

# The Remarkable Rise of Fare-Free Public Transport in Brazil

How, in ten years, FFPT has  
gone from a fringe demand to  
a mainstream issue in Brazil?

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# Evolution of FFTP in Brazil

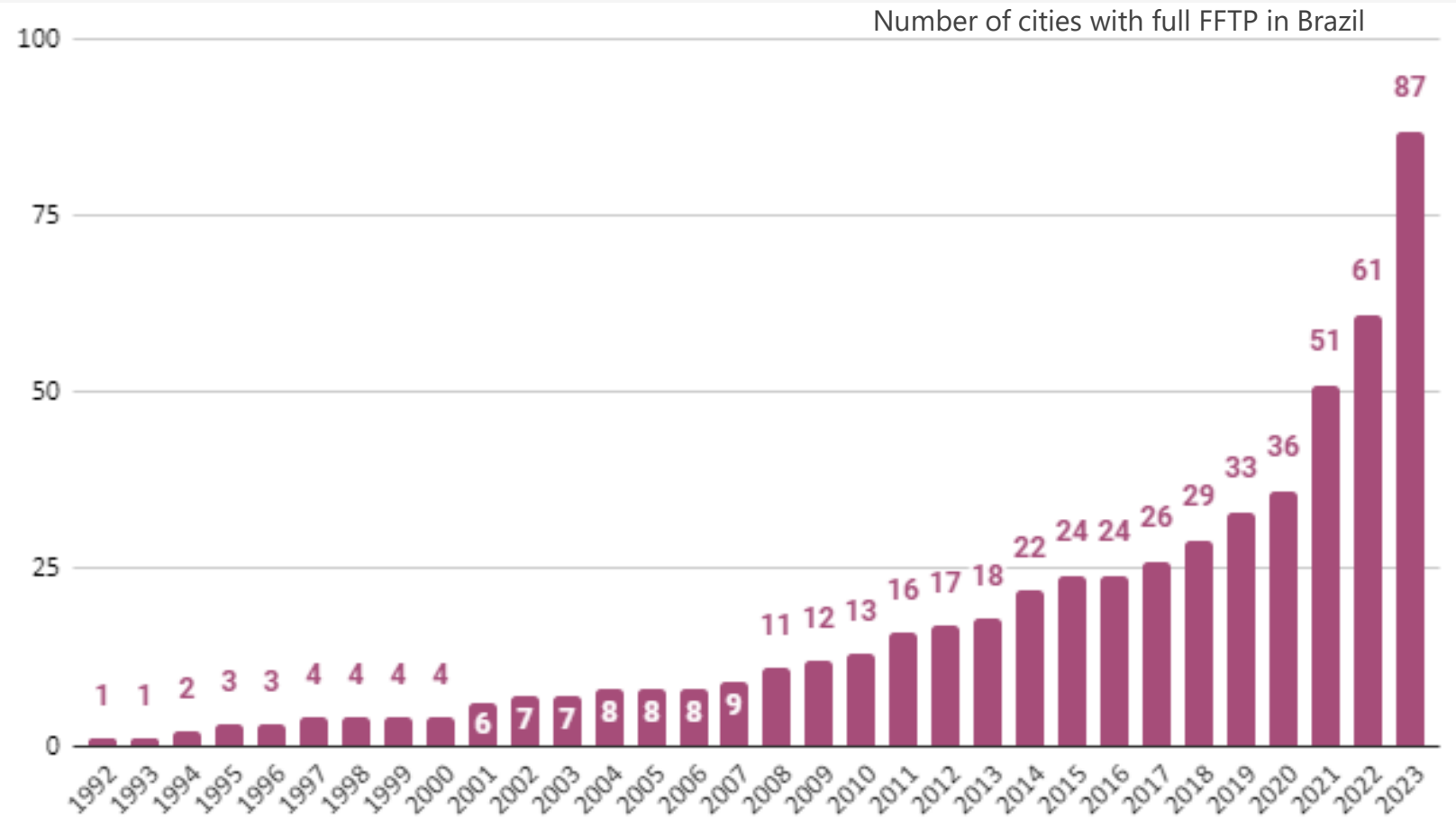
By 2013, only 18, mostly small cities had FFTP. By November 2023, however, that figure had risen to 87 cities, including **nine with over 100,000 inhabitants.**



