



Project Information Document (PID)

Concept Stage | Date Prepared/Updated: 20-Dec-2024 | Report No: PIDDC01114

**BASIC INFORMATION****A. Basic Project Data**

| | | | |
|------------------------------------|----------------------------------|--|----------------------|
| Project Beneficiary(ies) | Operation ID | Operation Name | |
| Brazil, Brazil, Brazil | P507029 | Brazil Electromobility Multiphase Programmatic Approach – MPA Phase 2 Salvador | |
| Region | Estimated Appraisal Date | Estimated Approval Date | Practice Area (Lead) |
| LATIN AMERICA AND CARIBBEAN | 14-May-2025 | 25-Sep-2025 | Transport |
| Financing Instrument | Borrower(s) | Implementing Agency | |
| Investment Project Financing (IPF) | PREFEITURA MUNICIPAL DE SALVADOR | Municipal Secretariat of Mobility - SEMOB | |

Proposed Development Objective(s)

The Project Development Objective (PDO) is to improve quality, reduce emissions and enhance the city's capacity to manage its transport system

PROJECT FINANCING DATA (US\$, Millions)**Maximizing Finance for Development**

| | |
|---|-----|
| Is this an MFD-Enabling Project (MFD-EP)? | Yes |
| Is this project Private Capital Enabling (PCE)? | Yes |

SUMMARY

| | |
|-----------------------------|--------------|
| Total Operation Cost | 93.75 |
| Total Financing | 93.75 |
| of which IBRD/IDA | 75.00 |
| Financing Gap | 0.00 |

DETAILS**World Bank Group Financing**

| | |
|--|-------|
| International Bank for Reconstruction and Development (IBRD) | 75.00 |
|--|-------|

Non-World Bank Group Financing



| | |
|---|-------|
| Counterpart Funding | 18.75 |
| Local Govts. (Prov., District, City) of Borrowing Country | 18.75 |

Environmental and Social Risk Classification

Moderate

Concept Review Decision

The review did authorize the preparation to continue

B. Introduction and Context

Country Context

- Brazil’s real gross domestic product (GDP) grew by 2.9 percent in 2023 and is projected to expand by 2.8 percent in 2024, driven by strong consumption, a resilient labor market and fiscal transfers.** Growth in 2023 was fueled by private consumption, fiscal stimulus and declining inflation, while exports benefited from a record grain harvest and favorable external conditions. In the first half of 2024, GDP grew by 2.9 percent, driven by solid consumption and recovering investment. Growth is expected to moderate to 2.2 percent in 2025 and stabilize at 2.3 percent in the medium term, reflecting reforms aimed at improving the business environment. Additional reforms are needed to reduce market distortions, expand infrastructure investment, integrate into global value chains, and improve the quality of education.
- In 2023, the poverty rate (US\$6.85 per day per capita, 2017 PPP) fell to 21.8 percent, linked to improvements in economic conditions and social protection policies.** In July 2024, the unemployment rate fell to 6.8 percent (the lowest since 2014), and real household income rose 4.8 percent from the previous year. The rapid decline in the poverty rate from 2022 to 2023 slowed in 2024 as Bolsa Familia transfers have stabilized. Still, the poverty rate continued to decrease gradually to 21.3 percent in 2024, driven by a 3 percent increase in the real minimum wage and the strong labor market. Continued job growth, a strong social protection system and lower inflation could support faster poverty reduction over the coming years.
- Brazil’s greenhouse gas (GHG) emissions, primarily from land use change (40.1 percent) and agriculture (30.4 percent), have been increasing due to rising energy and transportation emissions.** This trend reflects the country’s rapid urbanization and growing reliance on fossil fuels, which are now significant contributors to its emissions profile. The energy sector has become Brazil’s third-largest source of GHG emissions, with a 12.2 percent spike in 2022, the most significant in the past 50 years. Almost half these emissions stem from the transportation sector, which in 2021 accounted for 8.5 percent (204 million tCO₂e) of Brazil’s overall emissions—a 10.5 percent rise compared to 2020. To put this in perspective, transport emissions in Brazil are now double the emissions resulting from deforestation in the Cerrado biome.¹
- Brazil’s increasing reliance on private vehicles has led to increased pollution,² road accidents and the decline of public transportation.** Between 2008 and 2018, Brazil’s motorization rate rose by more than 50 percent, from 19.6 to

