

Resilience & Transportation

Lessons from Latin America's Response to COVID-19

Wednesday, April 15
12:00 p.m. EST

Panelists:

Juan Carlos González
City of Santiago

Lucila Capelli
City of Buenos Aires

Sergio Eduardo Martínez Jaimes
City of Bogotá



Hosted by

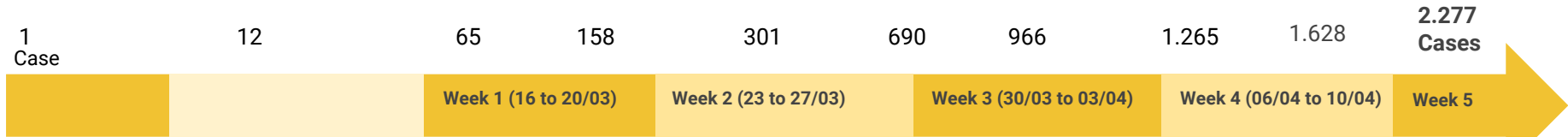


TRANSPORT STRATEGIES

COVID-19

STATUS 15th of April 2020
BUENOS AIRES

National measures



Incentives to reduce circulation	Preventive and mandatory social isolation (Quarantine)
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11/03
Sporting events: suspended.

12/03
Large events and nightclubs prohibited.

Theatres and cinemas:
Distance measures, they can continue functioning but leaving an empty seat between each person

16/03

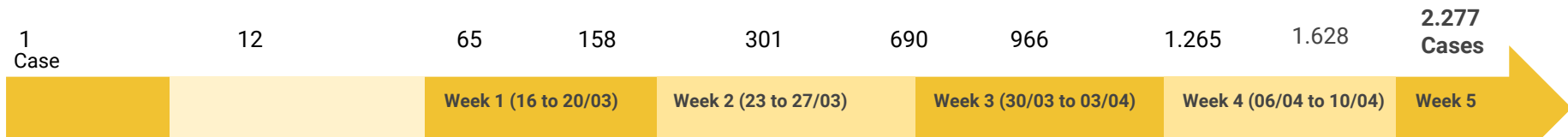
- **Borders:** shutted.
- **Flights:** Suspension of international flights/ repatriation of Argentines stranded abroad. Suspension of internal flights. (Until the 25/3)
- **Classes:** suspended.
- **Remote working:** for national public employees not deemed essential. Recommendation for business to facilitate and promote remote working. Risk groups are exempted from having to attend their work spaces.
- **Cultural centres and hub:** closed.

29/03
Extension of quarantine until the 13/04.

11/04
Extension of quarantine until the 26/04.

Mechanics and bike shops permitted to open.

Measures in the City of Buenos Aires



Incentives to reduce circulation

Preventive and mandatory social isolation (Quarantine)

12/03
Telephone line 107 is enabled to offer information on the epidemic and in case of a possible infection, how to act.

Massive campaign in public transport with hygiene measures

18/03
Commercial centres and restaurants: limited access.

18/03
Taxis: passenger restriction and reinforcement of hygiene measures. Used for essential trips (hospitals and hotels)

19/03
Authorisation necessary to circulate. Residents only permitted to leave their homes for essentials in local proximity (pharmacies, supermarkets).

Underground:
Limited stations open. Priority given to stations near hospitals Seated passengers only.

