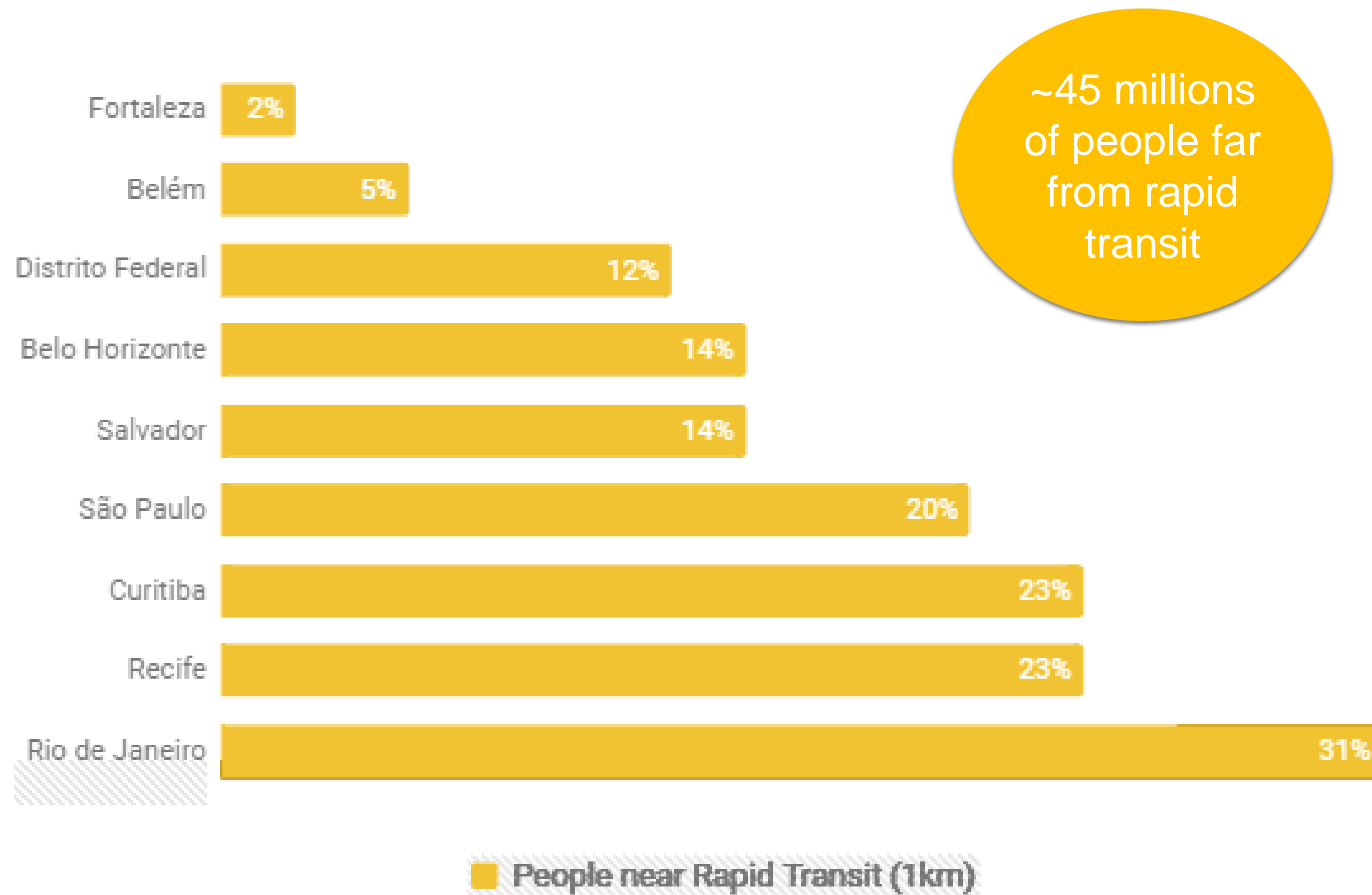


Discussing social implications of ride-hailing companies in Brazil

Providing access x working conditions implications

MOBILIZE
Dar es Salaam

Poor Rapid Transit Network Coverage