¹ Brazil Climate Observatory 2020. “Analysis of Brazilian Greenhouse Gas Emissions and Their Implications for Goals of Climate of Brazil 1970–2019: Greenhouse Gas Emission and Removal Estimation System (SEEG 8).” https://seeg-br.s3.amazonaws.com/Documentos%20Analiticos/SEEG_8/SEEG8_DOC_ANALITICO_SINTESE_1990-2019.pdf

² Air pollution is the leading environmental health risk, linked to about 4.2 million deaths annually worldwide, including around 44,000 in Brazil. *Health Brazil 2018: An Analysis of the Health Situation and Chronic Diseases and Conditions: Challenges and Perspectives.*



31.5 cars per 100 residents, while motorcycle ownership grew by 85 percent. In metropolitan regions such as São Paulo, external costs related to traffic fatalities, air pollution and congestion are estimated to account for as much as 8 percent of the region’s GDP.³

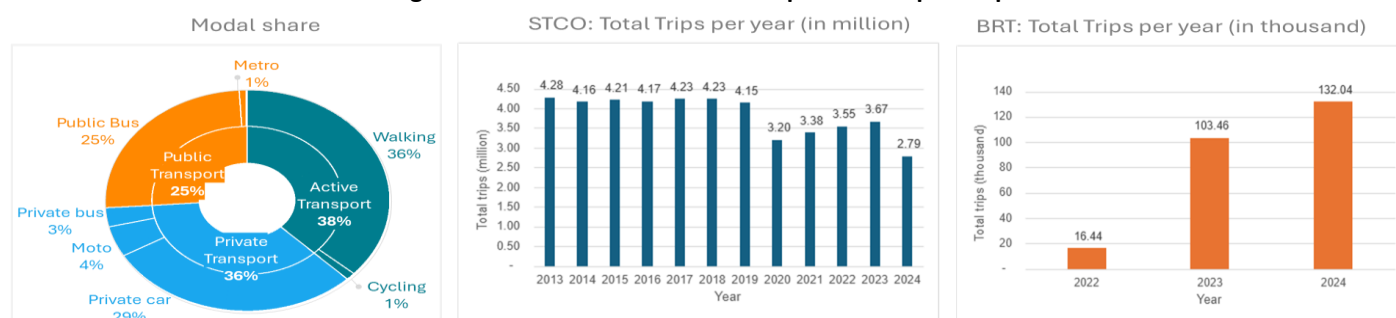
Sectoral and Institutional Context

B. Sectoral and Institutional Context

5. **Salvador, the capital of Bahia and Brazil's fifth most populous city, is home to 2.4 million residents within a 700 km² area.** Although the city has made progress in human development, with its Municipal Human Development Index (MHDI) rising from 0.65 in 2001 to 0.76 in 2010,⁴ Salvador ranks 12th among Brazilian capitals and 383rd nationally in MHDI. Nearly one million residents live on less than R\$475 (US\$82) per capita per month,⁵ and approximately 40 percent of households are in *favelas* (informal settlements)—the third-largest concentration of *favelas* in Brazil after São Paulo and Rio de Janeiro. About 80 percent of Bahia’s population identify as Black, and Salvador hosts the nation’s largest urban *Quilombola* (former Black slave) community, with six officially recognized areas.⁶

6. **Public transportation in Salvador plays a crucial role in connecting historically marginalized and low-income communities to jobs, education and essential services.** With approximately 1.6 million daily trips, public transit accounts for 44.2 percent of all daily trips in the city. Nearly 48 percent of public transit users in the city have household incomes of 1.5 the minimum wage or less,⁷ with 62 percent of riders being women, and 92 percent identifying as Black or Brown.⁸ Among those earning up to three times the minimum wage, half of all trips are by public transit and 11 percent by private vehicles. In contrast, 54 percent of trips by higher-income residents are by private vehicles and 30 percent by public transit.⁹ Salvador’s transit system includes two metro lines spanning 38 km, with 22 stations and 10 integrated bus terminals, serving approximately 400,000 daily users. The Bus Public Transport System (*Sistema de Transporte Coletivo por Ônibus*, STCO) serves a much larger ridership of 1.2 million daily passengers. This system is operated by two private Special Purpose Entities (SPEs) under concession agreements. It has a fleet of 1.958 buses,¹⁰ of which only eight are electric, and 20 of which meet EURO VI diesel standards. The STCO network covers 222 lines across two zones, connecting distant neighborhoods characterized by high levels of social vulnerability (Figure 1).