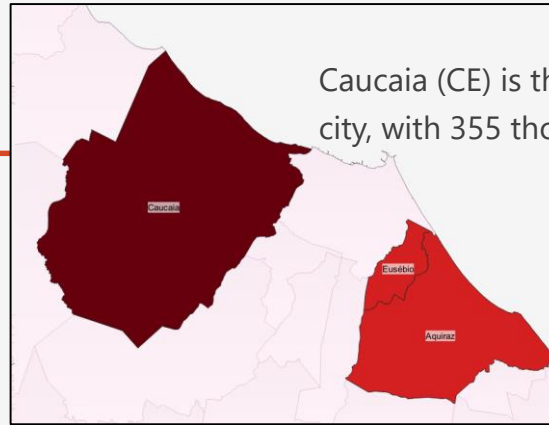
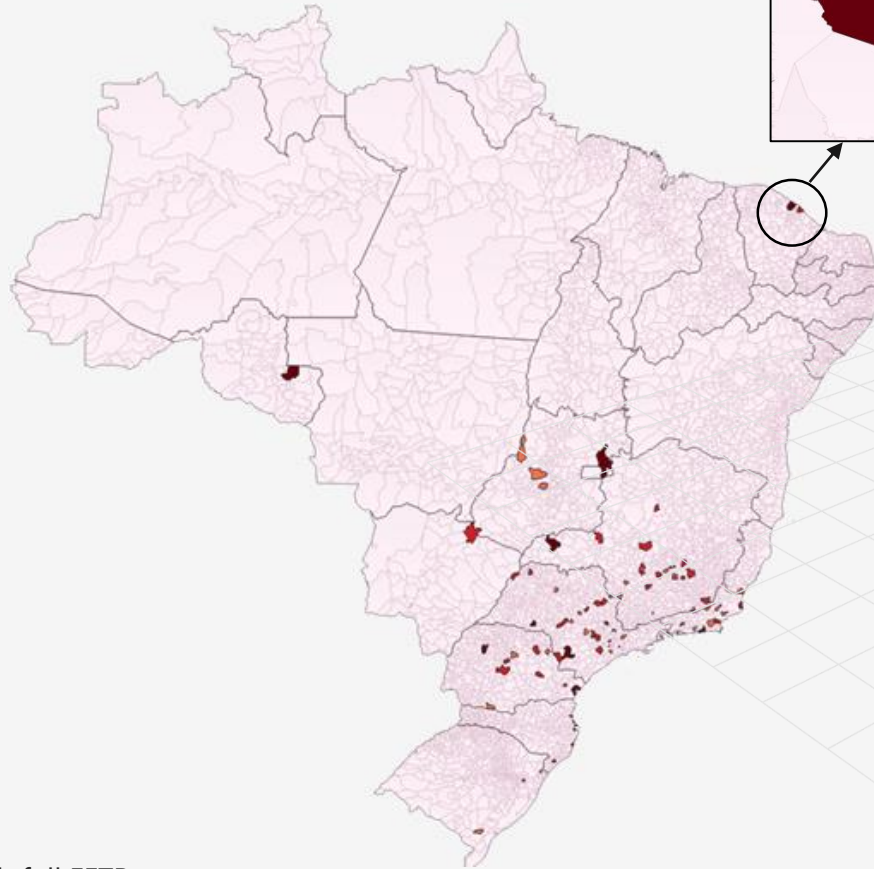
Bus from Caeté (MG)