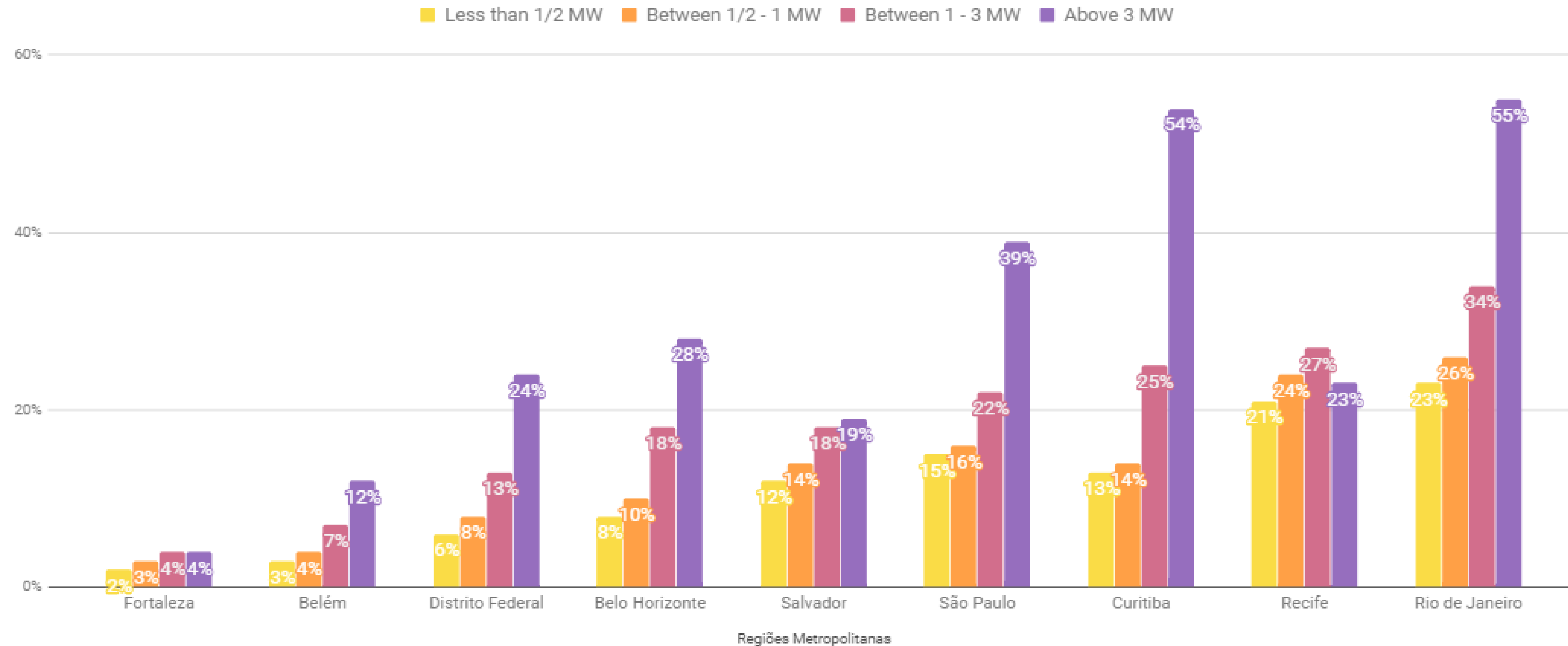
9 MA ~ 30% of Brazil pop.

Only Rio has more than 30% of pop. near rapid transit considering linear distance of 1km.

Conventional transit services are poorly rated.

Investment need: R\$25 billion per year (BNDES, 2015)