Figure 1: Salvador modal share and public transport trips



³ Estado de Sao Paulo 2021. *Summit Mobilidade*. <https://summitmobilidade.estadao.com.br/sustentabilidade/modelo-centrado-no-carro-individual-custa-carro-para-o-estado/>

⁴ Brazilian Institute of Geography and Statistics (IBGE) 2023. Available at: <https://www.ibge.gov.br>

⁵ Continuous National Household Survey Sample (PNAD) 2021.

⁶ According to data from the 2022 Continuous National Household Sample Survey (PNADC) conducted by the Brazilian Institute of Geography and Statistics (IBGE). Available at: https://sei.ba.gov.br/index.php?option=com_content&view=article&id=4013:bahia-e-o-estado-mais-negro-do-brasil-com-80-8-da-populacao-prepara&catid=8&Itemid=565&lang=pt. Also see Report on the Salvador Municipal Bus System - 2023. WRI

⁷ The minimum wage in Brazil is R\$ 1,412 (\$275), 2024.

⁸ WRI Brazil 2023. *Qualiônibus Satisfaction Survey: Report on the Salvador Municipal Bus System*.

⁹ Origin-Destination Survey, Salvador 2012.

¹⁰ Urban Transportation Yearbook of Salvador - 2023



Source: Developed by WB based on information from Municipal Secretariat of Mobility (SEMOB)

7. **Despite its importance for inclusive mobility, STCO has experienced a consistent decline in ridership, losing an average of 3 percent per year over the past two decades, a trend that accelerated during the COVID-19 pandemic.** Daily passengers dropped from 1.5 million in 2019 to around 1.2 million in 2023, with a corresponding decline in revenues that has severely impacted the system's financial sustainability. Meanwhile, the city's motorization rate has risen, with more residents turning to private vehicles and motorcycles. Over the past decade, the motorization rate grew by 22 percent, reaching 37 vehicles per 100 inhabitants.¹¹ This shift not only reduces demand for public transit but also contributes to congestion, pollution and traffic accidents. In 2022, the transportation sector accounted for 59 percent of the city's nearly 3,000 MtCO₂e emissions, underscoring the need for sustainable transit solutions. In 2024, traffic crashes in Salvador resulted in 2,907 injuries and 120 fatalities,¹² resulting in an estimated cost in annual health cost of US\$ 132 million.¹³

8. **The rising operating costs of public transport — driven primarily by increasing diesel prices and an aging fleet — have added significant financial gaps to the STCO.** In the last five years, while user fares have remained frozen, operating expenses (OPEX) have surged by 81 percent, particularly for fuel and maintenance, while capital costs (CAPEX) for new EURO VI-compliant buses have risen by 112 percent. This financial strain has hindered fleet renewal, leading to an average bus age of 8 years, with 70 percent of the fleet exceeding the contractual limit of seven years.¹⁴ The aging fleet has increased maintenance costs and deteriorated service quality. One STCO concessionaire has gone bankrupt, necessitating the redistribution of its routes to the remaining two SPEs. While adjusting user fares is crucial to restoring the financial sustainability of concessions, it could lead lower ridership if service quality was not to improve, straining the financial equilibrium of the system further.

9. **To ensure the continuity of the public transit operations within the STCO system, the Municipal Government of Salvador (PMS) has implemented temporary financial support measures.** These include de-linking the user fare from the technical fare¹⁵ paid to concessionaires and introducing public subsidies to maintain affordable fares for users.¹⁶ Under Law No. 9,762/2023, the user fare was adjusted from R\$4.90 to R\$5.20 in November 2023, while the concessionaires' technical fare was set at R\$5.50.¹⁷ The city covered the difference for both 2023 and 2024. These public subsidies amounted to R\$103.5 million (US\$20.7 million), covering 10 percent of total system costs in 2023.¹⁸ While these subsidies ensured the system's short-term continuity, they were designed as a temporary measure. Developing long-term strategies are essential to ensure the financial sustainability of public transport in Salvador.

