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Right to the City and Prospects for Urban Air Mobility for Santo Domingo by

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**Ibero-American Yearbook of Airport
Law and Urban Air Mobility**



Right to the City

- The **city** has always maintained relations of **society**, with its composition and functioning, with its constituent elements and with its history.
- It changes, then, when society changes. However, the transformations of the city are not the passive results of social globality, of its modifications.
- It depends on relationships of immediacy, on direct relationships between the people and groups that make up society.



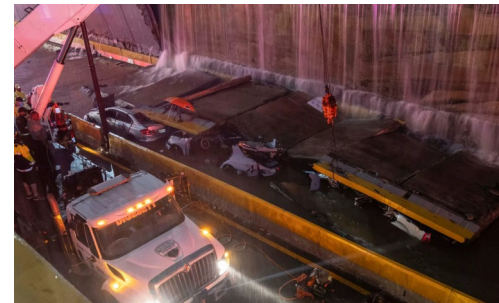
Process of urbanization and metropolization of Santo Domingo

- Urban mobility presents serious, complex and novel challenges.
- Burdensome mobility possibilities for its inhabitants and visitors.
- Accumulated structural problems.
- Changing sociocultural phenomena.
- **Population:** 2,769,589 inhabitants
- **Surface:** 1,502 km²
- **Population density:** 1,823 inhabitants/km².
- 35.2% of the inhabitants of the Dominican Republic.
- 7 municipalities and 8 municipal districts, sections, landscapes, neighborhoods.



Traffic collapsed

- Santo Domingo has grown at a rate of almost nine times the Colonial City per year. Almost nine square kilometers per year.
- The lack of an integrated public transport system.
- Mobility or public transport system is based on deficient vehicles.
- Another even more dangerous system has emerged, which is the *motoconcho*, which accounts for 70% of deaths in traffic accidents.
- Traffic accidents are currently the second leading cause of death in the DR.





World Charter of the Right to the City (2005)

Art. I. Right to the City:

- 1. All people have the right to the city without discrimination of gender, age, race, ethnicity, or political and religious orientation, and preserving memory and cultural identity in accordance with the principles and norms established in this charter.*
- 2. The city is a culturally rich and diversified collective space that belongs to all its inhabitants.*
- 3. Cities, in co-responsibility with national authorities, undertake to adopt measures to the maximum of their available resources, to progressively achieve, by all appropriate means, including the adoption of legislative and regulatory measures, the full realization of economic, social, cultural and environmental rights, without affecting their minimum essential content.*



8 Fundamental principles common to every city or human settlement

- 1) cities free of discrimination;
- 2) cities with gender equality;
- 3) cities of inclusive citizenship for all people;
- 4) participatory cities;
- 5) accessible and affordable cities;
- 6) cities with quality public spaces and services;
- 7) cities with diverse and inclusive economies, and;
- 8) sustainable cities with urban-rural linkages.



UN-HABITAT a New Urban Agenda

Art. XIII. Right to Public Transport and Mobility:

- Cities guarantee **the right to mobility and circulation in the city through a public transport system accessible to all people** according to an urban and **interurban travel plan** and based on means of transport appropriate to the different social (gender, age and disability) and **environmental needs**, at a reasonable price appropriate to their income.
- Cities promote the removal of architectural barriers, **the implementation of the necessary equipment in the mobility and circulation system** and the adaptation of all public buildings or public use facilities, workplaces and recreation to guarantee accessibility for people with disabilities.



The elements of crisis that contribute to the current urban vicissitudes of Santo Domingo:

1. The radical example of this reality is poverty, or population migration.
2. [...] Another example is crime, which assumes worrying profiles and extends to the entire community throughout the sectors of all economic strata.
3. The official and public political-administrative structure, the subdivided metropolis with its sections and places contains another informal and sometimes secret structure superimposed.
4. The dispersed functions of other divisions that constitute overlapping territorial segments: parishes and deaconias with religious functions, districts for the service of drinking water and sewerage with underground networks, polygons governed by electric power companies [...]
5. The bureaucracy of services such as education, health, environmental health, etc., is present in the city through undefined codes.



UAM as palliative treatment

- Small drones, or aerial structures for all interurban and urban spaces.
- Viability derives from a nodal mobile ordering, such a hub or intersectional point.
- The main infrastructure of UAMs is limited to the so-called vertiports or vertiports.
- Competition, complement and coexisting element compared to traditional air and land traffic operations.
- Specialized doctrine states that *"this type of air transport vehicle is the most environmentally efficient option, based on innovation and sustainability"*.



UAM is no longer the future but the present

- Test flights have been carried out at the recent Olympic Games in Paris.
- More than 750 different eVTOLs concepts reported to be registered worldwide.
- More than 200 eVTOLs manufacturers have been established.
- Cooperation and study plans have been put in place by more than 20 States of the United States of America, the Federal Aviation Administration, the European Union Aviation Safety Agency, the International Civil Aviation Organization and the World Economic Forum.
- Potential operations have been created in Latin America, specifically Mexico, Brazil and Argentina.
- The construction of vertiports in Europe and the United States has been authorized.



Map for the consolidation of the UAM.

According to the authorities and experts in the field, the map to be drawn consists:

- To serve as a hub between stakeholders, operators and investors.
- To assist local administrations and city councils in the promotion of the UAM.
- To create a skilled workforce.
- To develop pilot programs and tentative routes.
- To make plans for the continuation of research, to advocate for the inclusion and propaganda of the use of UAM for future consumers.

“It's not a question of whether UAM will happen, but how quickly regulatory environments and operational policies can change” to allow large-scale implementation.



Regulatory news in the Dominican Republic

- In the Dominican Republic there are no regulations that set the UAM.
- Within the Dominican territory, both the (IDAC) and the (JAC) are consolidated as the competent national authorities to regulate the UAM in the future.
- There is regulation for the use and operation of remotely piloted aircraft systems (RPAS) or drones.
- Recently, amendments were introduced to Law No. 491-06, but elements related to the UAM were not even conceptually included.

The Dominican legislator and/or the sectoral authorities could consider the innovative and avant-garde perspectives of urban air mobility to improve the situation of Santo Domingo.



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