List of cities with full FFTP

<https://docs.google.com/spreadsheets/d/1FFgkyuQEeYYBgk5kWC1P9HKZzIECBS4H/edit?usp=sharing&ouid=114918442626646676320&rtpof=true&sd=true>

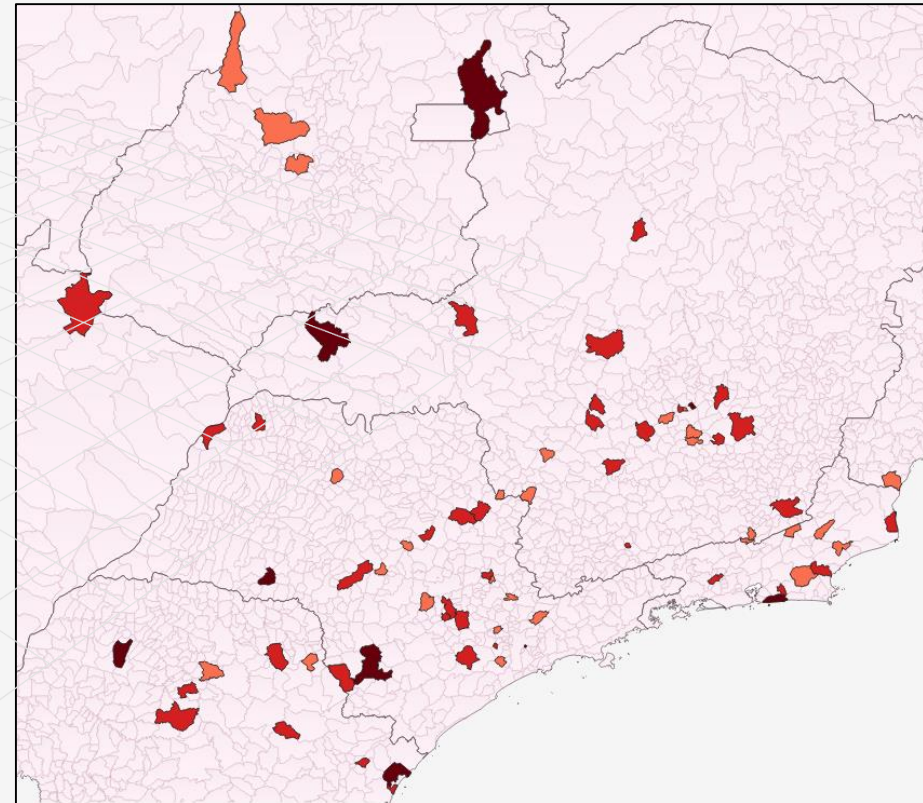


# Mapping FFTP in Brazil



Caucaia (CE) is the most populated city, with 355 thousand inhabitants

Most experiences are concentrated in the southeast region of Brazil, especially in the states of São Paulo and Minas Gerais

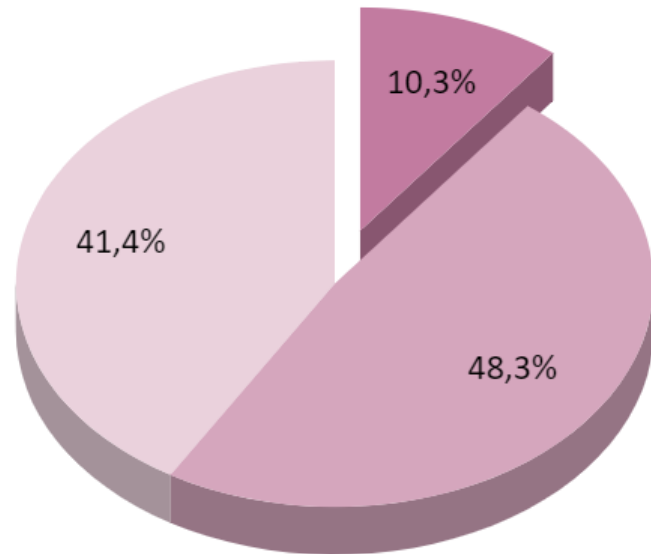


List of cities with full FFTP

<https://docs.google.com/spreadsheets/d/1FFgkyuQEeYYBgk5kWC1P9HKZzIECBS4H/edit?usp=sharing&ouid=114918442626646676320&rtpof=true&sd=true>

# FFTP analysis

Most are small or medium-sized cities, but today the topic has been debated even among the capitals and should be one of the most important in October 2024 municipal elections.