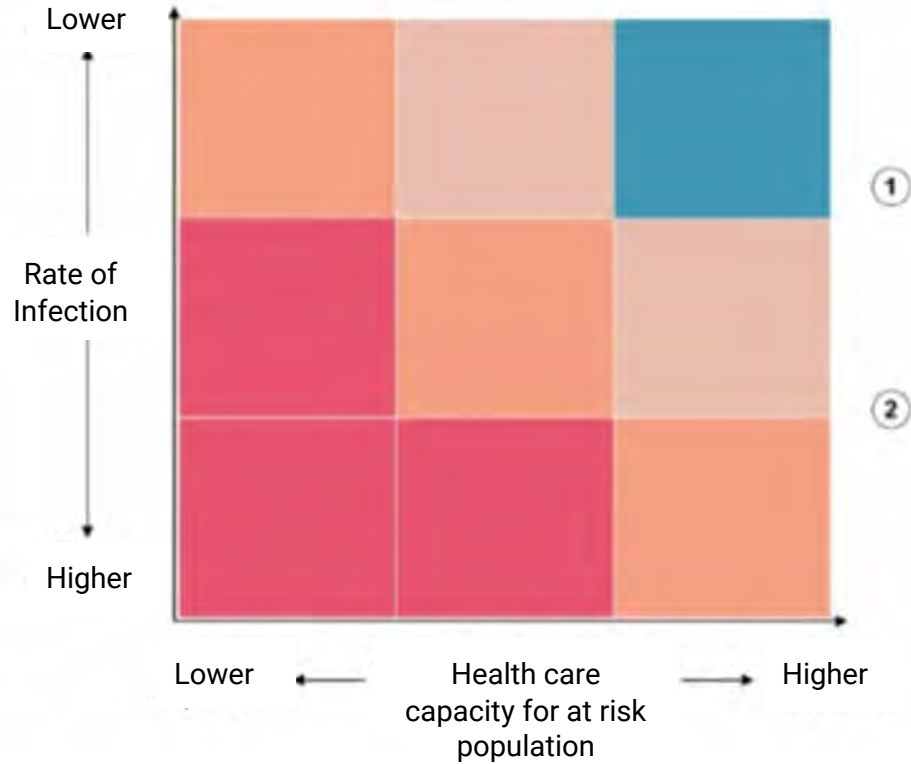
20/03
Toll system: free for health workers.

25/03
City access points closed. 56 of 111 access points are closed. Only 13 access points remain open for individual's vehicles.

11/04
Face masks: use is mandatory in public spaces (transport, supermarkets). Can be home-made, following indications from the National Health Ministry.

Floor markings at bus stops and subways establishing social distance.

Definition of phases



PHASE 1

AREAS OF FOCUS - MANAGEMENT OF TRANSPORT DURING THE COVID-19 PANDEMIC

1. Maintain the public transport offer.
2. Disincentivize demand.
3. Disincentivize the occurrence of rush hours.
4. Promote alternative modes of transport.
5. Restrict access.

I. MAINTAIN OFFER

- **Coordination with National and Provincial governments in order to unify vision, communication and messages to operators.**
- **Hygiene and self-care protocol applied to workers:**
 - Working in conjunction with bus and underground companies and unions in regards to hygiene in units and application of this for personnel.
 - Legal resolution created in conjunction with national government (CNRT) in order to establish minimum distance between driver and passengers, freeing up of the first row of seats and the need to keep windows open.



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Taxis



II. DISINCENTIVIZE DEMAND

METROPOLITAN AREA OF BUENOS AIRES: REASONS FOR TRAVELLING ON PUBLIC TRANSPORT

EMPLOYMENT (46%)	STUDIES (21%)	ADMINISTRATIVE (7,3%)	HEALTH (6,3%)	OTHER (19%)
<ul style="list-style-type: none">- Judicial recess.- Activate remote working and rotation/shifts policies.- Suspend non-essential commercial activities.	<ul style="list-style-type: none">- Suspend informal education.- Suspend formal education.	<ul style="list-style-type: none">- Extension of expiration dates (driving license, MOT (VTV), Unique Disability Certificate, (CUD).- Suspend all presencial administrative procedures.- Flexible bank hours.	<ul style="list-style-type: none">- Reprogram check ups and non essential analyses.	<ul style="list-style-type: none">- Triops made by companions, both children and older adults.- Travelling in order to purchase goods, reduce products to only primary necessities.



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III. DISINCENTIVIZE RUSH HOURS

- **Recommendation that people over the age of 65 and those at greater risk avoid travelling during peak hours.**
- **Incentives** so that the critical mass that uses public transport can operate with flexible hours in order to avoid travelling during marked peak hours.
- **Better offer of transport available** (buses and underground) during off-peak hours.



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IV. PROMOTE ALTERNATIVE MODES OF TRANSPORT

- **Promote change in public transport modality: bicycles or walking.**
- **Incentivise the use of own cars:**
 - Free parking (as done on Sundays).
 - Free movement in the environmental area located in Microcentro and Tribunales.



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V. RESTRICT ACCESS

- **Only seated passengers will be able to travel on the underground, buses and trains commencing Thursday the 19th of March.**
- **Restrict underground services in order to disincentivize short journeys.**
 - Service guaranteed between headquarters, terminals and transfer centres.
 - Stations close to crucial areas near hospitals prioritised (critical personnel).
- **Access points to the city a la Ciudad: 33 have been enabled. Sanitary and supply teams are prioritised.**
- **Transit agents strengthening control (team of 900 agents on a daily basis).** Transit agents work in a coordinated fashion with security forces at strategic points within the city, such as the access points, controlling circulation permits of personal cars, facilitating public transport and the entrance of health and security personnel, as well as the transport of cargo.



