



Concept Environmental and Social Review Summary

Concept Stage

(ESRS Concept Stage)

Date Prepared/Updated: 12/18/2024 | Report No: ESRSC04669



I. BASIC INFORMATION

A. Basic Operation Data

Operation ID	Product	Operation Acronym	Approval Fiscal Year
P507029	Investment Project Financing (IPF)	Salvador Ebuses	2026
Operation Name	Brazil Electromobility Multiphase Programmatic Approach – MPA Phase 2 Salvador		
Country/Region Code	Beneficiary country/countries (borrower, recipient)	Region	Practice Area (Lead)
Brazil	Brazil	LATIN AMERICA AND CARIBBEAN	Transport
Borrower(s)	Implementing Agency(ies)	Estimated Appraisal Date	Estimated Board Date
PREFEITURA MUNICIPAL DE SALVADOR	Municipal Secretariat of Mobility - SEMOB	14-May-2025	25-Sep-2025
Estimated Concept Review Date	Total Project Cost		
16-Dec-2024	93,750,000.00		

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Proposed Development Objective

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

B. Is the operation being prepared in a Situation of Urgent Need of Assistance or Capacity Constraints, as per Bank IPF Policy, para. 12?

No

C. Summary Description of Proposed Project Activities

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 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.

D. Environmental and Social Overview

D.1 Overview of Environmental and Social Project Settings

Salvador, home to 2,417,678 people as of 2022 with a projected population of 2,568,928 by 2024, reports a per capita GDP of R\$ 21,706.06 (2021) and a Human Development Index (HDI) of 0.759 (2010). While formal workers earn an average of 3.1 minimum wage, Salvador faces significant social challenges, including high poverty rates and substantial informal housing. Nearly one million residents live on a per capita income of less than R\$ 475 per month. Black women face higher unemployment rates compared to other demographic groups, with an unemployment rate around 20%, which is significantly higher than the national average. Public transportation is crucial for the city's vulnerable populations, which largely consist of low-income Black women, Salvador also has the nation's largest quilombola population. Dependency on this system is highest among families earning up to 1.5 minimum wages, including students, workers, and elderly individuals. Users often face issues such as overcrowding, long wait times, and safety concerns. The infrastructure for walking and cycling is also rated poorly, affecting overall mobility and accessibility experience. Areas with lower tree coverage and inadequate infrastructure are most impacted by climate challenges. Transportation, the largest source of greenhouse gas emissions, contributed to 59% of the city's total in 2022. To combat this, Salvador introduced an electric BRT fleet, expanded bike lanes, and set sustainable mobility targets aiming for carbon neutrality by 2049.

The Atlantic Forest covers 16% of Salvador and is fragmented, affecting biodiversity and climate regulation. Salvador City Hall has a Climate Change Mitigation and Adaptation Plan that aims to create green corridors to support biodiversity and climate benefits. This project is part of a simultaneous MPA. Activities such as studies and experience exchanges are planned to support the implementation of all phases.

D.2 Overview of Borrower's Institutional Capacity for Managing Environmental and Social Risks and Impacts

The Project Management Unit (PMU) will consist of entities within the Municipality of Salvador, coordinated by the Municipal Secretariat of Mobility (SEMOB). The PMU is responsible for program management and reports directly to the Transport Planning Directorate (DPT). The PMU is further supported by various municipal departments. The Casa Civil and the Secretariat of Sustainability and Resilience (SECIS) provide technical support and ensure compliance with environmental and social management standards. The PMU is also supported by the Municipal Secretariat of Communications (SECOM), which has closely worked with SEMOB to coordinate communication strategies and promote social participation, and the Secretariat for Policies for Women, Children and Youth (SPMJ), in the promotion of gender equality and GBV prevention.

SECIS implements sustainability, resilience, and environmental innovation policies, leads innovation ecosystem initiatives, and advances adaptability to environmental and social changes. SECIS also coordinates the Municipal Environmental Council (COMAN), which supports environmental management, fosters social participation, and assists in formulating and monitoring impactful policies and projects.

