## BASIC INFORMATION

### A. Basic Project Data

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<th>Country</th>
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<td>Brazil</td>
<td>P169134</td>
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<td>Improving Mobility and Urban Inclusion in the Amazonas Corridor in Belo Horizonte (P169134)</td>
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<td>Transport</td>
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<td>Municipio de Belo Horizonte</td>
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### Proposed Development Objective(s)

The Project Development Objective is to improve (i) the quality of service and accessibility to jobs for public transport users in the area of influence of the Expresso Amazonas, including the low-income beneficiaries in the Pai Tomas neighborhood; and (ii) improved living conditions in the low-income neighborhood of Pai Tomas.

## PROJECT FINANCING DATA (US$, Millions)

### SUMMARY

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<tr>
<th>Description</th>
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### DETAILS

#### World Bank Group Financing

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#### Non-World Bank Group Financing

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<td>Local Govts. (Prov., District, City) of Borrowing Country</td>
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B. Introduction and Context

Country Context

1. **Although Brazil is on the recovery path from the worst economic crisis of its modern history, public investment is highly constrained by the fiscal deficit.** GDP contracted by 3.5 percent in 2015 and 3.3 percent 2016, marking the deepest recession in modern Brazilian history. The economic recovery has been slow with growth at 1.1 percent in both 2017 and 2018 and 1.5 percent projected for 2019. The unsustainable trend of rigid public expenditures and a cyclical decline in revenues resulted in general government gross debt rising from 51.5 percent of GDP in 2013 to 78.4 percent by March 2019. To address this debt dynamic, the Federal Government adopted a constitutional amendment to limit federal public expenditure growth to the rate of inflation. Subnational governments are also facing growing fiscal deficits and have limited capacity to cope with growing wage bill and pension payments unless reforms are adopted.

2. **Nevertheless, investments in transport infrastructure and services are still crucial to improve the productivity of Brazilian cities and boost long-term economic growth.** Many cities in Brazil are among the most productive in the region, with their productivity generally on par with the world average. Yet, they lag behind the world productivity “frontier”, as measured by North American and Western European cities. Addressing the negative externalities of congestion, slums, crime, and inequalities is essential to improve agglomeration economies in Brazil. For example, six Brazilian cities are among the 100 most congested in the world, including Belo Horizonte. In large cities in Brazil, studies have found that congestion may cost close to 8 percent of their metropolitan area GDP. Investing in infrastructure and services is thus needed to improve the productivity of Brazilian cities. The country remains below countries of similar income in the stock of physical infrastructure - particularly in the case for transport - and performs poorly in the perception of the quality of infrastructure services. As private investment is expected to remain weak and fiscal constraints have restricted the availability of credit, there are significant needs for long-term financing of infrastructure.

3. **The Metropolitan Region of Belo Horizonte (MRBH) is the third metropolitan area in Brazil; its economic nucleus, the Municipality of Belo Horizonte, has experienced important growth in the past 10 years.** The MRBH encompasses 34 municipalities with an overall population of 5.2 million people (IBGE 2018). The municipality of Belo Horizonte (BH) is the economic nucleus of this region with 2.5 million inhabitants and an area of 331 sq. km. The city is the political and administrative capital of the State of Minas Gerais and accounts for 3.8 percent of Brazil’s GDP.

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2 TomTom traffic index, www.tomtom.com
3 Nota Técnica, Diretoria de Desenvolvimento Economico #3, Julho 2014 (FIRJAN), Os custos da (i) mobilidade nas regiões metropolitanas do Rio de Janeiro e São Paulo.
after Sao Paulo, Rio de Janeiro, and Brasilia). While BH has one of the highest Human Development Indexes (HDI)\(^5\) in the country at 0.81, it displays significant disparities within the Municipality with areas reaching as low as 0.6. Close to 30 percent of the population had an average nominal wage equal to half the minimum wage in 2018. BH has seen a large population growth in the past 10 years, growing by close to 5.4 percent since 2010. This process has been accompanied by growing motorization rates and related congestion and pollution, as well as by an unplanned expansion of the city, particularly with informal settlements in several open spaces.