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RESULTS (I) *

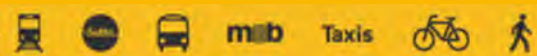
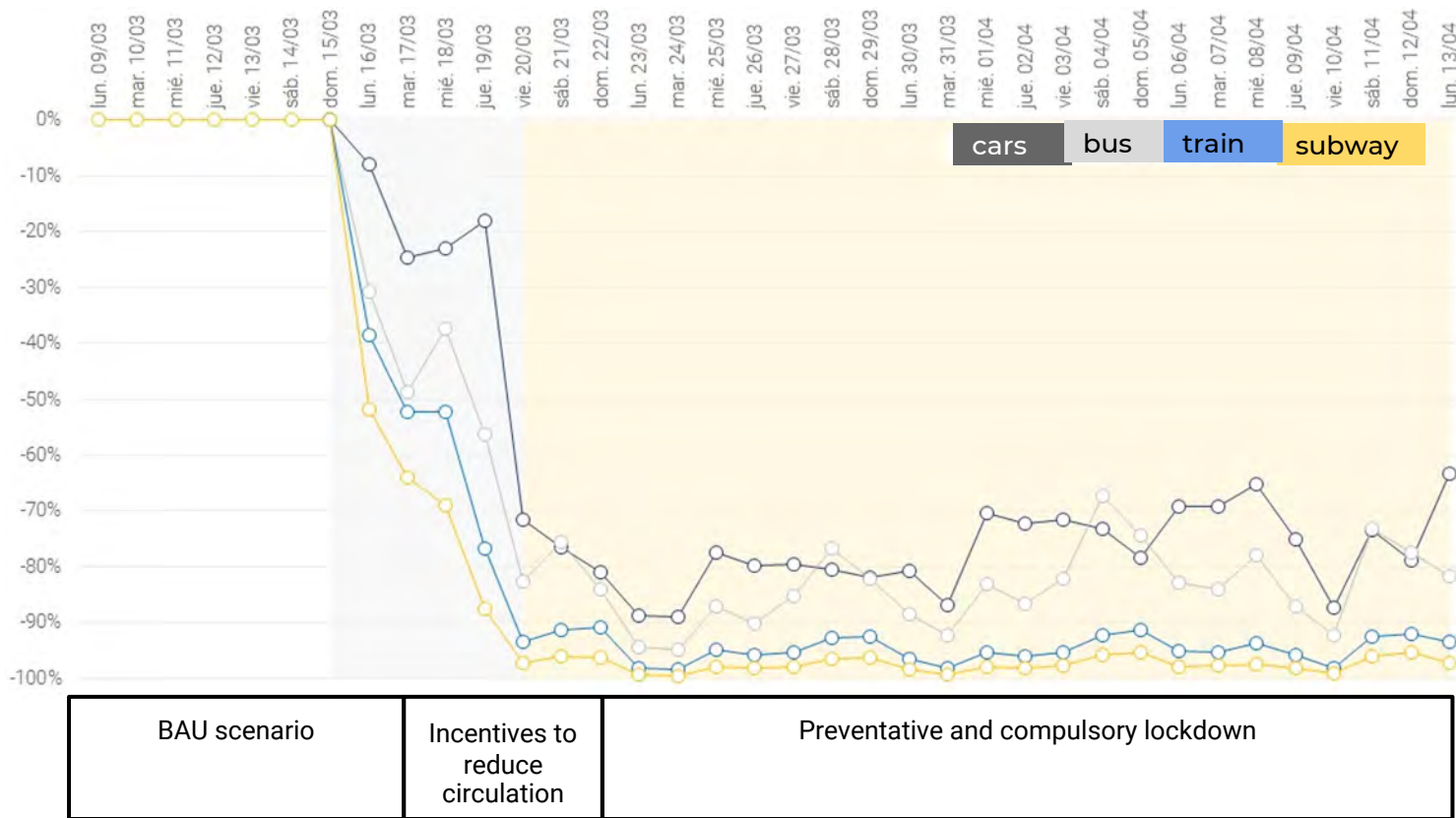
- **Smooth communication** with national and provincial governments in order to guarantee supply and importance of communication with operators and unions.
- **-90% decrease in demand in the number of people on the underground.**
- **-90% number of passengers on buses.** (Approximate number based on raw SUBE data).
- **+29% increase in use of Ecobici.**
- **+8% digital ring on Monday.**
- **-70% cars entering the City. Circulation within the city has dropped by, approximately, 94%.**

* Updated the 01/04/2020

RESULTS (II)

This graph demonstrates **decrease in ridership over the last month** in the city of Buenos Aires focusing on four principal transport modes.