Social inequalities

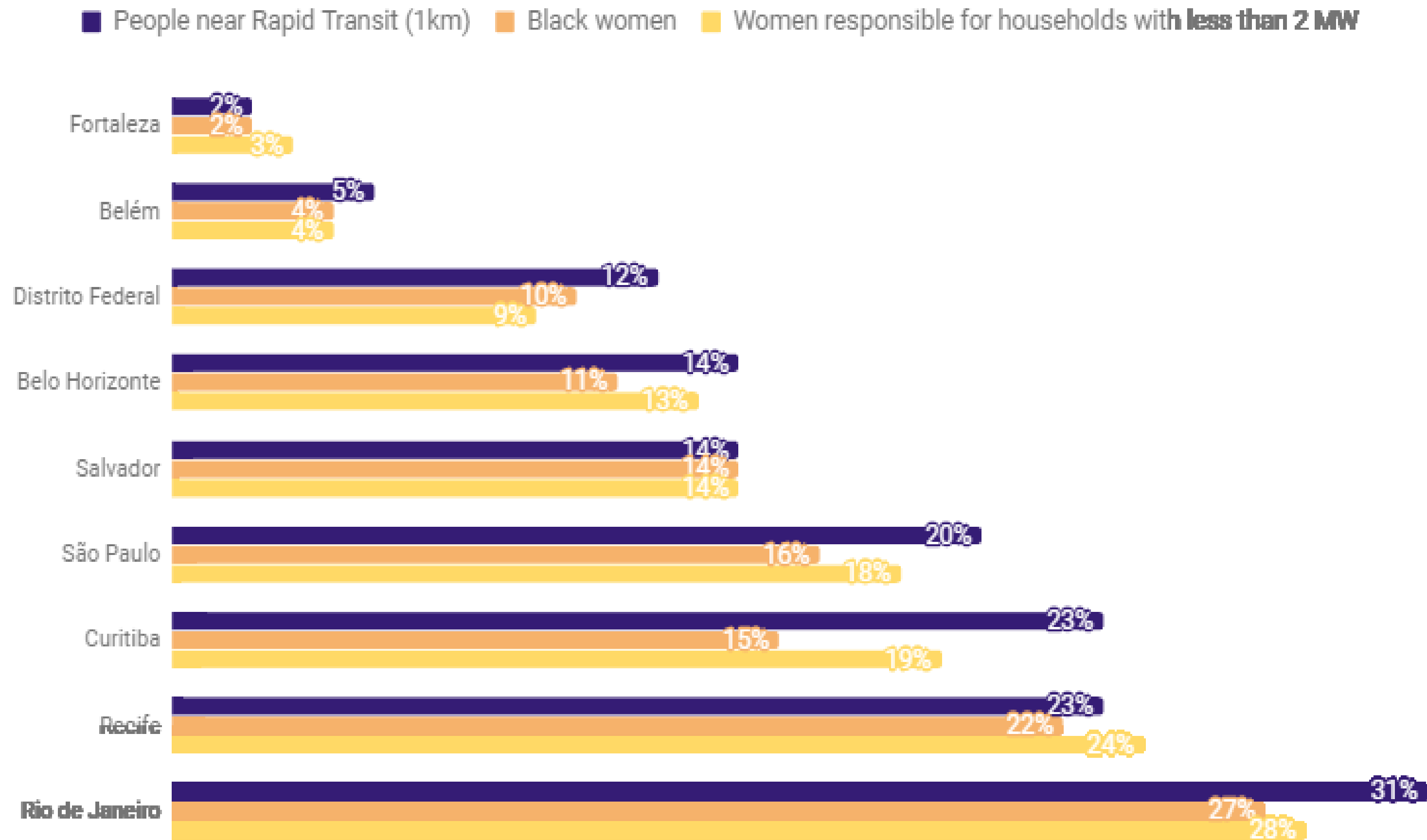


MA with higher PNT have also higher gap between social groups covered

In 6 MAs, the percentage of hh with higher income is more than 2x than the lower income hh percentage

MA in the Northeast have less people near transit but smaller inequalities.