10. **One such long-term strategy focuses on investments in medium and high-capacity public transport infrastructure to enhance system efficiency, reduce travel times, and attract more riders.** The implementation of Salvador's first Electric Bus Rapid Transit (BRT) corridor in 2022 marked a crucial first step in this strategy, offering a prime opportunity to modernize services and boost ridership. The first phase of implementation, connecting major economic hubs, included the acquisition of eight electric buses (e-buses) and the construction of the city's first public electric charging hub (the largest in the country), funded by municipal resources, which enables the simultaneous rapid recharging of 40 buses. Exclusive BRT lanes have significantly reduced travel times, with the journey from Rodoviária to Pituba, two main stations in the city, cut from 45 to just 16 minutes, benefiting low-income riders in particular. The quieter, smoother

¹¹ Bahia State Department of Traffic (DetranBA), 2023

¹² Transalvador, 2024.

¹³ Institute of Applied Economic Research (IPEA). The Value of a Statistical Life: A Review of Empirical Literature for Brazil, Stivati Mateus, 2022.¹⁴ Urban Transportation Yearbook of Salvador – 2023.

¹⁴ Urban Transportation Yearbook of Salvador – 2023.

¹⁵ The technical fare represents the actual cost of providing the service per passenger, paid to the concessionaires, while the user fare is the price passengers pay, which may be partially subsidized by the government.

¹⁶ Based on studies conducted by Salvador's Regulatory and Inspection Agency for Public Services (ARSAL).

¹⁷ Urban Transportation Yearbook of Salvador – 2023.

¹⁸ Salvador Municipal Government. *Transparency Portal - Revenue Realization*. Available at: <https://transparencia.salvador.ba.gov.br/#/RealizacaoReceita>.



e-buses have enhanced public perception of transit quality, with a reported 10 percent of former car users switching to the BRT in its first year.¹⁹

11. **Complementing these infrastructure investments, redirecting subsidy support for the transit system from OPEX to CAPEX can accelerate the adoption of e-buses and reduce long-term operational costs.** This approach leverages the advantages of e-buses to expedite public transport decarbonization and improve service quality and financial sustainability. While e-buses currently have an upfront cost three to four times higher than that of diesel buses, they have a lifespan of 15 years—double the service life of diesel buses. Additionally, their operational costs can be only 30 percent the cost of operating diesel buses, enabling full cost recovery within 15 years.²⁰ E-buses also provide a higher social cost-benefit ratio due to lower GHG and pollution emissions compared to Diesel VI and biodiesel, with an estimated economic value of US\$5,000 over the lifetime of each bus.²¹

12. **Building on these strategies, the proposed Project focuses on transforming Salvador's public transportation through targeted investments in fleet electrification and infrastructure upgrades in both the BRT and STCO systems.** Key Project components include expanding the e-bus fleet, implementing additional electric terminals, and improving the accessibility, safety and climate resilience of BRT infrastructure. The Project aims to decarbonize public transport and improve service quality while fostering innovative e-mobility business models to ensure financial sustainability. It is aligned with the city Sustainable Urban Mobility Plan (PlanMob), the Municipal Mobility Policy (Law 9,372/2018) and the Climate Change Adaptation and Mitigation Plan (PMAMC). PMAMC sets ambitious targets: 30 percent of the BRT fleet zero-emission by 2024, 40 percent by 2032, and full carbon neutrality by 2049. By expanding the electric fleet across the BRT and STCO systems, Salvador is advancing a sustainable, efficient transit network aligned with its environmental and economic goals.