The variety of measures are initiatives to **lower demand** and subsequent adjustments to **accommodate to a new, reduced, demand.**



RESULTS (III)



Cuidarte es cuidarnos (Coronavirus)

Recomendaciones para personas que viajen en transporte público.



En viajes cortos, intentá caminar o usar tu bicicleta.



Si podés, evitá viajar en horas pico.



Estornudá y tosé en el pliegue del codo.



Lavate las manos con jabón frecuentemente.



Respetá la distancia de seguridad con el conductor.



No uses el transporte público si estás enfermo o sospechás que



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RESULTS (IV)



PHASE 2

Quarantine

- **Public transport:** trains, buses and underground will operate with a sunday timetable (reduction in service) until the end of quarantine.
- **Taxis and minicabs:** operate normally. Prohibited to take passengers in the front seat and should be used for essential trips (for health workers or the transfer of people staying at hotels during quarantine).
- **Ecobici (public bicycle system):** service suspended.
- **Scooters:** service suspended.
- **Parking with meters:** service suspended.
- **Cranes:** limited service.



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Quarantine

- **Minivans:** service suspended – exceptional services will continue to operate, which depend on the urgent decree established by the president and managed by CNRT from the Madero terminal.
- **Tolls:** service suspended. Commencing the 18/03 AUBASA has also aligned itself to this.
- **59 access points into the city have been closed.** Entry points, exclusively for public transport and cargo, are still open. 13 access points remain open for light vehicles.



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Logistic Projects

1. Accessibility to Febril Urgency Units (UFUs).
2. Transfer to UFUs.
3. Transfer elderly from informal settlements.
4. Movement of people from Health and Community Action Centres (CESACs) to UFUs: informal settlements.
5. Repatriated citizens to Ezeiza - logistics.
6. Hotel logistics.

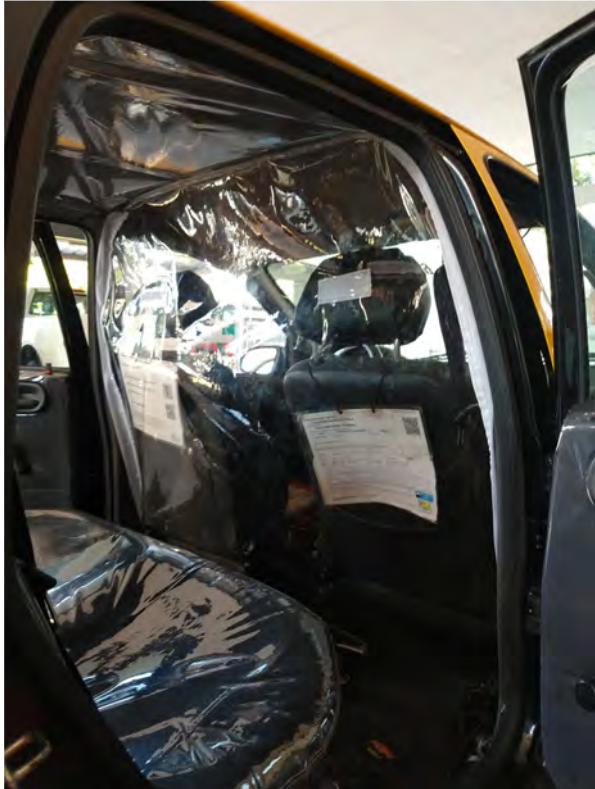


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Logistic Projects



PHASE 3

Gradual relaxation of quarantine measures

- Define critical workers that can return to work in a phased-out approach so as to avoid saturation of public transport.
- Importance of maintaining maximum capacity on public transport such as 50% capacity on buses.
- Maintain incentives to continue using personal vehicles to commute to work and maintaining initiatives by which this mode is facilitated (e.g. no tolls).