Gender inequalities



Coverage of poor and black women are less than results for total population

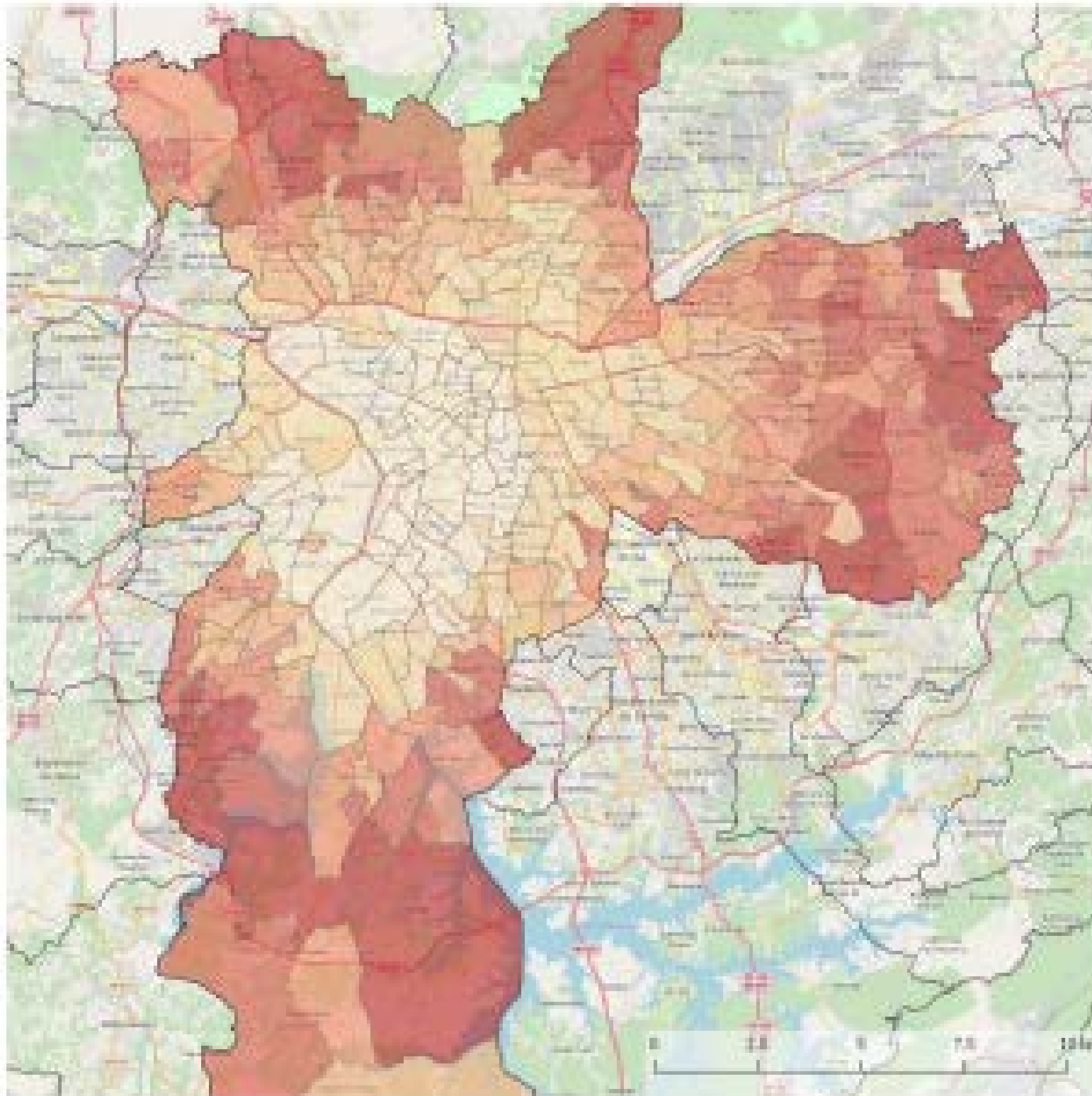
Coverage of black women are worse than for poor women

Metro areas with higher coverage present higher disparities between total pop. X black women

