

URBAN GOVERNANCE OF INCLUSIVE SUSTAINABLE CITIES

# MOBILITY IN SAO PAULO

**IHS**  
Making cities work

*Ezafus*

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# PURPOSE

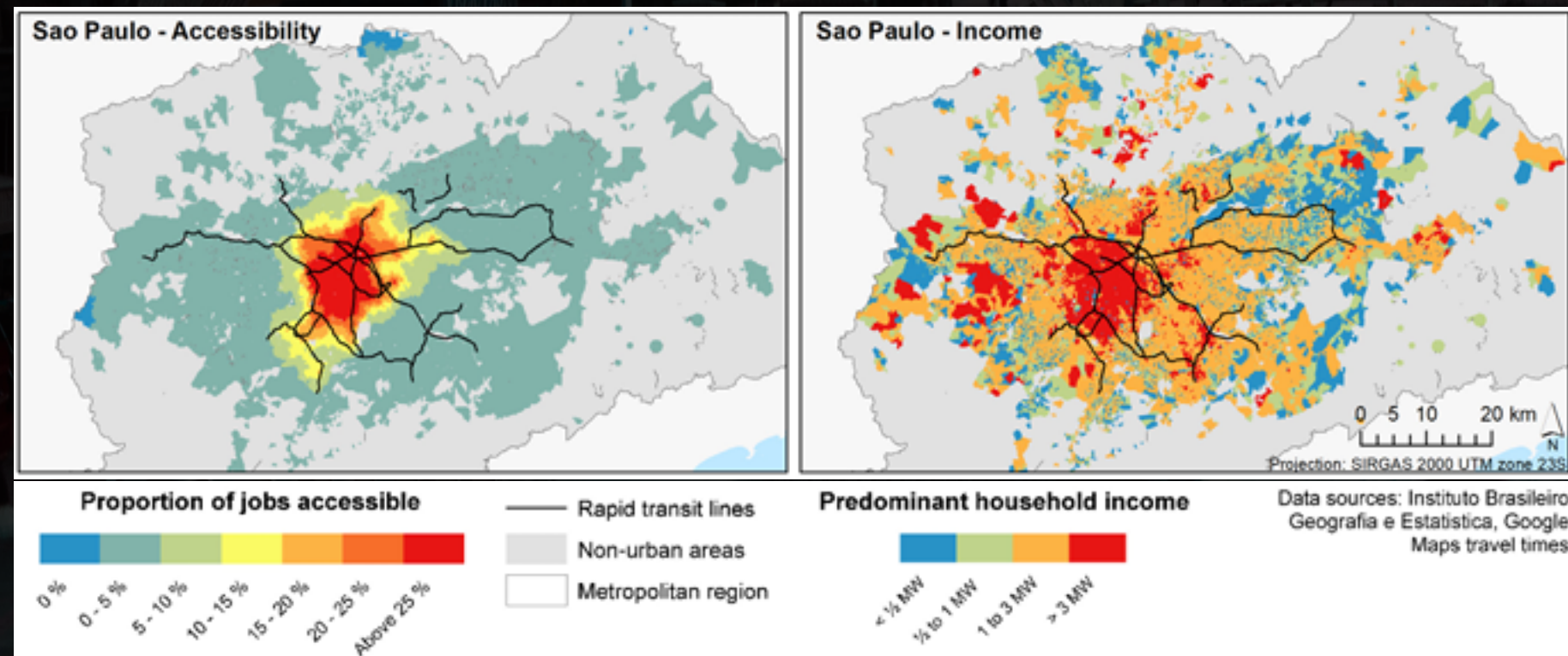
OFFER NEW INSIGHTS INTO HOW AWARENESS OF SMARTNESS IN CITIES CAN ADDRESS THE DISPARITIES IN TRANSPORT AND SOCIAL MOBILITIES

Our proposal offers:

- Supplements the concept of **known unknown** through lense of Smart Cities
- Analyses Sao Paulo's disparities in **Transport** and **Social** Mobilities
- Outlines potential **solutions** to adress the disparities



# CASE CONTEXT



Retrieved from: Boisjoly et al., 2020

- ‘Structural racism’ and deep social inequalities;
- Largest city in Brazil and South America (+23 million people in SP-ABC);
- Car-centric development;
- Policy-makers often overlook the outcomes of transport policies (de Sá et al., 2019);

**Relevant** due to the impact urban and transport planning have on more just and sustainable service provision.

Increasing of equity and accessibility, and possible positive impact on reducing related challenges, such as racism, socio-economic inequalities, and etc, as **potentials**.



# KEY DEFINITIONS

## TRANSPORT MOBILITY

The movement of transportation that occurs within urban areas, through infrastructure projects, means of transportation available, spatial coverage of transportation services and commuting times (El-Sherif, 2021).

## SOCIAL MOBILITY

The possibility of a person to enjoy a better life than their parents, in relation to socio-economic levels. This can be measured through a wide range of outcomes such as access to health, education, and employment, in addition to income levels (World Economic Forum, 2020).