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Thank you

Lucila Capelli
BUENOS AIRES

ANEXO

Obligatory Quarantine cases: the city of Buenos Aires

General

Everyone is required to remain in their homes.

One can only leave their home in order to go to the pharmacy, supermarket, and other essential services.

Public transport

Functioning but only for those deemed essential workers.

Buses: one must travel seated and with a minimum distance of 1.5 metres between themselves and the driver.

Tubes and trains: Modified service. Multiple stations are closed. Key stations remain open in order to access medical services.

Pedestrians

Residents may only leave with a special form stating justifying why they have left their home.

Bikes and shared mobility

Public bicycle system (Ecobici) closed.

Scooters: suspended.

Cars and motorways

Of the 111 access to the City, 56 are closed. The 29 remain are exclusive for public transport.

Tolls in urban motorways have been suspended.

A special permit is required in order to use the motorway.

Taxis

It is forbidden to travel in the front passenger seat. The number of passengers per vehicle is capped at three.

Only workers with permit are allowed to use taxi services.

It is recommended that people comply with the new hygiene norms (as much as physically possible).



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Taxis



Sworn Declaration: Buenos Aires

These documents are necessary to move around the city:

1. Sworn declaration signed by the person travelling:

[Link](#) to access the form.

2. Certificate signed by the employer with:

Company details: name, telephone number and identification information.

Details of the employee: name, ID number, personal address, their categorisation as an essential worker and their workplace.

(There is no predetermined form or format for this certificate).

Solicitud de Permiso de Tránsito

Solicitá un Permiso de Tránsito sólo si es absolutamente necesario y según tu condición laboral lo requiera.
Tendrá vigencia según Decreto de Necesidad y Urgencia Presidencial.

Datos Personales

Nacionalidad: Argentina ▼ Genero: ▼ Tipo de Documento: DNI Argentino ▼ Número:

Nombre: Apellido:

Domicilio

Calle: Altura: Piso/Dto: Localidad:

Datos de contacto

Teléfono Celular: Correo Electrónico:

Datos Laborales

Lugar de Trabajo / Intitución / Empresa:

Calle: Altura: Piso/Dto: Localidad:

Teléfono Laboral: ¿Es profesional de la salud?: ▼ Matricula:

Autoridad Emisora:

Covid Mobility Actions Bogota

2020



ALCALDÍA MAYOR
DE BOGOTÁ D.C.

SECRETARÍA DE
MOVILIDAD



Sergio Martinez
Undersecretary of Mobility Planning

1. COVID Lockdown Drill
2. COVID Lockdown
3. Post Lockdown...



#329585107

“We are taking risks, testing and monitoring alternatives”

Nicolás Estupiñan - Secretary of Mobility



SECRETARÍA DE
MOVILIDAD



COVID Lockdown Drill



#329585107

1. COVID Lockdown Drill

To implement social distancing, prevent mass movement and panic shopping.

People were required to stay home, except:

People working in the health sector



People who required medical attention



People who had to take care of others



Essential public sector employees



public sector

Security employees, armed forces (Police and military)



ALCALDÍA MAYOR DE BOGOTÁ D.C.

SECRETARÍA DE MOVILIDAD



1. COVID Lockdown drill

City closed its boundaries. Only strictly necessary trips allowed

Guaranteed the supply chain. Food/pharmacy services/deliveries

Strict monitoring of public transport demand, including interurban

Cleaning protocols established for public transportation

Police control and fines



*And plenty of public advertisement to **stay home** and **wash hands frequently***

2. COVID Lockdown Drill

Returning at the end of the Drill...



After filling and returning a survey...

- Cars could return at the end of the drill, according to their ending number plates
- A different time frame was designated for trucks and buses.

REGISTRO DE REGRESO A BOGOTÁ
Imprima y presente este registro. Será verificado a su entrada a la ciudad
Si no puede imprimir este formato, se puede reproducir y diligenciar en una hoja a mano.

Nombre(s) y documento(s) de identidad de quién(es) retorna(n):

Salió de Bogotá por una o más de las siguientes razones:

A reunirse con sus familiares

A trabajar en otro municipio

A visitar empresas, negocios o fincas productivas con las que trabaja o tiene relaciones comerciales fuera de Bogotá

A pasar el puente, vacaciones, a descansar

Por otra razón

Firma de compromiso de respeto a la cuarentena por las próximas semanas.