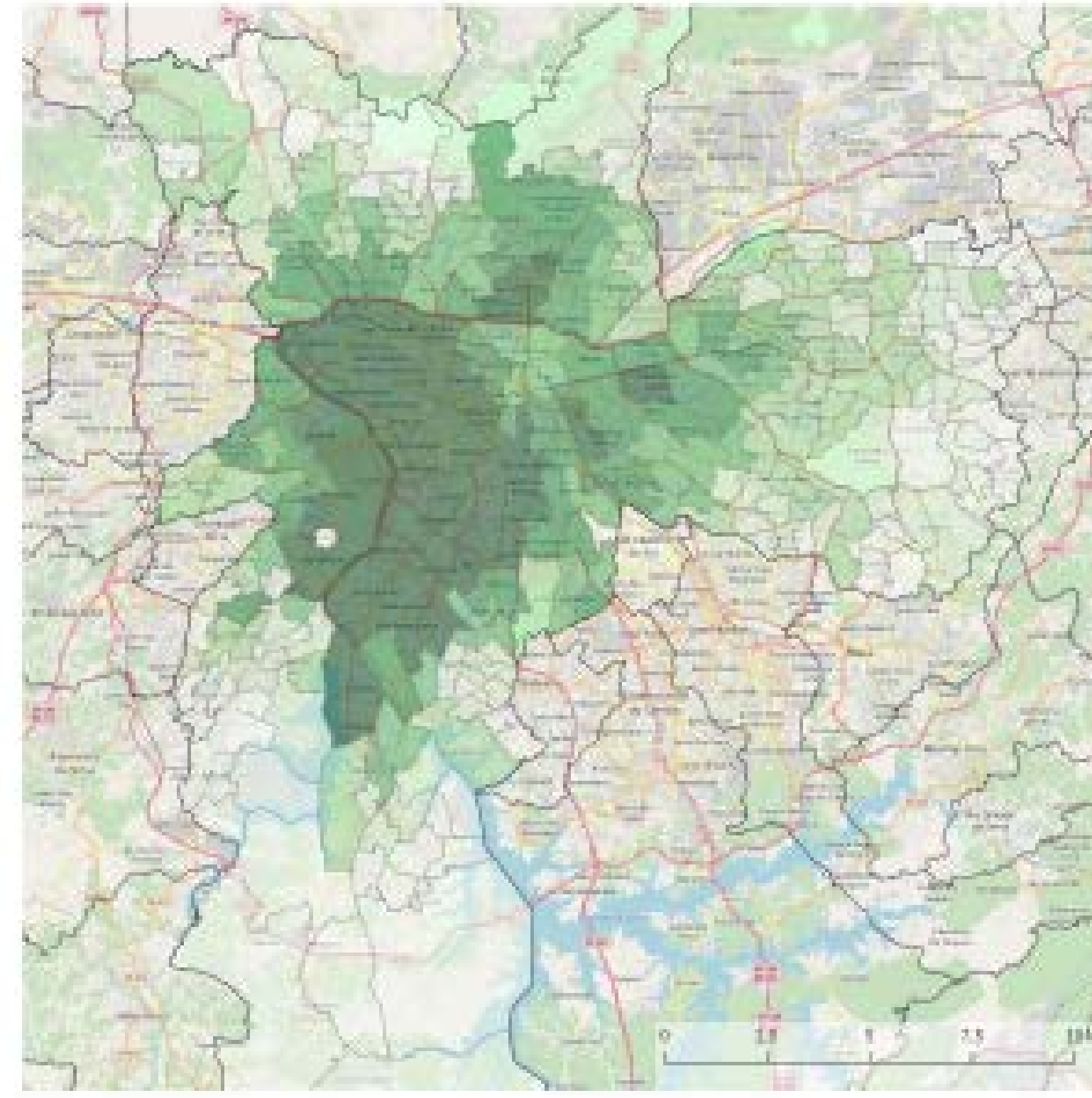
Contributing to fullfill a gap?

- ~30% of 99Pop travels start or and in 50% of poorest neighborhoods in 13 of Brazil's largest cities.
- ~80% of travels were previously done with private cars

 % 99Pop / total 99 travels



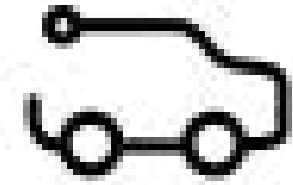
 Household **income** per capita



First/Last mile travel?

