

Project Summary for Public Disclosure
(after approval of NDB financing)

Project Name	Serra Urban Mobility Improvement Project
Country	The Federative Republic of Brazil
Type	Sovereign
Area of Operation	Transport Infrastructure
Concept Approval Date	26 July 2023
Financing Approval Date	10 July 2024
Total Project Cost	BRL 360.7 million
Initial Limit of NDB Financing	USD 57.6 million
Current Limit of NDB Financing	USD 57.6 million
Borrower	The Government of Municipality of Serra
Project Entity	The Government of Municipality of Serra
Project Context	<p>Serra is located in the state of Espírito Santo in the southeast region of Brazil. It adjoins the state capital Vitória and forms a part of the Metropolitan Region of Greater Vitória. The municipality has emerged as an attractive destination for industrial and logistic facilities due to its well-connected transport network to Vitória and its ports, as well as for residents due to its lower cost of living. This has led to an exponential increase in both passenger and cargo vehicle traffic overloading the existing road capacity and affecting the quality of urban mobility in the municipality.</p> <p>The Project will address this issue by constructing and upgrading two key linkages in the trunk road network, connecting to Vitória and the industrial centers.</p>
Project Description	<p>The Project consists of the following:</p> <ul style="list-style-type: none"> • Component 1: Third link road from Serra to Vitória. This comprises construction of a bypass route linking Serra and Vitória in Carapina district. • Component 2: Reinforcement of the link road between BR-101 and Avenida Norte-Sul. This comprises upgrade of a road passing through Taquara II neighbourhood and connecting Avenida Norte-Sul and BR-101.

	<ul style="list-style-type: none"> • Component 3: Capacity building component. This comprises development of a municipal wide road management system which will provide a comprehensive repository of the road assets of the municipality. • Design and Studies. This comprises preparation of basic engineering designs and environmental and social studies for Component 1 and Component 2. • Land Acquisition. This comprises acquisition of land required for implementing Component 1 and Component 2. • Project Management, Supervision and Audit. This comprises consultancy services for project management, construction supervision and external audit for the Project.
Project Objective	<p>The Project's outputs to be achieved by end of 2028 are construction/upgrade of around 48 lane-km (9 km) of roads, 18 km of sidewalks, 8 km of bike paths and 17 km of stormwater drainage system in Serra as well as development of a municipal-wide RMS.</p> <p>These outputs are expected to translate into the following Project outcomes that are to realize starting from 2029:</p> <ul style="list-style-type: none"> (i) increase in average travel speed between Serra and Vitória by 60% leading to travel time savings for commuters; and (ii) reduction of accidents by 30% on the stretches of BR-101 and Avenida Norte-Sul in Carapina district and by 49% on the link road between BR-101 and Avenida Norte-Sul leading to improved road safety for commuters and pedestrians. <p>The Project will contribute to sustainable economic and social development of Serra as envisaged in its Sustainable Urban Mobility Plan and Municipal Master Plan through upgrade of key urban transport infrastructure, leading to enhanced urban mobility, safety, and quality of life for residents.</p>
Implementation Arrangements	<p>The Project will be implemented by the Municipal Government of Serra (<i>Prefeitura Municipal da Serra</i> or PMS) through the Municipal Secretariat of Works (<i>Secretaria Municipal de Obras</i>). A project implementation unit created under SEOB by a municipal decree, will be responsible for planning and monitoring the physical and financial progress as well as evaluating the project results to ensure compliance with the planned actions.</p> <p>The implementation period for the Project is five years from 2024 to 2028.</p>
Environmental and Social Information	<p>The Project has been categorized as Category B in accordance with NDB Environment and Social Framework. The main Project-related environmental and social impacts include impacts to permanent protection areas, interference with aquatic habitats, land acquisition that may</p>

	<p>potentially trigger resettlement of persons and impacts on livelihoods, construction-induced environmental impacts, traffic disturbance, community safety, and occupational health and safety issues.</p> <p>The Project's environmental and social impacts and risks will be further identified, assessed, and mitigated through conducting site-specific environmental impact assessments, development of the environmental and social management plans, and adherence to country system requirements. These provisions have been included in NDB's Environmental and Social Impact Management Plan developed for the Project.</p>							
Financing	<p>The Project will be financed through NDB Loan and funding from the municipality's budget.</p> <table border="1" data-bbox="440 719 1437 857"> <thead> <tr> <th data-bbox="440 719 852 763">Source of Fund</th> <th data-bbox="852 719 1437 763">Amount</th> </tr> </thead> <tbody> <tr> <td data-bbox="440 763 852 808">NDB Loan</td> <td data-bbox="852 763 1437 808">USD 57.6 million</td> </tr> <tr> <td data-bbox="440 808 852 857">PMS funding</td> <td data-bbox="852 808 1437 857">BRL 83.2 million</td> </tr> </tbody> </table>		Source of Fund	Amount	NDB Loan	USD 57.6 million	PMS funding	BRL 83.2 million
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