#CuarentenaPorLaVida



COVID Lockdown



#329585107

2. COVID Lockdown - National

Most measures and exceptions from the drill were maintained.



City closed except for freight trips and exceptions

35 km of temporary bicycle lanes were implemented

Transmilenio operates with only 50% of the fleet (both BRT and feeder buses)

Taxis are allowed only by phone or app

Gender-based restrictions enacted for the allowed trips

2. COVID Lockdown

Pre-Drill: Trial and Error

Day 1: 22 km - Day 2: 117 km - Day 3: 76 km

550 kilómetros de Ciclorrutas + 117 kilómetros de Ciclovías temporales entre las 6:00 a.m. y las 7:30 p.m.



550 km permanent cycle lanes

+35 km temporary cycle lanes

+ 45 km? temporary



2. COVID Lockdown

Challenging

THEFT



INVASION



SPEEDING



But worth it

Bogotá expands bike lanes to curb coronavirus spread

Bogotá Expanding Bike Infrastructure to Respond to Coronavirus

National links: How bike lanes in Bogotá are helping to slow the spread of the coronavirus

Bikes vs Virus: Bogota expands paths in novel strategy

Bogotá Expands Bike Lanes to Curb COVID-19

....

2. COVID Lockdown

Created new bus routes to serve the health sector

¡ATENCIÓN!

Conoce el **nuevo servicio temporal 2** que conecta el **hospital de Engativá** con la **Troncal de la Calle 80**.

2
H. ENGATIVÁ
PORTAL 80
EST. QUIRIGUA

Horarios de operación | L - D
7:00 a.m. / 1:00 p.m. / 7:00 p.m.
(cambios de turnos de los centros asistenciales).

Ten en cuenta que los valores del pasaje y del transbordo son los vigentes.

12 temporary bus routes to connect with hospitals

¡ATENCIÓN!

Conoce el **nuevo servicio temporal 1** que conecta los **hospitales Meissen y Tunal** con la **Troncal Caracas**.

Horarios de operación | L - D
7:00 a.m. / 1:00 p.m. / 7:00 p.m.
(cambios de turnos de los centros asistenciales).

1
H. EL TUNAL
EST. PARQUE
EST. BIBLIOTECA

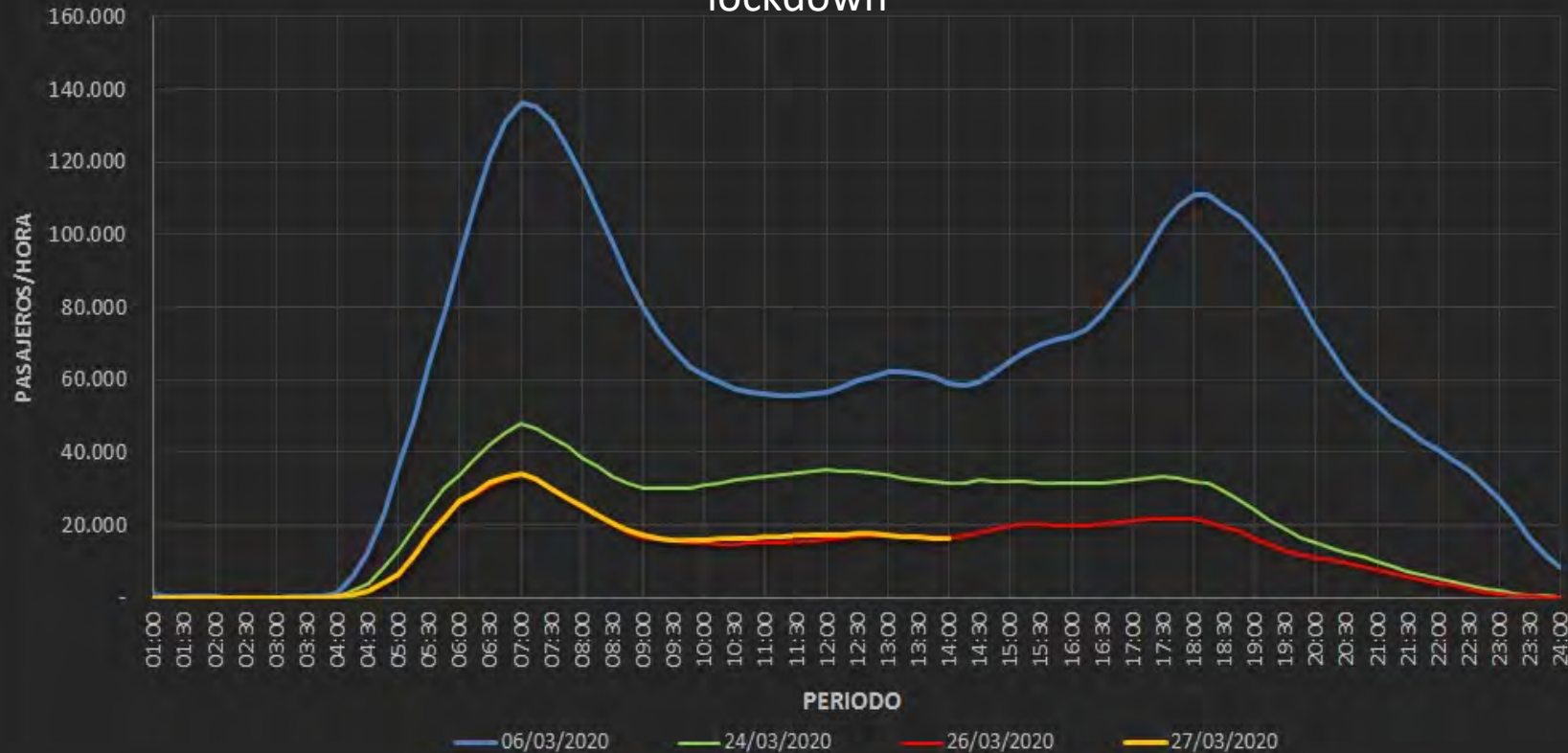
1
H. MEISSEN
EST. SANTA LUCÍA
EST. SOCORRO