Relationship to CPF

13. **The proposed Project aligns with Brazil's FY2024-28 Country Partnership Framework (CPF).**²² It plays a crucial role in supporting Higher-Level Outcome 2, "Greater Inclusion of Poor and Underserved Populations," by advancing Objective 2.1, "Improve Access to Essential Services and Products." Through investments in public transport, the Project aims to bridge persistent social, racial, urban and gender gaps in access to basic services, promoting human dignity and equity in opportunities. It also supports Higher-Level Outcome 3, "A Greener Economy with Reduced Vulnerability to Climate Shocks." Its focus on decarbonizing public transport is in line with Objective 3.2, "Expand the Clean Energy Matrix." The Project's efforts to reduce emissions and foster sustainable, high-quality public transport contribute to transforming Salvador into a low-carbon, resilient city, thus advancing Objective 3.3, "Increase the Climate Resilience of Urban Centers." By fostering a competitive environment for e-bus procurement and market growth in Salvador, the Project bolsters Higher-Level Outcome 1, "Greater Productivity and Employment Opportunities," aligning with Objective 1.2, "Promote Greater and Greener Innovation and Competitiveness," and Objective 1.4, "Expand and Modernize Infrastructure."

14. **The Project also fully supports low-carbon and inclusive mobility goals, aligning closely with the World Bank's twin goals, the Climate Change Action Plan (CCAP),²³ the Latin America and Caribbean Climate Action Roadmap, and the Green, Resilient, Inclusive Development (GRID) approach.** It contributes to reducing urban poverty and fostering shared prosperity by improving transport conditions for socioeconomic groups that disproportionately rely on public

¹⁹ Salvador Public Transportation User Satisfaction Survey 2022.

²⁰ See Annex 2.

²¹ The Economics of Electric Vehicles for Passenger Transportation, The World Bank Group, 2023.

<https://openknowledge.worldbank.org/entities/publication/a2948821-50df-5304-94d0-0db5a6e338c5>

²² The CPF was endorsed by the World Bank's Board of Executive Directors on March 14, 2024. World Bank. Brazil - Country Partnership Framework for the Period FY24-FY28 (English). Washington, D.C.: World Bank.

<https://documents1.worldbank.org/curated/en/099031824151014222/pdf/BOSIB1a9c64a780861b8d01b824b30cdb50.pdf>

²³ World Bank Group Climate Change Action Plan 2021-2025 : Supporting Green, Resilient, and Inclusive Development. Available at:

<https://documentsinternal.worldbank.org/search/33894500>



transport to access job opportunities and services. The Project supports climate mitigation in two of the five key systems prioritized in the CCAP (“Transport” and “Cities”), and directly addresses one of the main pillars of transitioning the transport system (“Mobility and Access”). The Project is also aligned with the recommendations of Brazil’s Country Climate and Development Report (CCDR),²⁴ as it highlights the importance of improving public transport in cities to reduce GHG emissions and local air pollution and achieve carbon neutrality by 2050. The Project also aligns with the National Adaptation Plan (NAP) by strengthening resilience in areas around the BRT, enhancing the public transport system's capacity to withstand extreme weather events.

15. **The proposed Project is also fully consistent with Brazil’s Nationally Determined Contribution (NDC, adopted and updated in 2023) and National Adaptation Plan (NAP, adopted in 2021).** In the latest NDC submitted to the United Nations Framework Convention on Climate Change (UNFCCC) in October 2023, Brazil committed to reducing its emissions by 50 percent from the 2005 levels by 2030 and to prepare new climate change plans, including a national mitigation strategy, and updating the 2016 National Adaptation Plan (NAP), with sectoral initiatives, including transport. The NDC aims to reduce GHG emissions by electrifying transport and leveraging renewable energy in Brazil. The project aligns with the NDC by expanding the operation of e-buses in the Salvador public transport system and introducing technology upgrades to encourage a shift to higher-occupancy transport modes, helping to reduce GHG emissions and improve air quality. The Project is also aligned with the recommendations of Brazil’s Country Climate and Development Report (CCDR) as it highlights the importance of improving public transport and mobility in cities to reduce GHG emissions and address local air pollution. Furthermore, the CCDR underscores the importance of transitioning to low or zero-emissions transport to achieve carbon neutrality by 2050.

C. Proposed Development Objective(s)

The Project Development Objective (PDO) is to improve quality, reduce emissions and enhance the city’s capacity to manage its transport system.

