useful contacts in the area - see other links in the websites cited)

LAC

ABC www.abciclovias.com.br
 ACU www.geocities.com/acubicicleta
 Apocalipse Motorizado <http://apocalipsemotorizado.blogspot.com>
 Arriba e la Chancha www.arribaelachancha.cl
 Biciacción www.biciaccion.org
 Bicicletada (critical mass) www.bicicletada.org
 Bicitekas www.bicitekas.org
 Bike Brasil www.bikebrasil.com.br
 Cicloamérica www.cicloamerica.org
 Ciudad Humana Foundation www.ciudadhumana.org
 Ciudad Viva www.ciudadviva.cl, biblioteca virtual www.atraccionhumana.cl
 Escola de Bicicleta www.escoladebicicleta.com.br
 Festival de Bicultura www.bicultura.cl
 Fundación por el País Que Queremos www.porelpaisquequeremos.com
 Grupo CicloBrasil/UDESC www.udesc.br/ciclo
 IPB www.abradibi.com.br/pedala
 Mobiliciclo www.mobiliciclo.org
 Movimiento de los Furiosos Ciclistas www.furiosos.cl
 Mujeres arriba de la Cleta www.maclea.cl
 Night Bikers Club do Brasil www.nightbikers.com
 Quito para Todos www.quitoparatodos.org
 Rodas da Paz www.rodasdapaz.org.br
 Rua Viva www.ruaviva.org.br
 Transporte Ativo www.ta.org.br
 UCB União de Ciclistas do Brasil www.uniaodeciclistas.org.br
 Viaciclo www.viaciclo.org.br

WORLD

ACCESS Eurocities www.access-eurocities.org
 Access Exc. Int.(aces. universal) www.globalride-sf.org
 Cities-for-Mobility www.cities-for-mobility.de
 ECF European Cyclists Federation www.ecf.com
 Ecoplan www.ecoplan.org
 European Plat. Mobility management www.epomm.org
 I-ce www.i-ce.info
 IFRTD www.ifrtd.org
 International Bicycle Fund www.ibike.org
 ITDP www.itdp.org

Melhor sem carros www.melhorsemcarros.org
 LOCOMOTIVES www.i-ce.info/locomotives
 MOVILIZATION www.movilization.nl
 Smile www.smile-europe.org
 SUSTRANS www.sustrans.org.uk
 SUTP/GTZ www.sutp.org
 Transportation Alternatives www.transalt.org
 VELO MONDIAL www.velomondial.org
 VELO-QUEBEC www.velo.qc.ca
 WORLD CARFREE NETWORK www.worldcarfree.net

Good Information Websites

Active Living Centre www.activelivingresources.org
 City of Toronto Sustainable Transportation Directory www.toronto.ca/wes/techservices/envir_directories/pdf/st_publications_dir.pdf
 Global Development Research Centre www.gdrc.org/uem/sustran/sustran.html
 Moving the Economy www.movingtheeconomy.ca
 National Center Bicycling & Walking www.bikewalk.org
 Pedestrian & Bicycle Info Center www.bicyclinginfo.org
 Safe Routes to Schools www.saferoutestoschools.org.uk
 Velo Info www.velo.info
 Victoria Transport Policy Institute www.vtpi.org
 World Transport Policy and Practice, www.eco-logica.co.uk/WTPPhome.html

DISCUSSION LISTS AMÉRICA LATINA

Cicloamerica
<http://br.groups.yahoo.com/group/cicloamerica/?yguid=205935396>
 Ciclistas Unidos de Chile ciclistaschile@googlegroups.cl
 New Mobility Cafe
<http://br.groups.yahoo.com/group/NewMobilityCafe/?yguid=205935396>
 Sutp LAC
<http://br.groups.yahoo.com/group/sutp-lac/?yguid=205935396>
 Sustran asia
<http://groups.yahoo.com/group/sustran-discuss/?yguid=205935396>
 Sustran lac
<http://espanol.groups.yahoo.com/group/sustranlac/>

■ Appendix 1 – BRT Systems in LAC and around the world

LA Existing BRT & Busway Systems	Start Operation	Lenth Busways (km)	Costs per km of Busway (million\$)
Curitiba (+ 500.000 passengers/day)	1974	65	1,4
Goiania	1976	35	
Porto Alegre	1977	27	
São Paulo	1979	142	
Belo Horizonte	1981	6	
Recife	1982	16	
Campinas	1985	5	
Quito	1985	33	(Quito Trole) 5,1
Bogotá (+ 1 million passengers/day)	2000	53	(phase 1 +2) 11,9
León	2003	26	1,4
Mexico City	2005	20	
Pereira- Colombia	2005	16	
Guayaquil - Ecuador	2006	45	
Santiago - Chile	2006	20	
Medellín - Colombia	2006	13	
Lima - Peru	2007	32	
Calli - Colombia	2007	49	
Cartagena - Colombia	2007	12	
Barranquilla - Colombia	2007	13	
Bucaramanga - Colombia	2007	8	
Guatemala City	2007	11	

Source: (MENCKHOFF, 2005).

Region	Cities with a BRT system in operation
Africa	Abidjan, Cotê d'Ivoire; Saint-Denis, Reunion (France)
Asia	Ankara, Turkey; Istanbul, Turkey; Kunming, China; Nagoya, Japan; Taipei, Taiwan; Jakarta, Indonesia
Europe	Bescançon, France; Bradford, UK; Claremont Ferrand, France; Dijon, France; Eindhoven, The Netherlands; Essen, Germany; Grenoble, France; Ipswich, UK; Leeds, UK; Limoges, France; Lyon, France; Montpellier, France; Nancy, France; Rennes, France; Rouen, France; Runcorn, UK; Strasbourg, France
Latin America	Belo Horizonte, Brazil; Bogota, Colombia; Campinas, Brazil; Curitiba, Brazil; Goiania, Brazil; León, México; Porto Alegre, Brazil; Quito, Ecuador; Recife, Brazil; Sao Paulo, Brazil
North America	Alameda and Contra Country, USA; Boston, USA; Chicago, USA; Honolulu, USA; Los Angeles, USA; Miami, USA; Ottawa, Canada; Orlando, USA; Philadelphia, USA; Pittsburgh, USA; Seattle, USA; Vancouver, Canada
Oceania	Adelaide, Australia; Brisbane, Australia; Sydney, Australia
Region	Cities with a BRT system in the design or construction phase
Africa	Accra, Ghana; Cape Town, South Africa; Dakar, Senegal; Dar es Salaam, Tanzania
Asia	Bangalore, India; Beijing, China; Dhaka, Bangladesh; Delhi, India
Europe	Annecy, France; Brest, France; Caen, France; Maubeuge, France; Nice, France; La Rochelle, France; Toulon, France
Latin America	Barranquilla, Colombia; Bogota, Colombia (expansion); Cartagena, Colombia; Cuenca, Ecuador; Guatemala City, Guatemala; Guayaquil, Ecuador; Lima, Peru; Medellín, Colombia; Mexico City, México; Panama City, Panama; Pereira, Colombia; Puebla, Mexico; Quito, Ecuador (expansion); San Juan, Puerto Rico; San Salvador, El Salvador
North America	Albany, USA; Charlotte, USA; Cleveland, USA; Eugene, USA; Hartford, USA; Las Vegas, USA; Louisville, USA; Montgomery County, USA; Reno, USA; San Francisco, USA; Toronto, Canada
Oceania	Auckland, New Zealand; Perth, Australia

Source: GTZ, 2004