Ten en cuenta que los valores del pasaje y del transbordo son los vigentes.

2. COVID Lockdown

Trips were significantly reduced.

Transmilenio passenger demand during first days of lockdown



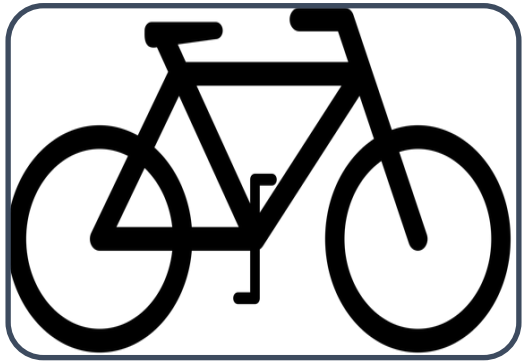
Post- Lockdown



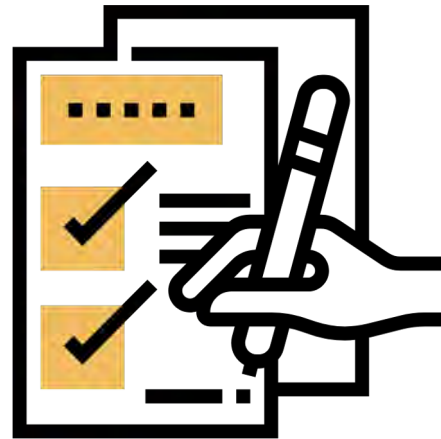
#329585107

3. Post Lockdown – Rethinking our system

PREMISES



Sustainable Modes
Priority



Continuous user
assessment



Precautious

#331368127

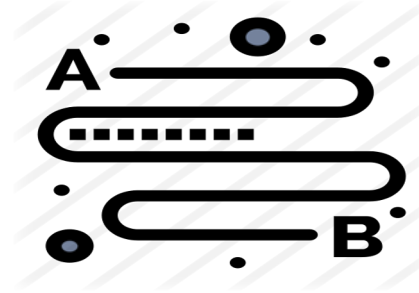
Strict health and
safety protocols

3. Post Lockdown – Rethinking our system



Rethink mobility

- Reduce occupancy in public transport
- Encourage shared mobility
- Facilitate private modes without compromising sustainability
- Redistribute public space: more sidewalks and cycle lanes.



Resilient network

- Strengthen the network to keep the city functioning during emergencies and disasters
- Make it a more flexible network, e.g. temporary routes and cycling lanes



Stimulate industries

- Local cycling industry
- E-bike industry
- Road maintenance
- ?

