



BRAZIL RECIFE

POPULATION
1,666,023 (2018)
SCOPE
1, 2 AND 3

GHG TARGET:
-21.18% BY 2037
(BASELINE: 2012)



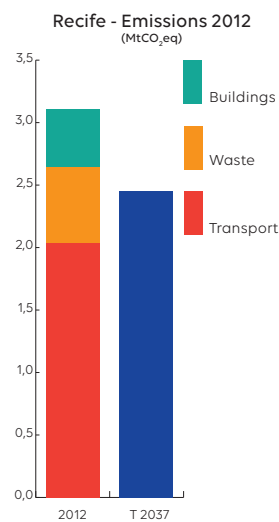
An ambitious climate plan, incorporating the issues of increased vulnerability and the role of the informal sector

Selected by ICLEI as a “model city” for its [Urban LEDS](#) project, in 2014 Recife adopted an integrated climate mitigation and adaptation plan (PSMC), aiming to reduce emissions by 21.18% by 2037 from a 2012 baseline (3.12 MtCO₂eq). In 2012 emissions were distributed as follows: 65.2% in transport, 19.4% in waste processing and sanitation and 15.3% in stationary energy. Recife reports that it emitted 2.3 MtCO₂eq in 2015, i.e. 20% less than in 2012, and stated that this drop was due to the application of a new methodology considering biofuel as carbon neutral ([CDP 2017](#)). With the help of Aria Technology, in 2015 the city of Recife set up an interactive [CARBO COUNT](#) map to inform and raise the awareness of residents on emissions trends.

• URBAN DEVELOPMENT, A VULNERABILITY FACTOR

In 2007, the IPCC ranked Recife as one of the most vulnerable cities to climate change, in particular because of its very high population density on the coast and its average altitude below sea level. The urban development of Recife, which is mostly informal, has led to very uneven distribution of activities, which are concentrated in less than a third of its territory. The result is an almost complete disappearance of the green cover, growing urban soil sealing, and a concentration of transport and waste issues. To cope with this, Recife is counting on a policy of planting 100,000 trees in the city by 2020 and expanding its main “Capibaribe” urban park, which is expected to result in more per capita green space - from 1.2 m²/capita to 20 m²/capita by 2037 - and an emission reduction of 3.6 ktCO₂eq/year from 2020, i.e. about 0.1% of emissions.

• **THE URGENCY OF URBAN MOBILITY** • With a 382% increase in the number of vehicles between 1990 and 2014 (from 251,423 to 1,211,218 cars) and a public transport service that has not kept pace with population growth, Recife is facing problems with congestion and large-scale public transport failures. To address this, the prefecture is working on the finalisation of BRT East-West / North-South lines and the establishment of BR corridors between each district of the city to promote public transport access and use. It is also setting up the creation of 76 km of cycle lanes, the recovery of 110 km of pavements and the expansion of the “Bike Pernambuco” self-service bicycle



programme (+700% ticket sales in the first half of 2018) to stimulate the use of soft transport. Finally, Recife is currently replacing all of its street and public lighting with LED lamps, which should reduce their emissions by 58%. All of these will lead to a decrease of 0.2 MtCO₂eq in 2020 and 0.82 MtCO₂eq by 2032.

• THE CHALLENGE OF PROCESSING WASTE IN A SATURATED CITY

0.6 MtCO₂eq comes from a largely deficient waste treatment system, in which 99.6% of metropolitan waste is buried in landfills without any sorting, recycling or recovery of biogas, resulting in major pollution of the city’s rivers and canals. Recife is currently working on the construction of eight new eco-points and the creation of solid waste purchase and sale centres, in order to stimulate sorting behaviours within populations. It has also put in place a policy to promote the work of waste collectors with sorting bicycles in poor neighbourhoods - “bicicletas” - representing up to 40% of the collection in certain neighbourhoods. These policies aim to reduce waste-related emissions by 25% by 2032.

MAIN SOURCE:
[PLANO SETORIAL DA SAÚDE DE MITIGAÇÃO E DE ADAPTAÇÃO À MUDANÇA DO CLIMA 2014 \(PSMC\)](#)