**Sectoral and Institutional Context**

**Urban Transport Sector overview**

4. **Despite being the first planned city in Brazil**, BH is one of the 3 cities in the country where transport inequality between rich and poor is the largest.\(^7\) BH displays an important monocentric pattern with most formal jobs and amenities concentrated in the city center. Job accessibility in BH is much lower for lower income households; journey-to-work trips are 40 percent longer amongst the poorest decile when compared to the richest decile.\(^8\) In addition, a recent study showed that as a consequence and with the current transport infrastructure, only 31 percent of jobs are accessible within a 60 minutes travel time (on average).

5. **Since the 1990s, the urban transport sector of Belo Horizonte has undergone numerous transformations.** The Plan for the Restructuring of the Urban Transportation System of Belo Horizonte (BHBUS) in that period introduced trunk-fed integration of buses and the railway system (*Companhia Brasileira de Transporte Urbano*, CBTU), the electronic ticketing system and tariff integration, a plan for two integrated stations along two BRT corridors, and the first feeder lines for *vilas e favelas* (i.e. small feeder bus lines in informal settlements). In March 2014, Belo Horizonte implemented the MOVE system: a 23 km BRT system with 44 stations connecting the city center with the Northern region of the MRBH. It reportedly carries around 500,000 thousand passengers per day in its trunk and feeder lines, and reduced travel times along the corridor from 102 to 41 minutes.\(^9\) Overall, this prioritization allowed to reduce average travel times by up to 50 percent and increase the number of passengers carried by the public transport system by up to 14 percent. Today, the entire metropolitan and municipal system of buses is served by 514 and 323 lines, respectively – including those serving the MOVE. The concessions of municipal buses are managed by BHTrans, and that of metropolitan buses by the state company DER. The city also has one metro line, currently operated at the state level (CBTU). The bus and rail systems are integrated with a common smartcard and fare system. Additionally, following the BHBUS, local service lines in informal settlements were introduced (*vilas e favelas*). Currently, there are 14 of these lines using micro-buses, and carrying an average of 500,000 passengers per month.

6. **Despite these transformative efforts, population and economic growth have fueled higher motorization rates, congestion, and pollution in recent years.** According to the latest Origin-Destination (OD) Survey (2012), the number of trips in the Municipality of BH increased by 67 percent since 2002, reaching up to 6.3 million daily trips. Overall, there was a significant growth of individual motorized modes (cars and motorcycles) which came to represent 37 percent of total trips, up from 23 percent in 2002. This shift originated from public transport, which lost 15 percentage points (pp) from 2002 to account for only 28 percent of trips in 2012. Projections in the Municipal Mobility Plan (2013), estimated that if

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\(^5\) The Brazilian HDI was calculated by IBGE from the census data of 2010. For the definition see. [https://prefeitura.pbh.gov.br/estatisticas-e-indicadores/indice-de-desenvolvimento-humano-municipal-de-belo-horizonte](https://prefeitura.pbh.gov.br/estatisticas-e-indicadores/indice-de-desenvolvimento-humano-municipal-de-belo-horizonte) [last accessed June 3rd, 2019, 11.40am].

\(^6\) [https://www.britannica.com/place/Belo-Horizonte](https://www.britannica.com/place/Belo-Horizonte) [last accessed June 4th, 2019, 2.02pm]


\(^8\) Ibid.

\(^9\) [https://www.itdp.org/city-transformations/belo-horizonte/](https://www.itdp.org/city-transformations/belo-horizonte) [last accessed June 3rd, 2019, 2.02pm]
the trend was unchanged individual motorized modes would represent 45 percent of all trips in 2030; with public transport only accounting for 18 percent of trips. The increased in individual motorized modes was accompanied by high congestion. In 2016, BH was among the 100 most congested cities in the world, and the 6th in Brazil.\textsuperscript{10} Pollution has also increased significantly. According to the OMS, BH is the 4th Brazilian city in terms of pollution levels\textsuperscript{11}, with polluting emissions having increased by 22 percent between 2012 and 2019. Despite the implantation of the MOVE system, the public transport system has continued to deteriorate in recent years as congestion impacted service levels, reducing operating speed, thus significantly increasing travel times and reducing the reliability of the system. The average travel time for public transportation went from 38 minutes in 2002 to 60 minutes in 2016.