Due diligence will be conducted during the preparation phase to assess the training needs of the PMU's Environmental and Social (E&S) team to effectively manage the environmental and social risks associated with the project. This includes training other staff involved and monitoring the project's environmental and social performance in accordance with the



ESF. The E&S team considers that the Borrower's E&S instruments generally meet ESF requirements. Moving forward, the Borrower will appoint an environmental specialist and a social specialist, who will work on preparing the project's E&S instruments and overseeing their implementation. These specialists will be integral members of the PMU team.

II. SCREENING OF POTENTIAL ENVIRONMENTAL AND SOCIAL RISKS AND IMPACTS

A. Environmental and Social Risk Classification (ESRC)

Moderate

A.1 Environmental Risk Rating

Moderate

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 will include sustainable infrastructure such as paving, security, signage, and support modules, plus 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 TA activities are of types 2 and 3 and have low environmental impacts with well-established and widely applied mitigation measures. Construction will occur in garages, urban public roads, and designated BRT/BRS areas, resulting in moderate impacts such as: (i) general and construction waste generation and disposal; (ii) emissions from construction machinery; (iii) noise and dust emissions during construction; (iv) contamination risks from fuel and lubricant leaks; (v) fire and explosion risks from electrical hazards. Occupational Health and Safety (OHS) risks may involve working at heights, exposure to dust and noise, and ergonomic hazards. These risks are expected to be site-specific, temporary, reversible, and manageable through GIIP outlined in the WBG EHSs. Regarding the planting of Atlantic Forest trees, this is a positive impact of the project. The operation of electric buses requires proper battery disposal, which should enter 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.

Moderate

A.2 Social Risk Rating

The social risk classification for this project is moderate. It aims to reduce CO2 emissions by decarbonizing buses and expanding public transportation to benefit vulnerable populations. The project will also enhance cycling infrastructure and upgrade stations for better user comfort and universal accessibility. Additionally, it will improve road safety and integrate active mobility with public transportation. Potential negative impacts are mainly associated with Component 1, which involves acquiring electric buses for existing BRT corridors in Salvador, implementing two new electric terminals, road interventions for safety and accessibility, and expanding the cycle path network and BRT stations. These activities may require small area acquisitions, leading to physical and economic impacts. The extent of these impacts will be clearer during the project's preparation phase, prioritizing municipal areas. Indigenous peoples will not be affected as they are not present in the project's direct intervention areas. Road interventions and BRT station expansions may temporarily affect residents' mobility and accessibility, potentially increasing accident risks. To mitigate these risks, specific road safety studies and a traffic management plan will be implemented. The project aims to use local firms and labor, minimizing the likelihood of labor influx. 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

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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.

B. Relevance of Standards and Policies at Concept Stage

B.1 Relevance of Environmental and Social Standards

ESS1 - Assessment and Management of Environmental and Social Risks and Impacts Relevant

Component 1 involves acquiring 120 e- buses for the BRT, cutting emissions, and operational costs. It includes charging points, civil works, and training for diverse groups. Component 2 focuses on updating the Urban Mobility Plan and promoting inclusivity through training programs. The construction will take place along existing BRT corridors in public areas. Potential negative environmental and social impacts will be temporary, reversible, and mitigable, as per ESS1 standards and WBG EHS guidelines. The environmental and social licensing process for the project remains unclear. During preparation, aspects and requirements will be assessed to ensure alignment with the ESF objectives, including operations risks, such as battery disposal. It will be determined if the client's system can be utilized and if additional measures are needed to address any gaps, alongside identifying necessary instruments for minor civil works to manage risks and impacts in accordance with ESSs regulations.