13,2%

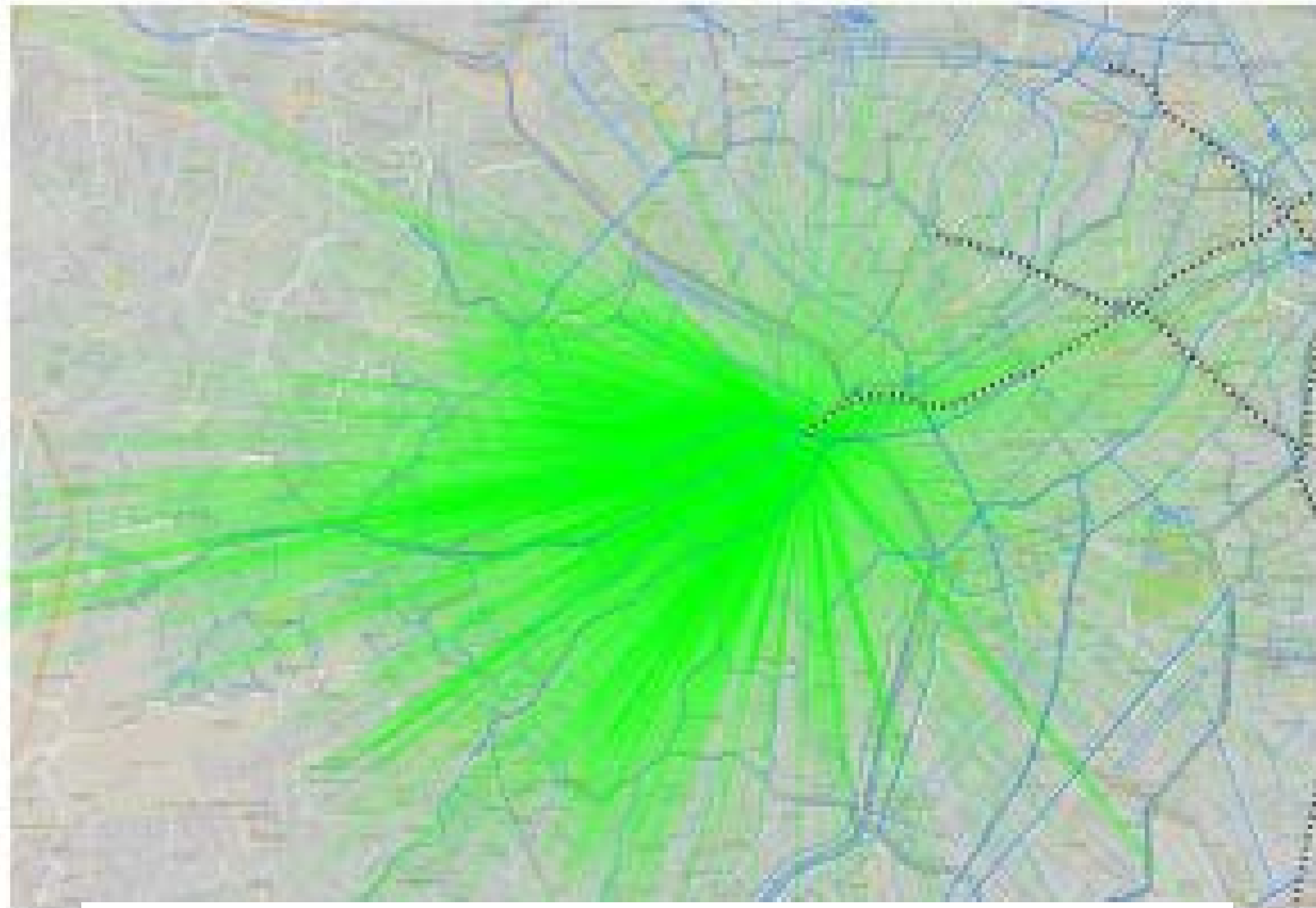
SÃO PAULO



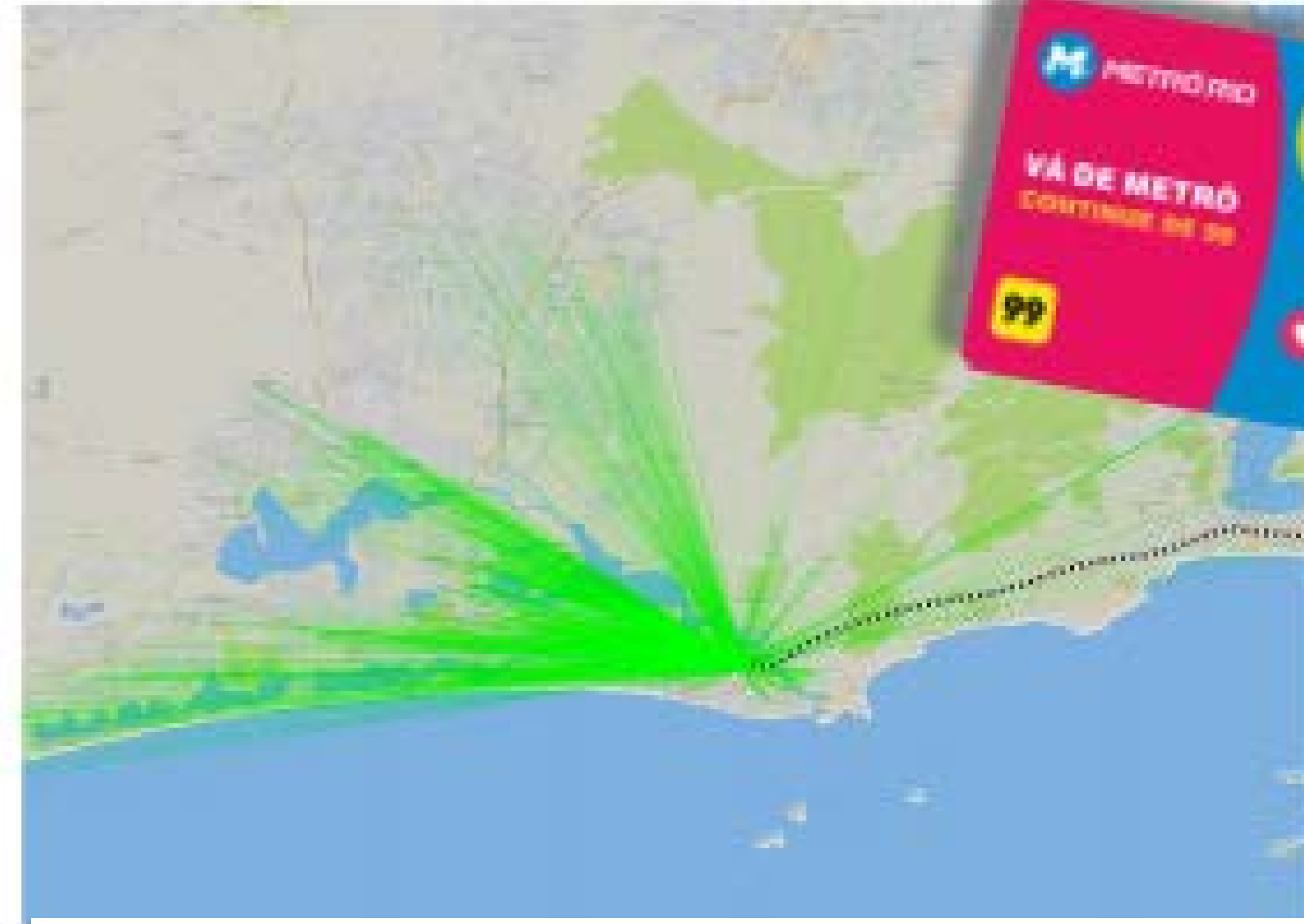
Travels that begin or end at a rapid transit station

24,3%

RIO DE JANEIRO



Butantã subway station in São Paulo
Average distance: 6.1 km



Jardim Oceânico subway station in Rio de Janeiro
Average distance: 6.6 km



Shared economy or GIG economy?

Em tempos de crise, motoristas do Uber reclamam das condições de trabalho

Mesmo sabendo que trabalhar para o aplicativo não rende muito, alguns motoristas admitem que, em tempos de crise, é melhor ganhar pouco que nada. Mas a retaliação dos taxistas tem incomodado muito

UBER PERDE MOTORISTAS POR HORAS EXCESSIVAS DE TRABALHO

Segundo motorista do Uber, empresa promete remuneração de R\$ 7 mil, contudo, valor obtido com serviço não chega a R\$ 3 mil

12.09.2016 | Por [Estadão Conteúdo](#)

Drivers complaining:

- *% taken by TNC*
- *Workload >12 hours a day*
- *Conflict with taxi drivers*
 - *Fuel cost*

By 2040, more than 60 percent of passenger miles traveled could be in fully autonomous vehicles x estimates that total US miles traveled could increase by 25 percent (Deloitte).

Research questions without clear answers in Brazil so far:

- > What is the socioeconomic profile of drivers?
- > How working for ride-hailing companies is contributing to generate income for drivers?
- > Are ride-hailing services contributing to intensify and rationalize the use of cars?
- > How governments can profit from data these companies are generating for public good?

A city street scene with a bus and palm trees, overlaid with a yellow filter. The scene shows a bus driving on a road with palm trees and buildings in the background.

Thank you!

Bernardo Serra

Policy Coordinator at ITDP Brazil

bernardo.serra@itdp.org