**General Information about the City**

- **Population**: 1.96 million
- **City Area**: 434 km²
- **Average Temperature**: 21 °C
- **Annual Rainfall**: 1500 mm/year
- **Number of Car Ownership**: 1,113,790 car fleet
  - 567 cars per 1000 inhabitants
- **GDP (US Dollars)**: 18.4 billion
  - Rate 1 USD = 5.21472 BRL

**Urban Mobility System**

- **Modal Split**
  - **Walking**: 23%
  - **Bus**: 21%
  - **Car**: 46%
  - **Bike**: 2%
  - **Motorcycle**: 3%

**Public Transport Modes**
- Bus Rapid Transit (BRT)*
- Conventional Municipal Bus*
- Conventional Metropolitan Bus
- Coach bus (Metropolitan line connecting airport to city downtown)
- Taxi
- Ride-hailing apps
- Bike sharing system (current bidding process)

* Integrating RIT. RIT is granted to 3 consortia that bring together 10 bus operators. Each consortium assigned an exclusive geographic area.

**Total No. of Routes / Buses RIT**
- 254 routes
- 1200 (2019) operational buses
  - Trunk and feeder services comprising 72.2 km bus-only lanes with inter-neighborhood ring routes
- 966 (2021) operational buses

**Climate Risks**
- Sorm – rain storm
- Storm – severe wind
- Flood – river flood

**Carried passengers (Avg. daily demand)**
- 2019: 1.36 M pax/day
- 2021: 0.71 M pax/day

**Gender equity (Share of women of all public transport passengers 2016/17)**
- 61%
Climate and Urban Mobility Policies

Vision for net zero urban mobility
- Decarbonize the public transport fleet
- Attract customers to public transport
- Promote active mobility

Experiences
- 1980’s: First studies on inclusion of low-carbon buses, proposal to electrify the system through the implementation of trolleybuses;
- 1998: First study on battery–electric buses with automaker Fiat;
- 2010: Test of hybrid buses (batteries and diesel) in partnership with Volvo, which make up the fleet to this day;
- 2014: Test of Volvo plug-in electric hybrid systems and signature of an agreement for the development of an articulated hybrid vehicle;
- 2014: Three-months test of BYD fully electric articulated bus;
- 2015: Comparative Study between four propulsion technologies for buses (diesel, hybrid, biodiesel and electric), with the main objective of evaluating the 100% electric vehicle proposed by BYD in relation to other technologies that were already in operation or testing in Curitiba.

Political Commitments
The Urban Mobility and Integrated Transportation Plan (PlanMob) was published in 2018 and is currently under revision. Main objective is modernization of metropolitan connections and prioritization of low-carbon public transportation and nonmotorized mobility over the use of private vehicles (focus on accessibility).

Electric Buses

Targets for electric bus adaption
1. 100% of the bus fleet of Lines Inter 2 and BRT East/West operating with electric buses.
2. 100% of passenger transport vehicles powered by clean or renewable energy in 2050.

Ongoing Projects and Planned Projects
- Inter 2 and BRT East/West: By 2024, the city plans to deploy approximately 150 articulated electric buses in Inter Lines 2 and the BRT East/West. The main objective is to provide improvements in mobility conditions, initially through interventions in the road infrastructure, starting in 2021, and later through the renewal of the vehicular fleet;
- Next urban transport bidding: By 2025, the city has the opportunity and plans to introduce electromobility into the city’s new public transit bidding process.

Bus Technology Share

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<tr>
<th>Technology Type</th>
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<td>ICE – Buses</td>
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TUMI Management
Deutsche Gesellschaft für internationale Zusammenarbeit (GIZ) GmbH
Bonn und Eschborn
E info@giz.de
I www.giz.de
Friedrich–Ebert-Allee 36 + 40
53113 Bonn
T +49 228 44 60–0
F +49 228 4460–17 66
Dag–Hammerskjöld–Weg 1 – 5
65780 Eschborn
T +49 6196 79–0
F +49 6196 79–11 15

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