- Large size (more than 100 thousand inhabitants)
- Medium size (between 25 thousand and 100 thousand inhabitants)
- Small size (up to 25 thousand inhabitants)

Still, even capitals began to discuss the possibility and study how to implement it.

Maricá (RJ), with 197 thousand inhabitants, is the most consolidated and most important reference. In 2022, the city buses had transported 26 million people



List of cities with full FFTP  
<https://docs.google.com/spreadsheets/d/1FFgkyuQEeYYBgk5kWC1P9HKZzIECBS4H/edit?usp=sharing&ouid=114918442626646676320&rtpof=true&sd=true>

# Political map

Even capitals have considered implementing full FFTP. Cities like São Paulo, the most populated on the American continent with **11.4 million inhabitants**.

At the beginning of this year, São Paulo mayor Ricardo Nunes, an uncharismatic conservative politician of the centrist Brazilian Democratic Movement (MDB), announced his intention to abolish fares in the collective public transport system.

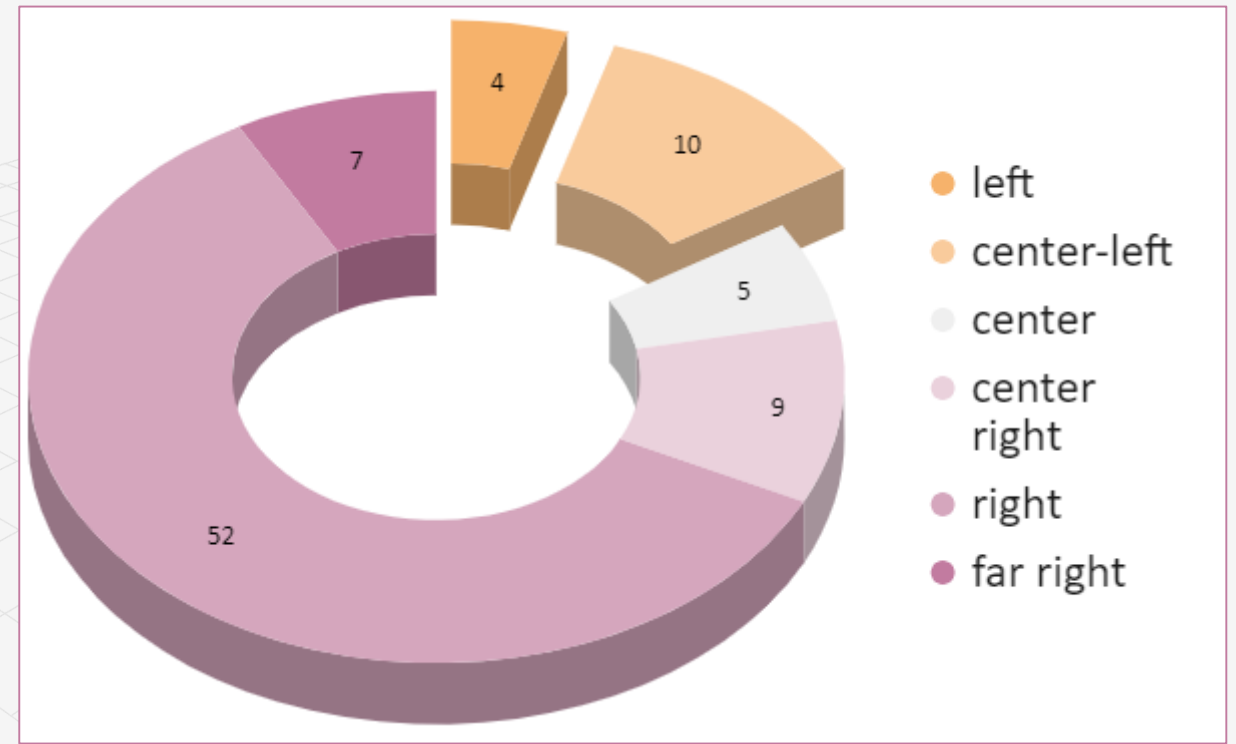
His move is an attempt to attract votes to be re-elected in the next municipal election, His main competitor is Guilherme Boulos of the Socialism and Liberty Party (PSOL), a far-left candidate linked to housing movements and, for a long time, a supporter of zero-fare policies on public transport.