Covid Mobility Actions Bogota

2020



SECRETARÍA DE
MOVILIDAD



Sergio Martinez
Undersecretary of Mobility Planning

“Resilience and transportation: lessons from Latin America while responding to COVID-19”

SANTIAGO DE CHILE



Juan Carlos Gonzalez
Jefe de Gabinete
Ministerio de Transportes y Telecomunicaciones
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April 15, 2020



Metropolitan Area of Santiago

680 km²
coverage area

7 million
inhabitants

18,5 million*
daily trips

6 Bus Operators
+ Metro & Urban Rails



2,5 million
public transport users

4,6 million*
daily public transport
trips (40,7%
motorized trips)

20 km/h
Average bus speed

The system in figures



6.700

Buses



380

Bus routes



11.300

Bus stops



26.400

Workers



2,9 Million

Avg. working day transactions



2,3 Million

Avg. working day transactions



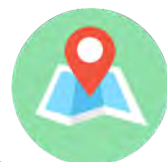
142

KMS Metro



315

Km exclusive and segregated lanes



GPS in buses

Fleet Management



Smart Card
Fare Collection



Fare Integration

COVID – 19: Main measures

from authorities

- State of emergency declaration (special powers for the health and military authority).
- Restrictions & control of people's movements, with different degrees of severity, depending on the risk of contagion (released as "quarantine")
- Isolation of risk groups or infected patients
- Strengthening of public health infrastructure
- Suspension of classes in schools and universities, closing of cinemas, shopping malls, restaurants and massive events
- A set of special laws to make labor relations more flexible, and regulate work from home
- Exception regime for bank credits, and subsistence measures for vulnerable sectors, small entrepreneurs, informal workers (high cost for the public budget)
- Ensuring the supply chain of food and medicines and maintaining the operation of public transport.

COVID – 19: Effects in Transport Sector

- A sharp drop in the demand of all public transport modes
- Risk of contagion for drivers and company personnel (High average age among drivers)
- Overreaction of local authorities, ordering measures beyond their competence
- Lack of sanitary security implements. Enforcement of rolling stock and facilities sanitizing
- Need for more space between users
- Increased commercial speeds
- Financial imbalance of companies
- An episode of crowding in subway stations (insufficient information in advance of changing time schedule)
- Delays in freight transport, due to sanitary control in highways.

COVID – 19: Measures in Transport Sector

- Sustain the offer of public transport, with sanitation and distance measures
- Sustain supply chains, preferably for freight operators
- Sanitary controls at bus terminals (long distance trips). Sanitary customs
- Vehicle sanitization
- Exceptional financial regime for transport contracts, with payment for offered operation rather than for transported passengers.
- Decrease of operating programs to summer levels
- Flexibility of deadlines for the fulfillment of administrative obligations
- DRT service for health services personnel

COVID – 19: Impact on Transport Authority

- Massive work at home
- Digital approval of documents, digital signature and video meetings. Increased coordination and follow-up of tasks
- Expanded role, permanent information to users and operators
- Focus on protecting the offer of services. At low levels of demand, many companies decide to stop operating. The Ministry takes a coordination role to ensure continuity
- Concern about road safety. Increased speed due to empty roads and less people
- Close coordination with the Ministry of Health, Economy and Inland

COVID – 19: Some lessons from the crisis

- Regulated sectors and contracts allow a better and faster reaction of the authority, because they have information and instruments;
- Public transport operation and supply chains must have the full support of the authority and the community to sustain themselves;
- Technology is an ally in spreading prevention and informing users about the operation of services and the measures decreed by the authority;
- Public subsidies can collaborate with the financial subsistence of transport companies, since once the crisis is over, the normalization of these services must be immediate;
- Surely, when returning to normality, normality will not be the same as before. The transport sector has an opportunity to innovate

“Resilience and transportation: lessons from Latin America while responding to COVID-19”

SANTIAGO DE CHILE



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Transformative Urban Mobility Initiative



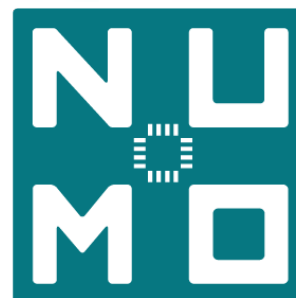
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für Internationale
Zusammenarbeit (GIZ) GmbH



PLATAFORMA DE
MOVILIDAD
URBANA
SOSTENIBLE EN
LATINOAMÉRICA



Financiado por
la Unión Europea



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Mobility
alliance

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