

④ 参考資料

A Secretaria Executiva desempenha as atividades técnico-administrativas de apoio e assessoria ao CNTU e coordena a atuação das Câmaras Permanentes.

CÂMARAS PERMANENTES

O CNTU tem as seguintes Câmaras Permanentes:

- de Política Setorial;
- de Financiamento;
- de Aperfeiçoamento e Desenvolvimento do Setor; e
- de Formação e Capacitação de Recursos Humanos e de Disseminação de Informações e Experiências.

As Câmaras Permanentes têm como função a elaboração de propostas, pareceres e recomendações que subsidiam as decisões do Conselho.

Os membros das Câmaras Permanentes são indicados pelo plenário do CNTU e designados pelo Presidente do Conselho.

Podem ser convidados para participar das reuniões das Câmaras Permanentes, ou para colaborar com os seus trabalhos, sem direito a voto, representantes de órgãos do poder público federal, estadual ou municipal, empresas privadas, sindicatos ou entidades da sociedade civil, entidades de pesquisa, universidades, autoridades, pesquisadores, técnicos nacionais e estrangeiros.

MINISTÉRIO DOS TRANSPORTES



CNTU

CONSELHO NACIONAL DE
TRANSPORTES URBANOS

CONSELHO NACIONAL DE
TRANSPORTES URBANOS

SECRETARIA EXECUTIVA
SECRETARIA DE DESENVOLVIMENTO DO
MINISTÉRIO DOS TRANSPORTES
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EMPRESA BRASILEIRA DE PLANEJAMENTO
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Brasília-DF
1994

O Governo Federal reconhecendo a essencialidade e a função social dos transportes urbanos, que afeta, diariamente, mais de 75% da população brasileira, e atendendo aos anseios dos agentes envolvidos com o setor, criou o Conselho Nacional de Transportes Urbanos - CNTU.

O QUE É?

O CNTU, criado no âmbito do Ministério dos Transportes por decreto de 31 de agosto de 1993, estabelece diretrizes gerais para os transportes urbanos, dentro do contexto de desenvolvimento urbano, conforme determina a Constituição Federal em seu artigo 21, inciso XX.

POR QUE FOI CRIADO?

A existência do CNTU impôs-se pela necessidade de preencher a lacuna institucional resultante da reforma administrativa de 1990, que omitiu a responsabilidade da União em relação aos transportes urbanos.

O QUE FAZ?

O CNTU funciona como instância nacional para a discussão das questões que afetam os transportes urbanos, permitindo a participação dos agentes públicos e privados na definição da política e das prioridades para o setor.

QUEM PARTICIPA?

O CNTU é integrado por representantes dos governos federal, estaduais e do Distrito Federal e municipais, de entidades de classe e de categorias profissionais e econômicas afetas à produção de serviços de transportes urbanos de passageiros.

Os representantes são designados pelo Ministro dos Transportes, por indicação dos órgãos e entidades participantes.

CONSTITUIÇÃO DO CNTU

O CNTU é constituído por Plenário, Secretaria Executiva e quatro Câmaras Permanentes.

PLENÁRIO

O Plenário é a instância máxima do CNTU, onde os temas são deliberados e transformados em resoluções. É integrado por representantes dos seguintes órgãos ou entidades:

I. Do Governo Federal:

- Ministério dos Transportes;
- Secretaria de Planejamento, Orçamento e Coordenação da Presidência da República;
- Ministério da Fazenda;
- Ministério do Trabalho;
- Ministério da Indústria, do Comércio e do Turismo;
- Ministério de Minas e Energia;

- Ministério da Integração Regional;
- Ministério do Bem-Estar Social;
- Banco Nacional de Desenvolvimento Econômico e Social - BNDES;
- Empresa Brasileira de Planejamento de Transportes - GEIPOP

II. Dos Municípios:

- Frente Nacional de Prefeitos;
- Fórum Nacional dos Secretários de Transportes

III. Da Sociedade Civil:

- Associação Nacional de Transportes Públicos - ANTP;
- Associação Nacional de Pesquisa e Ensino em Transportes - ANPET;
- Confederação Nacional do Transporte - CNT;
- Associação Nacional das Empresas de Transportes Urbanos - NTU;
- Central Única dos Trabalhadores - CUT; e
- Força Sindical.