ESS10 - Stakeholder Engagement and Information Disclosure Relevant

The Brazilian Legislation ensures public engagement in policy management. Decree No. 8,243/2014 created the National Policy for Social Participation, outlining civil society engagement channels and information access. Law No. 12.527/2011 guarantees access to information, while Law No. 13,460/2017 aligns Grievance Redress Mechanisms with ESS 10. The client will draft an SEP before appraisal, identifying and addressing engagement barriers. The SEP will include results from consultations with specific vulnerable groups, including women, Afro-descendants (Quilombolas), and people with disabilities, during the preparation phase. The client will ensure an effective engagement and monitoring system with regular feedback reporting indicators during project implementation. The SEP's final version will be disclosed within 30 days post-Effectiveness.

ESS2 - Labor and Working Conditions Relevant

The project will involve direct project workers, contracted workers and primary supply workers. The Brazilian labor law includes provisions that enable the achievement of development outcomes that are materially consistent with the objectives of ESS 2 in matters related to working terms and conditions, protection of the workforce, and OHS. Brazil legislation has a set of OHS standards known as NRs (Normas Regulamentadoras de Saúde e Segurança Ocupacional do Ministério do trabalho) including a specific standard for construction works (NR18) that is considered consistent with GIPP and WB EHS requirements. During preparation, the Team will assess whether existing labor management and OHS procedures are materially consistent with ESS2, including any potential upgrades to the existing GRM that may meet workers' GRM requirements, in addition to specific measures that address potential risks of forced/trafficked and child labor in relation to contract and primary supply workers.

ESS3 - Resource Efficiency and Pollution Prevention and Management Relevant

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This standard is relevant. The project will support the construction of charging terminals and mobility improvements at stations and surrounding areas, which are expected to result in moderate emissions of waste, environmental noise, dust, and consumption of natural resources. The operation of electric buses will also require careful attention to the disposal of batteries, , a reverse logistics cycle for second-life use includind potential remineralization from their components .. During project preparation, compliance with licensing requirements and civil works regulations will be assessed to ensure that the environmental and social management plans for the construction and subsequent operation of the terminals and electric buses clearly specify the ESS3 requirements related to project activities, including any potential leakage of hazardous waste.

ESS4 - Community Health and Safety

Relevant

This standard is relevant. The main health and safety risks associated with the community stem from the construction of charging terminals and the upgrades to sidewalks, accessibility and bike lanes near BRT stations under component 1, as well as the operation of these facilities and electric buses. These risks include traffic safety issues due to the use of heavy vehicles and machinery, which will be supported by traffic safety studies, as well as construction-related nuisances like noise and dust. Operational risks include electric shocks, fires, and accidents. The expected risks and impacts will be controlled and mitigated through measures established in accordance with the ESSs, GIIP, and relevant provisions of the World Bank EHS Guidelines. The potential risks related of transmission of HIV/AIDS and other communicable diseases, including between project workers and local communities should be manageable through the implementation of C-ESMPs.

ESS5 - Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

TBD

This standard is relevant (TBD). Risks and impacts in terms of land grabbing and related impacts under Component 1 are expected to be moderate as the project will avoid projects that would result in significant adverse impacts such as physical displacement. However, project activities may require the occupation of narrow strips of land with limited impact on livelihoods and assets, temporary loss of income, and others. During preparation, it will be confirmed whether the works will result in the acquisition of small parcels of land. If confirmed, the borrower will prepare a Resettlement Framework that will provide detailed guidance on the preparation and implementation of specific Resettlement Action Plans, aligned with acquisition and civil works schedules and institutional and implementation arrangements. The Resettlement Framework should be prepared during preparation (prior to board approval) and the final version disclosed within 60 days (if the relevance of ESS 5 is confirmed).