PDO Level Results Indicators

- CO2 emissions from public transport (tonCO2e) (number)
- NOx emissions from public transport (ton NOx) (number)
- PM10 emissions from public transport (ton PM10) (number)
- Users satisfied with the quality of public transport service, disaggregated by income and gender (percentage of “good” and “excellent”) (percentage)
- People who benefit from improved access to sustainable transport infrastructure and services (zero-emission, accessible, and low-noise buses), by income, gender and youth (number)
- Staff trained and certified for electromobility, disaggregated by race and gender (Number)
- Processing time for passenger movement analysis and occupancy diagnosis in BRT and STCO systems (time).

D. Concept Description

15. **The Phase 2 Salvador Project aligns with the objectives of the Brazil Electromobility Multiphase Programmatic Approach – MPA and contributes to their achievement by accelerating the decarbonization of urban transport.** Building on lessons learned from Phase 1 of the MPA, the Project addresses the challenges of transport in a larger metropolitan area, with the aim of significantly reducing GHG emissions, enhancing operational efficiency and

²⁴ Brazil - Country Climate and Development Report. Available at: <https://documentsinternal.worldbank.org/search/34054285>



establishing a resilient, inclusive and attractive public transport system. Key initiatives include the deployment of approximately 120 e-buses in BRT corridors and the construction of three advanced charging hubs. The Project includes upgrades to BRT infrastructure to improve safety, accessibility and urban resilience, as well as investments in cycling networks and cutting-edge technologies such as smart traffic lights and traffic monitoring systems. It also prioritizes institutional and operational capacity building through targeted workforce development programs, with a strong emphasis on gender inclusivity and diversity in the transportation sector.

16. **The Project includes three main components.**

17. **Component 1 – Decarbonization of the public bus fleet and urban mobility improvement (US\$91 million).**

Component 1 promotes the decarbonization of public transportation by funding the acquisition²⁵ of e-buses to reduce GHG emissions, in alignment with the Municipal Government’s climate change mitigation strategy. About 120 e-buses will be procured to serve the BRT corridors, and two new electric charging terminals with full charging infrastructure will be installed. E-buses will be operated by the current private operators under a leasing agreement with the PMS. The existing concession contract will be revised to include specific provisions for operation and maintenance (O&M) and to reflect changes of cost structure into the remuneration model. The terminals will be climate informed and will incorporate technologies and infrastructure to adapt the terminals to extreme weather events. Each new terminal will have 45 charging points, paving, signage and comfort modules for drivers and operations staff. Sustainable measures such as permeable paving and urban heat islands are also planned. This component also improves safety, accessibility and urban resilience in the areas surrounding the BRT. Accessibility will be improved at targeted BRT stations and in high-demand locations, with upgraded sidewalks and active mobility infrastructure. Modular stations and bicycle parking facilities will be added to facilitate boarding and network connections; green corridors will provide shaded areas and a more comfortable climate for pedestrians and cyclists; and rain gardens and other blue infrastructure will be developed to manage stormwater and improve resilience around the BRT stations. Investments in technology along the BRT corridors will include the installation of smart traffic signals and real-time traffic monitoring systems that give priority to public transport. These interventions will promote more efficient operations and reduce travel times.

18. **Component 2 – Strengthening of public transportation system planning and management (US\$2.4 million).**

Component 2 enhances the city’s institutional and operational capacity to manage mobility and support a smooth transition to electromobility. The project activities will include support for revising the existing concession contract and adding specific addenda that outline the private sector’s responsibilities for the operation and maintenance of public e-buses, as well as the implications for cost structure and remuneration model. The city’s PlanMob will be updated to incorporate recent data from origin-destination and BRT studies, and address new topics such as fleet electrification, travel demand management, climate adaptation and resilience, and equity and diversity in the sector. Advanced digital systems for BRT will also be implemented, with real-time ridership monitoring through electronic ticketing, and fleet management software to assess energy consumption, emissions and operational performance. The Project seeks to create a more inclusive work environment by reducing barriers to quality jobs in transportation by implementing a fast-track training program (see Annex 2) for women, people with disabilities, LGBTQIA+ individuals and other marginalized groups, to qualify them to operate e-buses and service the electric fleet—essential skills for market entry, retention and job stability. This component also includes a communication strategy to raise public awareness about the benefits of electromobility and foster the recognition of its role in enhancing urban quality of life.