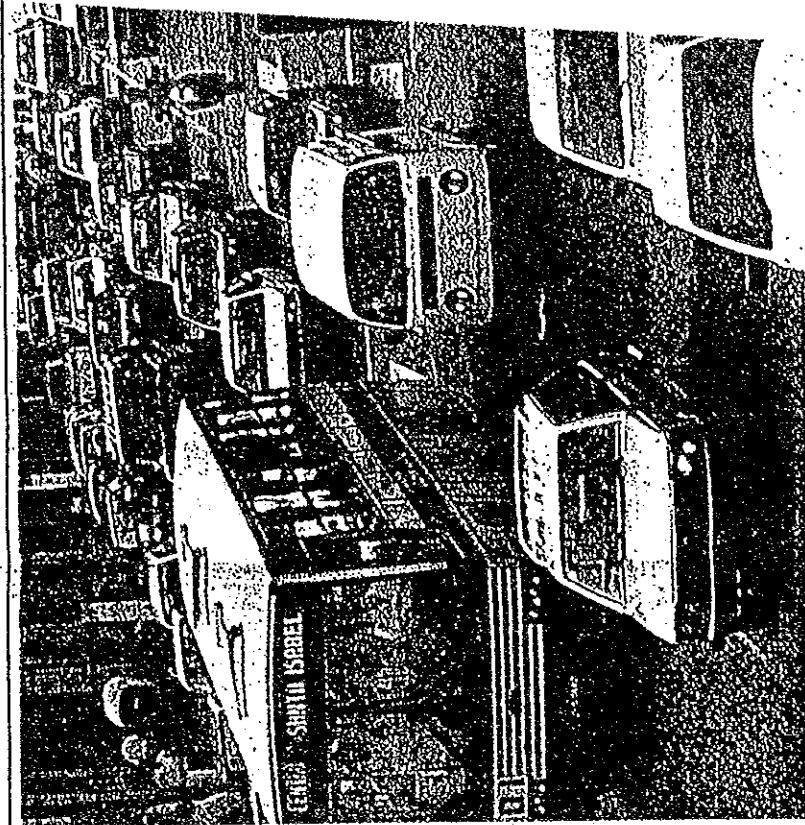
A presidência do Conselho Nacional de Transportes Urbanos é exercida pelo representante do Ministério dos Transportes.

SECRETARIA EXECUTIVA

A Secretaria Executiva do CNTU é constituída por representantes da Secretaria de Desenvolvimento do Ministério dos Transportes e da Empresa Brasileira de Planejamento de Transportes - GEIPOP.

STU ESTUDA MEDIDAS PARA ALTERAR SISTEMA DE TRANSPORTE

Proposta inclui
novos terminais e adoção
de cartão magnético
para pagamento da
passagem.
Pág.14



STU estuda trânsito de ônibus

TRÊS PONTOS SERÃO CONSIDERADOS: QUALIDADE, POTENCIALIDADE E ORGANIZAÇÃO.

A Superintendência de Transportes Urbanos (STU) está decidida a disciplinar o trânsito de ônibus na Grande Cuiabá, lançando mão de três pontos fundamentais: qualidade, potencialidade e organização. Para tanto, realiza, desde outubro, um amplo censo para detectar os pontos de estrangulamento e principais medidores a serem adotados, onde inclui, além do projeto de construção de terminais de integração, a possibilidade de redução de coletivos em circulação. Outra novidade que poderá ser adotada no sistema é a implantação de cartões magnéticos para pagamento de passagens.

Os estudos da STU dividem-se em três partes distintas: "pesquisa de campo", já concluída, onde foi feito levantamento e mapeamento de todos os pontos de ônibus em Cuiabá e Várzea Grande; "pesquisa sobre-deste", cujo objetivo é constatar o número de passageiros transportados, diariamente, observando a demanda de cada linha - em fase de conclusão - e "pesquisa origem-destino", onde "recenseadores" realizarão entrevistas em residências para saber o perfil social de cada família usuária de transporte coletivo. Essa pesquisa deverá servir também à obras ações da Prefeitura Municipal de Cuiabá.

A racionalização do sistema de transporte coletivo que serve Várzea Grande e a capital do Estado foi assumida pela direção STU como "uma verdadeira missão". O diretor-presidente da empresa, Yenes Magalhães, afirma que "Cuiabá, sobretudo Várzea Grande, possui o sistema mais irracional do País". E não sem razão. As duas cidades, que totalizam cerca de 700 mil habitantes, são servidas por 412 ônibus. Em Cuiabá circulam 282. Para intermediar os dois municípios a população dispõe de 126 coletivos. Várzea Grande conta com apenas quatro, que servem a área urbana.