# THE *KNOWN UNKNOWN*



It is known that socially-led distributional effects from transportation policies exist in Sao Paulo, but little is how technological factors are influenced and overlooked by policy-makers.

- The extent to which transport mobility impacts social mobility.
- Lack of understanding of how social dynamics affect and are affected by transportation.
- Thus interventions and outcomes are difficult to assess.

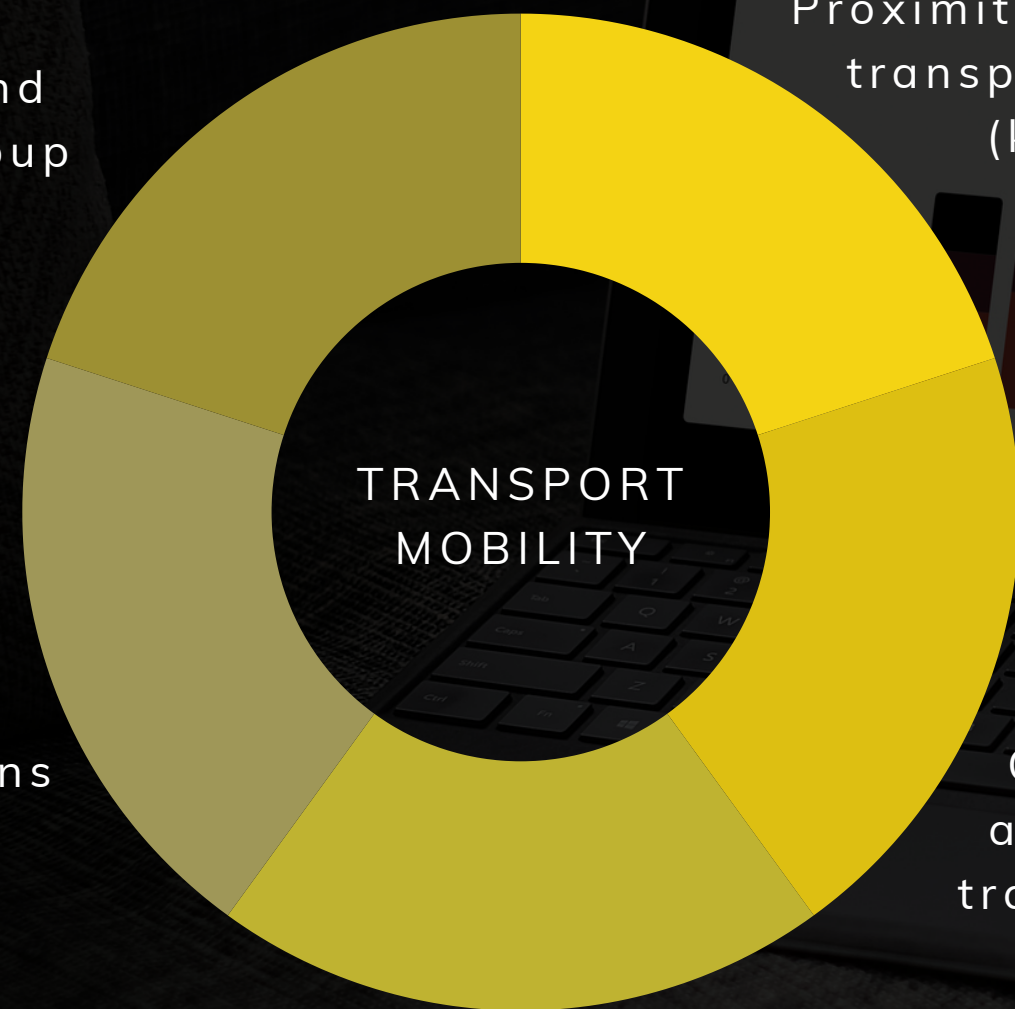


# UNCOVERING THE *KNOWN UNKNOWN*

Economies of scale	Intersectionality	Regulatory, Legal, and Policy Frameworks	Data and Systems Interoperability
<ul style="list-style-type: none"><li>• Diversity of Transport Options;</li><li>• Affordability of Transport Options;</li></ul>	<ul style="list-style-type: none"><li>• Coverage of Transport Network Across Neighbourhoods;</li></ul>	<ul style="list-style-type: none"><li>• Coverage of Transport Network Across Neighbourhoods;</li><li>• Proximity to Public Transport Hubs;</li><li>• Educational-related rates;</li><li>• Accessibility of and anti-discrimination public policies;</li><li>• Social safety nets coverage (%)</li></ul>	<ul style="list-style-type: none"><li>• Coverage of Transport Network Across Neighbourhoods;</li><li>• Average Commute Times;</li><li>• Access to digital services and internet;</li></ul>