7. **To face this critical situation, the city has been updating its Mobility Master Plan, the PlanMob\textsuperscript{12}, which includes comprehensive measures to deal with growing motorization, congestion, and pollution.** The PlanMob has 3 fundamental objectives: i) decrease road fatalities; ii) increase the share of non-motorized trips (bicycles, walking) and transit in detriment of the share of car/motorcycle trips; iii) revert the trend of increasing GHG emissions. Improving the Amazonas corridor is an integral part to achieve these objectives. The bus systems in the Amazonas corridor transports an average of 815,000 passengers per day, which represents respectively 30 and 53 percent of the demand of the municipal and metropolitan bus systems.

### Housing Sector overview

8. **Informal settlements have increased in the last ten years.** Linked to population and economic growth, the city has expanded outwards in recent years with a significant increase in unplanned settlements. Today, approximately 19 percent of the city’s population is classified as living in informal settlements, occupying an area of 24.6 sq. km or 7.4 percent of the municipality’s territory. Among these, the majority lives in the 209 areas classified as \textit{villas e favelas} (366,000 inhabitants), i.e. neighborhoods with limited public infrastructure and services usually located in environmentally fragile areas. These areas are characterized by poor housing and sanitation infrastructure, and a lack of access to urban amenities and formal jobs due to their lack of integration with the transport network. According to the Municipality of BH, 1.2 thousand of the housing structures of the \textit{villas e favelas} in the city were vulnerable to climatic hazards in 2019, namely floods during the rainy season.

9. **The area of influence of the Amazonas corredor includes poor-income households located in nearby informal settlements with poor connectivity.** There are mostly two main informal areas in the area of influence of the Amazonas corridor the \textit{Vila Cabana do Pai Tomas} (Pai Tomas) and the informal settlements in the Jatobá region:

   1. **The Pai Tomas** was first established in the 1960s and is one of the oldest informal areas in BH. There are approximately 20 thousand inhabitants, with a density of 720 inhabitants/ha. Currently, access to the \textit{vila} is only possible through one main street that crosses the settlement in the North/South direction, near the Amazonas Avenue. Because of this difficult access, transport services are limited, and residents need to travel long distances by foot, a situation aggravated by the rugged terrain, the small width of the alleys, and the general precariousness of the internal road network.

   2. **The Jatobá region** was initially thought to become an industrial district, but it was informally settled during the past decade. It encompasses 19 informal settlements, with close to 38 thousand inhabitants. Currently, its

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\textsuperscript{10} TomTom traffic index, www.tomtom.com

\textsuperscript{11} http://www.abes-mg.org.br/visualizacao-de-clipping/ler/2281/poluicao-no-limite-em-bh

\textsuperscript{12} https://www.mobilidadebh.org/, https://prefeitura.pbh.gov.br/sites/default/files/estrutura-de-governo/bhtrans/2018/documentos/Apresenta%C3%A7%C3%A3o%20sobre%20hist%C3%B3rico%20do%20PlanMob-BH.pdf; [last accessed June 4th, 2019, 3.03pm]
accessibility is limited, and its inhabitants live in precarious conditions. The area is linked to the Amazonas corridor through the Barreiro bus station.

Relationship to CPF

10. The proposed project is fully aligned with the World Bank Group’s FY18-FY23 Country Partnership Framework (CPF) for Brazil (Report #113529-BR), discussed by the Executive Directors on July 13, 2017. The project supports Focus Area 3, Inclusive and Sustainable Development, by addressing the negative externalities of congestion and housing informality in Belo Horizonte. As such it contributes to objective 3.2, that of providing more inclusive and sustainable urban services. The Project directly improves the efficiency of public transport service delivery and the quality of life of citizens in the area of influence of the corridor and the informal settlements in its proximity. In addition, the proposed Project also supports Focus Area 2, Private sector investment and productivity growth. The public investment in the corridor is expected to generate additional opportunities for private-sector involvement notably via the PPP of one of the planned integration stations, as has been done in the past for other similar stations in BH, and via Transit Oriented Development (TOD) and Land-Value Capture (LVC) initiatives through which BHTrans is also expected to generate revenue. In addition, the proposed project will strengthen domestic capacity for planning, design, and implementation of public transport with dedicated technical studies in the institutional components, such as the update of the Origin-Destination survey.