Considerar o período de vida útil dos ônibus em circulação também faz parte dos projetos da STU, cujo dirigente atua com a promessa de renovação de frota para o início do próximo ano. Ele garante que pelo menos 40 novos ônibus entrarão em circulação. Um ônibus tem, em média, oito anos de vida útil. A STU reconhece que, atualmente, mais de 50 por cento da frota em circulação ultrapassou este limite.

Al ser constatado que 25% do percurso de ônibus em Cuiabá ocorre de asfalto, o prefeito José Meirelles estipulou o prazo de dois anos para que a Secretaria Municipal de Obras invista no asfaltamento de vias onde o tráfego é mais frenético. A implantação de vias elevadas nos bairros onde existe pouca mobilidade para os usuários também faz parte dos "planos estratégicos" da prefeitura.

A adoção de cartões magnéticos para o ingresso no ônibus da Grande Cuiabá também é considerada pelo superintendente da STU, Yenes Magalhães. Os cartões, segundo ele, servirão também para o ingresso de passageiros nos terminais de integração que começaram a ser construídos no primeiro semestre do próximo ano. A prefeitura anuncia a instalação de três terminais em Cuiabá, que atenderá a população cuibana e varzeagrandense. Magalhães garante que pelo menos um terminal de integração tem endereço certo: o bairro Pascoal Ramos.

É meta da STU fazer com que os terminais de integração se tornem um "ponto alternativo de consumo" para a população. Consta no projeto a instalação de lanchonetes, farmácias e comércios de pequeno porte, nas dependências dos terminais. "Serão verdadeiras rodoviárias, dotadas de toda infra-



Um dos objetivos é reduzir os filas nos pontos dos coletivos

estruturais necessários para proporcionar maior conforto ao usuário".

Assurar a circulação de veículos de médio e pequeno porte usados para o transporte de passageiros, como microônibus e kombis, está nos planos de integração de transporte coletivo da STU. Esses veículos também devem utilizar os terminais de integração. Mas o grande responsável por toda essa investida, adianta Magalhães, é o pedestre que observará, segundo ele, maior mobilidade nas ruas e avenidas e garantirá um sistema mais eficiente. Com as empresas obedecendo os horários de piquê, colocando mais ônibus em circulação nos horários previstos, haverá garantia de funcionamento do sistema. A aplicação da legislação que proíbe o transporte de passageiros em pé passará a ser fiscalizada com rigor. Magalhães adianta que "falta mais ou menos não faz parte do meu vocabulário. Quem viver verá". (Alder Reizen- de)



Yenes Magalhães explica que será feito levantamento também nos bairros

SEMINÁRIO DE BIOLOGIA

Estudos das espécies é o tema principal

Com a presença de representantes da Universidade de São Paulo e da Fundação Osvaldo Cruz, foi aberto na manhã de ontem o seminário do Centro de Ciências Biológicas de Saúde da UFMT, o 19º Seminário de Estudos Biológicos, que tem por objetivo estreitar o intercâmbio e troca de informações entre professores, alunos e a comunidade em geral.

O seminário tem como temas centrais a filogenia, estudo da evolução das espécies.

Promovido pelo Departamento de Biologia e Zoologia do Instituto de Biociências, oferece ainda oito mini-curso, palestras, um workshop, mostra de vídeos científicos, exposição de fotografias sobre o Parque Nacional de Chapada dos

Guimardes e duas excursões temáticas.

O curso, mais longo, com duração de 15 dias, iniciou ontem e está sendo ministrado pelo professor Sebastião José de Oliveira, da Fundação Osvaldo Cruz (Fiocruz/RJ), e tem como tema "Culicídeos (pernilongos) de importância médica".

Segundo ele, o curso visa ensinar os alunos a conhecer melhor as espécies de mosquitos vetores de doenças. "Mato Grosso é uma região muito propícia a essa doença, e a parte prática do curso deverá ser muito útil à população".

Outro ponto importante que será abordado por Sebastião Oliveira refere-se a tendência mundial de se fazer o controle biológico do mosquito transmissor da malária com



The National Transportation Confederation - CNT, which represents the transportation economic sector, was created in 1954 as the National Road Transportation Confederation - CNTT, aimed only at road transportation.