Boulos has appeared ahead in the main electoral polls, and Nunes needs radical measures to have a chance in the dispute.

Article in English related:

<https://www.rosalux.de/en/news/id/51246/the-remarkable-rise-of-fare-free-public-transport-in-brazil>

The topic is key for the left, but it has been neglected. In Brazil, most mayors who implemented zero tariffs are **right-wing or center-right**



Ideological classification based on BOLOGNESI, RIBEIRO and CODATO, 2023  
<https://www.scielo.br/j/dados/a/zzyM3gzHD4P45WWdytXjZWg/?format=pdf&lang=pt>

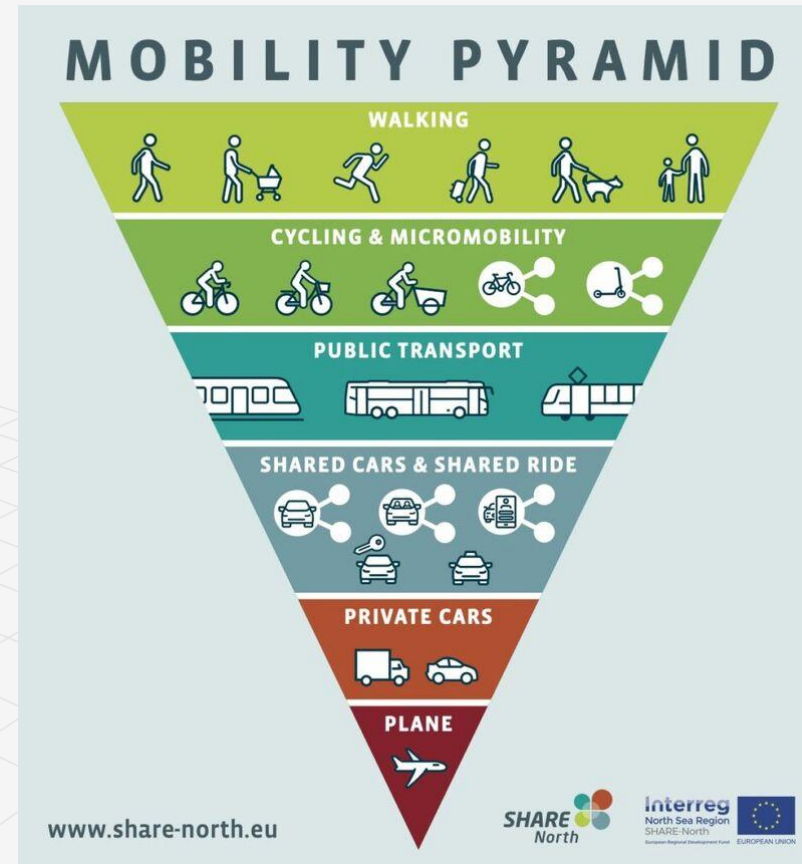
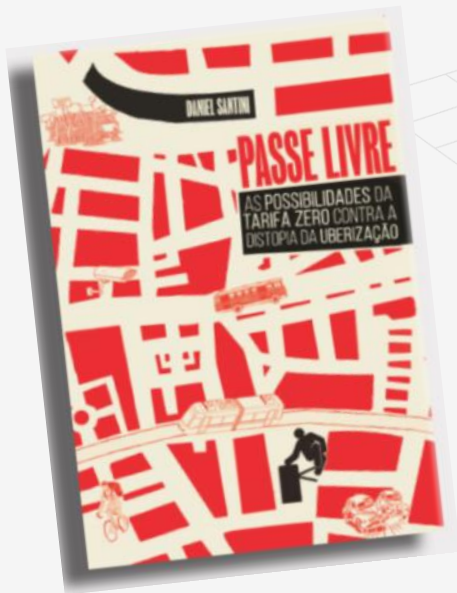


