

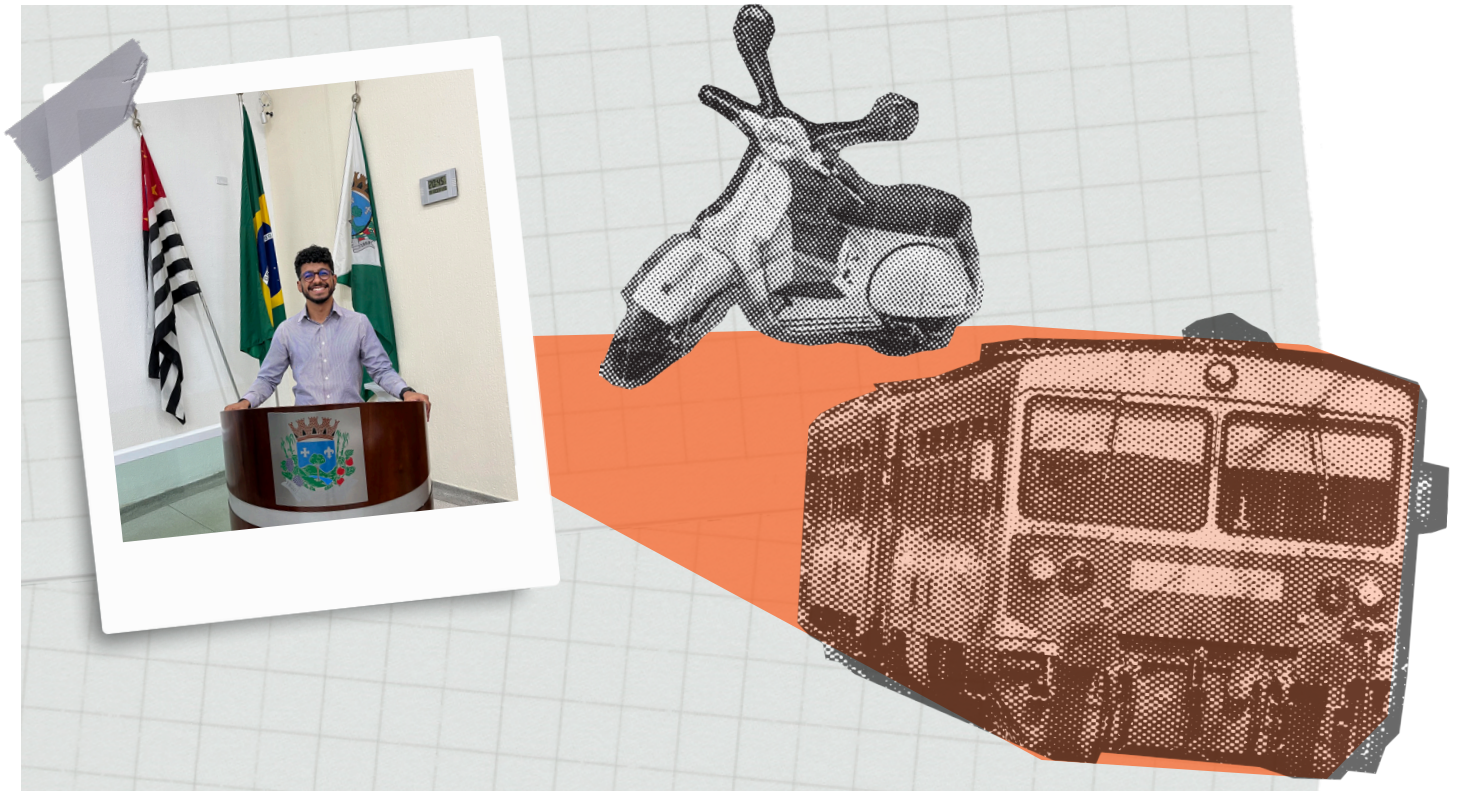
Giancarlo Moreira Gama



Giancarlo is a Black LGBTQ+ Climate Urbanism Activist from Brazil. He holds a degree in Political Science from the University of São Paulo and a Master's in Public Policy from the University of Oxford. He has over seven years of experience in public policy, project management, communication, and politics, serving as City Councillor in Cabreúva, São Paulo, from 2021 to 2023. Currently, he is the Founder and Executive Director of Jevy Cities, a think-and-do-tank dedicated to promoting urban sustainability policies in Brazilian cities, especially the small ones. Through advocacy, leadership development, policy research, strategic communication, and activism, they influence city halls to promote climate justice policies. They have been working with more than 80 cities in Brazil and impacting more than 12 million people, as well as reaching more than 2 million in social media.



São Paulo, Brazil



Transport systems can be considered inclusive only if...