With the interest and adherence of entities and businessmen from other transportation modes, the Confederation enlarged its scope of representation, now including Federations, National Associations, Unions and companies from the railway, water and air transportation sectors. The name of the Confederation was then changed into National Transportation Confederation. Representing transporters at the national level, participating in national debates - including the formulation of macro-policies - and putting the transportation sector into its appropriate place of responsibility concerning circulation and distribution of goods at the national level constituted the main commitments of CNT.

The main characteristic of this entrepreneurial representation model is its institutional flexibility, which permits each segment (passengers, cargo, road, railway, water and air modes) to follow up the development of matters and protect specific interests, or fight together for common interests.

CNT board of members is presently composed of 24 Federations, 308 Unions, 9 National Associations and 69 Regional Associations. These represent 40 thousand companies (and 20 thousand branch companies). It also includes 300 thousand independent truck and bus drivers.

The transportation sector employs 2.5 million persons and represents 6.5% of the Brazilian GNP.

Based on its 40 years of experience and democratic ideals, CNT led, for many years, a long-standing claim of the transporters, i.e., the lack of efficient instruments for the promotion of the social well-being and the professional training and qualification of the transportation workers. Such claim was translated into a legal provision concerning the creation of the TRANSPORTATION SOCIAL SERVICE - SEST, and the NATIONAL TRAINING SERVICE - SENAT.

SERVIÇO SOCIAL DO TRANSPORTE / SERVIÇO NACIONAL DE APRENDIZAGEM DO TRANSPORTE

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Law nr. 8.706, approved by the National Congress, delegates to CNT the implementation of both institutions and defines a monthly mandatory fee to be paid by transportation companies - including those conveying goods and passengers, with economic or commercial purposes, through either streets or roads - as their main source of funds.

SEST and SENAT - organized and managed by CNT, assisted by those Federations chairing Regional Councils - have the following organizational framework: the National Council, the Executive Department and 14 Regional Councils representing the 26 States and the Federal District.

The National Council is responsible for planning, ruling and monitoring SEST and SENAT administration, establishing guidelines and legal priorities.

The Executive Department is responsible for achieving the objectives upon the guidelines established by the National Council and the decisions of its President.

SEST/SENAT Regional Councils are expected to establish priorities at the regional level and submit to the National Council those programmes, projects and services of interest to their respective region.

Both SEST and SENAT are non-profit organizations ruled by Law nr. 8.706, of 14 september 1993. They are headquartered in Brasília, DF, at appropriate facilities to accomplish their duties anywhere in the national territory.

Recently created and installed, SEST and SENAT have main objective of planning and executing actions in the areas of health care, entertainment and recreation, professional development and labor safety, with a basic principle of commitment with the human, social and professional promotion, as well as the improvement of the living conditions of the transportation workers and their dependents, as well as of the independent transporters.

Through decentralized management, intensive use of computer resources, telecommunication and long distance teaching, as well as of the identification of new technologies and instruments for exchange and cooperation with the government, the private sector and international

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organizations, the following major targets are expected to be achieved at the short term:

- Implementation of 56 Integrated Professional and Welfare Centers for Transportation Workers (CAPIT), located in urban regions with a high concentration of transportation workers and independent transporters. These centers shall have the necessary infrastructure for the promotion of professional training courses and the provision of health and entertainment services directed towards the well-being of the transportation community;

- Implementation of 100 on-Road Assistance Stations for Transportation Workers (PATE), located in roads with a high density of traffic, as well as in strategic points of concentration of truck drivers, so as to provide them health assistance, professional development and entertainment services, in order to improve the living quality levels of transportation workers and independent transporters;

- Implementation of programmes for the reduction of labor accidents in roads and streets, in close collaboration with the government, the private sector and unions, in order that the international standards are met;

- promotion of permanent programmes of medical, dental and therapy services, as well as family support to the workers, with a priority on the partnership with public and private institutions;

- participation in campaigns for the prevention of diseases, epidemics, mouth health, labor safety, cultural events, sports, sectoral events, and recreation activities for the sectors' workers;

- development and/or adaptation of a methodology for the organization of training courses and professional development activities, using modern technologies and teaching resources, in order to reach the sector's workers and independent transporters at the national level.

From this perspective, SEST and SENAT directors aspire to fully meet the guidelines established by the National Council, at the shortest term, so as to meet the needs of the transportation sector community.



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JICA