19. **Component 3 – Institutional support (US\$0.4 million).** This component provides the technical support necessary for Project implementation, ensuring that all activities are supervised according to World Bank guidelines. Activities

²⁵ Salvador City Hall, through Semob, the Civil House and the Municipal Attorney’s Office, is analyzing alternatives to adapt concession contracts and enable the electrification of the bus fleet. The Bank also recommends that the city hall define a remuneration model and formalize a contractual amendment, taking advantage of the opportunity of the extraordinary review scheduled for 2025. See Annex 2.



include management and oversight of Project components, procurement and contracting, progress reporting, coordination with other involved institutions and compliance with the World Bank’s environmental and social policies. Mechanisms for public engagement will promote transparency and public participation throughout the Project’s lifecycle.

Legal Operational Policies

| Policies | Triggered? |
|---|------------|
| Projects on International Waterways OP 7.50 | No |
| Projects in Disputed Area OP 7.60 | No |

Summary of Screening of Environmental and Social Risks and Impacts

The project has a positive environmental and social impact. From an environmental perspective, the project is of moderate risk. The project aims to reduce CO2 emissions, improve environmental quality, and enhance biodiversity by acquiring 120 electric buses and installing 50 new charging points alongside 20 existing ones and implementing green corridors. It includes sustainable infrastructure such as paving, security, signage, support modules, comfort modules, and classrooms for electromobility training. The initiative will improve accessibility and active mobility at 14 BRT stations and 4 strategic points with green corridors for pedestrians and cyclists. The revision of PlanMob Salvador will expand fleet electrification and update the Origin-Destination Matrix, while studies will assess climate change impacts and promote public transport over individual transport. Construction will occur in garages, urban public roads, and designated BRT/BRS areas, resulting in moderate impacts such as waste generation, emissions from machinery, noise, dust, contamination risks, and electrical hazards. Occupational Health and Safety (OHS) risks include working at heights, exposure to dust and noise, and ergonomic hazards. These risks are expected to be site-specific, temporary, reversible, and manageable through Good International Industry Practices (GIIP) outlined in the World Bank Group Environmental and Social Guidelines (WBG EHSs). The operation of electric buses requires proper battery disposal, entering a reverse logistics cycle for second-life use and remineralization. Potential impacts will be addressed in the Environmental Assessment (EA), with full mitigation expected through adherence to international best practices. From a social perspective, the project is of moderate risk. It is expected to have an overall positive impact by reducing CO2 emissions through the decarbonization of buses, expanding public transportation to benefit the most vulnerable populations. The project will also support the expansion of cycling infrastructure and the upgrading of stations to improve user comfort and facilitate boarding and disembarking, ensuring universal accessibility. Additionally, it will enhance road safety and integrate active mobility with medium and high-capacity public transportation modes. Potential negative impacts are mainly linked to Component 1, which includes the acquisition of electric buses for existing BRT corridors in Salvador, the implementation of three new electric terminals, road interventions to improve safety and accessibility, and investments to expand the cycle path network and BRT stations. These activities may require the acquisition of small areas, leading to physical and economic impacts. The scope of these impacts will be better understood during the project's preparation phase, with priority given to municipal areas. There is



a risk of excluding vulnerable groups from the project's benefits, as the transition to electromobility may not adequately include women and marginalized groups, perpetuating existing inequalities. To address these risks, Component 2 includes planning, studies, and training to promote sustainable urban mobility, supporting the Fast Track program to accelerate the training of women, people with disabilities, and LGTQIA+ individuals in public transport operations. A communication and engagement strategy will raise awareness about sustainable mobility and electromobility. An effective stakeholder engagement and monitoring system will ensure regular consultations with all stakeholders and project-affected people during implementation. Traditional and innovative participatory tools will be used to reach as many stakeholders as possible, with specific actions and tools included in the project's SEP, co-designed and agreed upon with key stakeholders during the preparation phase.

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APPROVAL

| | |
|----------------------|---|
| Task Team Leader(s): | Tais Fonseca De Medeiros, Linda Ellin Maria Ivarsson Molina |
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Approved By

| | | |
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