... they serve as mechanisms to guarantee the right to the city for all people. The historical inequalities that have shaped countries and cities—along with the growing crisis of inequality—have turned cities, especially in the Global South, into mechanisms of exclusion for specific groups. Non-white people have less access to the city because they have been pushed to the peripheries as a result of slavery, colonization, and imperialism. Poor people are denied their right to the city because they cannot afford increasingly expensive fares, especially in the face of the ongoing crisis in public transportation systems. Women and LGBTQ+ individuals do not have their right to the city guaranteed because their safety is threatened by misogyny and LGBTQphobia. People with disabilities are also excluded, as transportation systems are still not adequately adapted or welcoming to their bodies. Therefore, transportation will only be equitable when everyone's right to the city is guaranteed through a high-quality system that reaches the entire city uniformly, offers reduced or fare-free rides, ensures passengers' physical safety, and provides full accessibility. A transportation

system will only be equitable when it truly serves all people.

If I was in power of our transport systems, the first thing I would do is...

Public transportation systems in Brazil and around the world have been facing an unprecedented crisis. The number of people using public transit has dropped significantly, especially after the pandemic. This decline is tied to the paradigm of automobility, which prioritizes individual motorized transport as the main model of movement in our cities. Our society already has practical evidence that organizing cities around cars—not people—not only degrades public transportation systems but also leads to more exclusionary, less safe, and more polluting urban environments. To confront the dominance of cars, we need to build cities for people—putting public transportation at the center of urban mobility and making these systems truly equitable. That's why, if I had the power to shape transportation systems, I would make public transit the core of urban planning—with routes that reach peripheral areas, zero-emission modes of transport, and a fare-free system accessible to the entire population. Only by

making public transportation equitable and the centre of urban planning can we solve the crisis in public transit and build cities that serves everyone.

How does the current situation for Black and Brown communities in your city influence your work?

Jevy is dedicated to addressing the systemic exclusion of Black and Brown communities in Brazilian cities, rooted in a history often described as “Brazilian apartheid.” This legacy has left millions living in favelas and peripheral neighborhoods with limited access to public services and mobility. With 67% of Brazilian cities lacking public transportation systems, these communities are also among the most vulnerable to climate change. Jevy supports small and medium-sized cities—often the most overlooked yet deeply impacted by inequality—in developing equitable mobility and climate policies. By equipping these cities with tools, knowledge, and political strategies, Jevy works to promote urban and climate justice and ensure the right to the city for all.

What’s the main challenge that you face in your daily work?

Building fair and sustainable cities comes with many challenges. The communities most affected by climate change are often those least responsible for it—and they have the fewest resources to respond. While we’ve made progress in advancing climate governance for small and medium-sized cities, underfunding remains a major barrier. Brazil’s vast diversity also requires context-specific, community-driven solutions, which adds complexity. As a young, Black, LGBTQ+ leader, overcoming stigma and being taken seriously in this space is an added challenge, despite proven expertise and impact.

Why is it important to listen to young people?

Young people are the present. We are naturally innovative and more attuned to the climate reality. We are not apathetic to social inequalities, nor do we normalise historical injustices. Young people are diverse, plural, and multifaceted. We must be at the decision-making table so that the full range of our potential is reflected in the choices that shape our world. Moreover, we make up half of the world’s population. No decision that affects us should be made without us.

My work aligns with the Hamburg Charter Principles!

As a Black gay man and Climate Urbanism activist from the periphery of a small Brazilian town, my work deeply aligns with the Hamburg Charter’s call for inclusive, just, and people-centered mobility transitions. I founded Jevy Cities, Brazil’s only organization dedicated to political advocacy for sustainable urban development in small and medium-sized cities. Our mission is to fight inequality and the climate crisis by empowering local leaders to design urban mobility and sustainability policies grounded in justice and community, implementing effective climate governance. “Jevy” means “return to the beginning” in the Indigenous language Tupi-Guarani — a reflection of our vision to reclaim collective, community-based, and sustainable urban living.

In under a year, we’ve impacted over 80 cities, trained more than 70 politicians from across 17 states and 18 political parties, and developed over 12 local policy briefs influencing decisions that affect 18 million people daily. Through our digital activism, we’ve reached more than 7 million people, inspiring them to reimagine urban mobility as a tool for justice while actively advocating for equitable and sustainable development. The Hamburg Charter calls for a radical shift in who holds power in mobility governance. My work brings new voices — especially Black, LGBTQIA+, and peripheral communities — to the center of that conversation. We embody the Charter’s vision of mobility as a tool for justice, reclaiming both power and space for those historically excluded.

What would you tell other young people working in the transport field?

It's not just the future that depends on our actions — the present, above all, relies on our voices. Young people are often portrayed as agents of the future, but we must fight for our place in the present. Global and local decision-making tables on transportation systems continue to be dominated by the same people — mostly older, white, heteronormative men. As a result, the transportation systems they design fail to consider those who need them most. In Brazil, for example, it is common for decision-makers to design entire public transit systems without ever having relied on or even used them. That's why the role of young people in these spaces is essential — to resist, to bring new perspectives, and to propose bold solutions to long-standing problems. Young people, embrace your leadership and don't let false stigmas diminish it. Our present and our future depend on the different decisions you will help make.