ESS6 - Biodiversity Conservation and Sustainable Management of Living Natural Resources

Relevant

The green corridors being planned in the project do not pose negative risks to biodiversity, making a BMP unnecessary. The planting of trees along the BRT corridor and its surroundings aims to connect fragments of remaining Atlantic Forest along the BRT corridor area. The planting will be intercalated due to the lack of space, but where possible, Atlantic Forest species will be planted to provide shade, reduce temperatures, expand habitats, capture CO2, and improve air quality. During the preparation phase, the borrower will present the planning of the target areas, as well as the potential species and the environmental and social management of the activity. The team will assess whether the borrower's requirements are materially consistent with the objectives of ESS6, in addition to highlighting stakeholders' concerns regarding biodiversity, which should be reflected in the SEP.

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ESS7 - Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities

Not Currently Relevant

This standard is not currently relevant. The state of Bahia has 18 recognized Indigenous Lands. However, the project will operate in urban areas. No physical intervention will be carried out in the Indigenous territories of Indigenous Peoples as defined under ESS7. It is hoped that people who self-identify as indigenous and live in urban areas, i.e. outside indigenous lands, will benefit from the project's activities, as they are considered vulnerable groups among the urban poor population. It is important to emphasize that people who self-identify as indigenous and live in urban areas do not fulfill the four criteria of ESS7.

ESS8 - Cultural Heritage

Relevant

The project will involve only a small number of small-scale and site-specific works and the Borrower's commitment to adopt measures to avoid impacts on known cultural heritage. Despite this, the Borrower will follow Brazilian legislation and if, during the renovation works, any fortuitous findings are identified, the procedures provided for in Brazil legislation, which are well aligned with the objectives and key requirements of ESS 8, will be followed. The Borrower will include a chance find procedure to be followed by Contractors in the Environmental and Social Technical Specifications (ESTS). The ESTS will be included in the bidding documents and the chance finds procedure shall be included in the C-ESMPs.

ESS9 - Financial Intermediaries

Not Currently Relevant

Not currently relevant

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B.2 Legal Operational Policies that Apply

OP 7.50 Operations on International Waterways

No

OP 7.60 Operations in Disputed Areas

No

B.3 Other Salient Features

Use of Borrower Framework

TBD

During project preparation the E&S team will confirm whether the project will use partial or full the Borrower's Environmental and Social Framework to ESS 1, ESS 2, ESS 3, ESS4, ESS6, ESS 8 and ESS 10; that is, the potential environmental and/or social risks and impacts generated by the project would be assessed and managed through national, state and municipal requirements, laws, regulations and sectoral measures, strategies and procedures, as applicable. If necessary, the Environmental and Social Commitment Plan (ESCP) will include additional actions that are necessary to comply with the Bank's relevant Environmental and Social Standards.

Use of Common Approach

No

There are no financial partners planned



C. Overview of Required Environmental and Social Risk Management Activities

C.1 What Borrower environmental and social analyses, instruments, plans and/or frameworks are planned or required by Appraisal?

During Project preparation (prior to Appraisal) the Borrower will prepare and consult on:

- A draft Stakeholder Engagement Plan;
- The Borrower will also propose and agree with the Bank on the Environmental and Social Commitment Plan.

Possible issues to be addressed in the Borrower's Environmental and Social Commitment Plan (ESCP):

- The establishment of a Project Management Unit (PMU), including the designation of an E&S risk management team. The PMU will be established within the Effectiveness Deadline and the staff will be appointed within 30 days after the Effective Date as set out in the Loan Agreement and thereafter maintain the PMU throughout Project implementation.
- Disclosure of the final SEP– incorporating the outcomes from the public consultations carried out before Appraisal – within 30 days of Project’s effectiveness;
- Final ESMF based on the feedback gathered through the consultation process and the disclosure of its final version - within 60 days of Project’s effectiveness;
- A draft RPF, if necessary, will be prepared before board approval, and disclosure of the final RPF– incorporating the outcomes from the public consultations carried out before Appraisal – within 60 days of Project’s effectiveness
- Environmental and social risks monitoring and reporting arrangements.
- Institutional capacity building training needed to enhance the environmental and social risk management systems

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III. CONTACT POINT

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V. APPROVAL

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