# Mobility as a Right instead of Mobility as a Service

Mobility is a **human right**.

Mobility is a **right that gives access to other rights**.

It is not correct that those **who pay more can circulate** more.



Reference: Passe Livre - as possibilidades da Tarifa Zero contra a dystopia da uberização, Daniel Santini (2019) <https://rosalux.org.br/product/passe-livre-as-possibilidades-da-tarifa-zero-contra-a-distopia-da-uberizacao/>

# How to implement?

## It is a political, not a technical decision.

Some cities are allocating two to three percent of their budget to fully fund transportation. Others rely on different sources or have reorganized the way the system operates. There are cases of cities that nationalized the system and thus managed to save resources.

## Externalities must be considered.

Car-based mobility harms everyone, including those who drive car. Pollution, deaths and traffic jams are consequences of prioritizing private motorized vehicles.

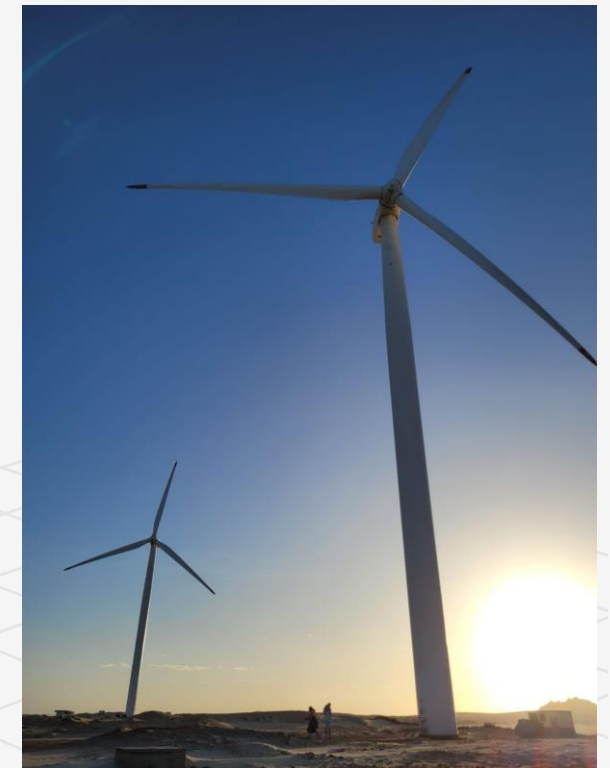
## Collective gains

It makes sense because the gains are collective. There are social gains, with a reduction in social inequality, economic gains, with a boost to the local economy, and environmental gains, with modal transition.

We need **modal transition**, not only energy transition. Even energy considered “clean” has environmental and social impacts that must be considered



Wind farms in northeastern Brazil



# Are new alliances possible?

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## **Not only possible, but needed!**

Opportunity to promote a social policy in alliance with workers, environmental and social movements, civil society organizations, universities and politicians.

- Opportunity to move forward with reducing social inequality, with contributions including in the fight against racism.
- Opportunity to connect environmental and social issues, and to make an important contribution to climate policies.

Debate on mobility in  
the Bode Community,  
Pina, Recife



# Thank you!

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