# MOBILITY



Commute patterns and time per group

Diversity of transport options

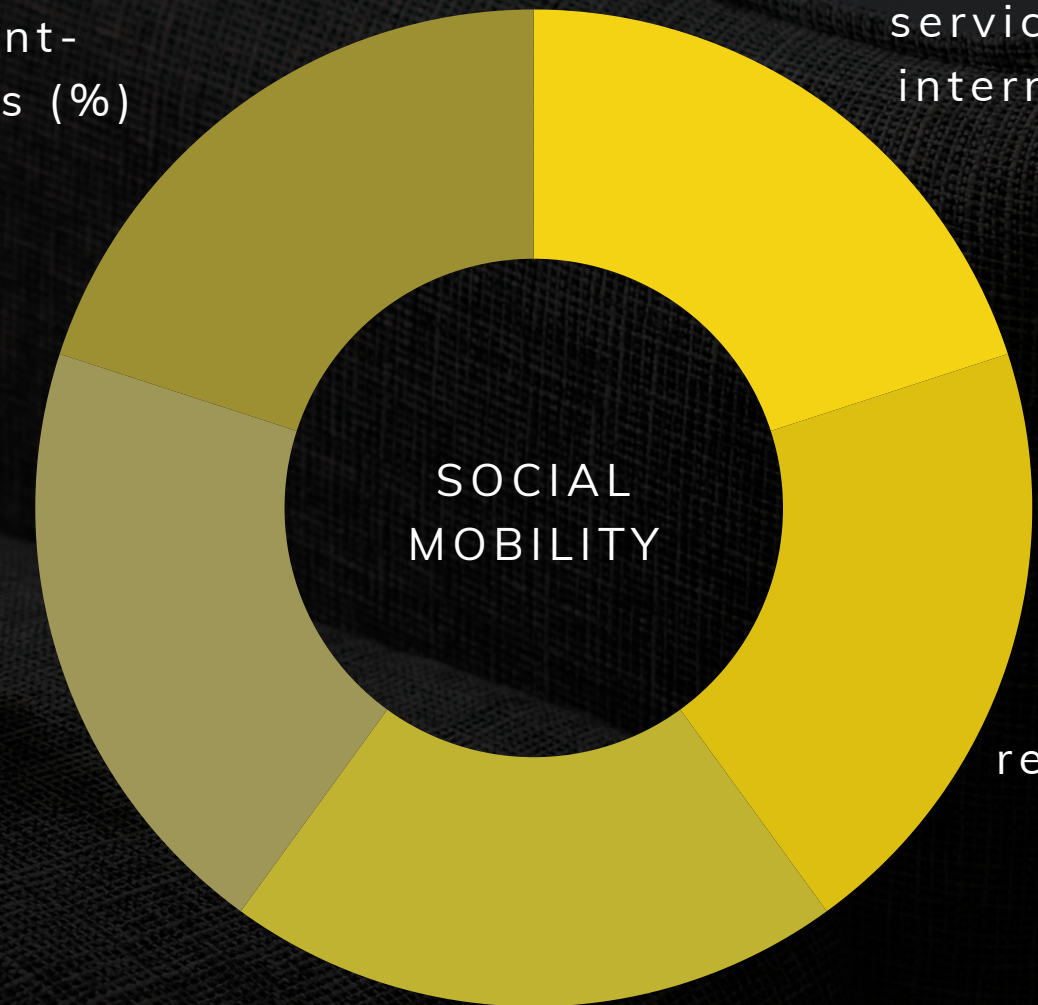
Affordability of transport options

Proximity to public transport hubs (km)

Employment-related rates (%)

Social safety nets coverage (%)

Coverage and accessibility of transport options



Households with access to digital services and internet (%)

Educational-related rates (%)

Accessibility of and anti-discrimination public policies (survey)



# MOBILITY

## TRANSPORT MOBILITY

1. Open Data Sources (Governmental and Open Data Platforms)
2. GIS Tools
3. Private Sector
4. Additional actions (e.g., Surveys)

## SOCIAL MOBILITY

1. Open Data Sources (Governmental and Open Data Platforms)
2. Qualitative Data Analysis (Generational range)



# DATASETS

- Open datasets;
- Joint efforts and stakeholder inclusion;
- Framework agreements with confidentiality (mainly private actors);





# ADDITIONAL USES



Uncovering the needs in intersectional spheres, such as education, healthcare, employment, and socio-economic.



Enhancing data-driven policy making.



Possible use in improving and shaping immigration policies.



Aid Smart City adaptation approaches for the context of Sao Paulo and other Brazilian cities.



# RECOMMENDATIONS

## INTERSECTIONAL DASHBOARD WITH WEIGHT SYSTEM

- Integration of intersectional data from both Transport and Social Mobilities
- Participatory process with multi-actor approach and co-creation
- Facilitation by the local Municipal authorities (e.g., Secretaria Municipal de Mobilidade Urbana e Transporte)





THERE ARE MANY WAYS OF UNCOVERING THE KNOWN UNKNOWNs,

ANY FEEDBACK?  
ANY SUGGESTIONS?  
ANY QUESTIONS?



WE WANT TO SAY

**THANK YOU**

FOR YOUR ATTENTION