C. Proposed Development Objective(s)

The Project Development Objective is to improve (i) the quality of service and accessibility to jobs for public transport users of the Expresso Amazonas BRT, including the low-income beneficiaries in the neighborhood Pai Tomas; and (ii) access to urban infrastructure in the low-income neighborhood of Pai Tomas.

Key Results (From PCN)

11. The project aims to achieve positive changes to the following indicators:

- **Ridership**: passengers traveling at peak hour in the operational segment of the Amazonas BRT, differentiated by gender.
- **Travel time for**: average travel time in the Amazonas Avenue at peak hour (mins), differentiated by car and by bus.
- **People provided with improved urban living conditions**: number of people in Pai Tomas that have access to improved living conditions.
- **Employment accessibility**: percentage of jobs accessible within 60 minutes in the area of influence of the Amazonas BRT corridor; and specifically, for residents of Pai Tomás.
- **Net GHG emissions**: estimated net GHG emissions in the area of influence of the Amazonas BRT.
- **Citizen engagement**:
  - Percentage of users satisfied with overall BRT service, its security and comfort, differentiated by gender and income.
  - Percentage of households satisfied with the urban renewal project in Pai Tomas, differentiated by gender.

In addition, the following indicators may also be included:

- **Accessibility for disabilities**: percentage of stations that have facilities for people with disabilities for seamless travel.
- **Road Safety Indicator**: number of road accidents in the Amazonas BRT corridor.
• Gender:
  - Percentage of women that perceive the BRT service to be safe for their daily commute;
  - Percentage of women residents of the Pai Tomas that perceive their mobility safer.

12. The main direct beneficiaries are the public transport users in the area of influence of the Amazonas BRT (estimated to be close to 800,000) and the low-income residents of the informal settlement areas in its neighborhood (in Pai Tomas, about 20,000). Additionally, the 65,000 vehicle users of the corridor will also benefit directly from the Project.

13. Intermediate beneficiaries from this Project will include the entire city of Belo Horizonte (2.5 million), which should benefit from the positive externalities of reduced congestion, pollution, and traffic accidents in one of the main corridors of the city. The population will also benefit from improved planning, policies, and execution of more environmentally and socially sustainable projects in the transport and housing sectors due to the results of the institutional component and related planned Technical Assistance (TA). The various public institutions and sectoral agencies involved in this project will also benefit, such as (i) Empresa de Transportes e Trânsito de Belo Horizonte S.A. - BHTrans; (ii) Companhia Urbanizadora e de Habitação de Belo Horizonte - URBEL; and (iii) the Municipality of Belo Horizonte. Through strengthening the capacity of these agencies, cities’ authorities will be readier to respond to economic and social challenges that hinder productivity growth.

D. Concept Description

14. The proposed Project has two components.

I. Component 1 (US$82.2 M; of which US$65.715 M IBRD): Infrastructure, equipment, and designs for the Expresso Amazonas BRT and Pai Tomas urban renewal.

   I.1. Sub-component 1.1: Expresso Amazonas infrastructure, designs and equipment (US$44.4 M of which IBRD US$35.475 M)
   The Expresso Amazonas BRT project consists of 40 km of dedicated exclusive lanes on the right in the Amazonas and the Teresa Cristina Avenues (Figure A.2), and a large integration station for buses and the future Metro Line 2 (Station: Salgado Filho), expected to be financed under the PPP modality. The component includes the road rehabilitation of the entire 40 km extension, including signaling systems, and the implementation of 21.68 km of exclusive BRT lanes (Fase 1 in Figure A.2). This component will finance inter alia (a) detailed designs for the entire Expresso Amazonas project, as well as works, goods, and services for the implantation of the segregated lane section in Phase 1, and the necessary road rehabilitation, and stations, sidewalks, bikelane, along the entire corridor; (b) the installation of equipment and technology to support BRT operations and control; and (c) supervision of works and equipment to be financed by the project. The stations, bridges and bus terminals will be designed to consider the need for improved safety and accessibility for all users (including disability and gender needs). Additionally, TA will be provided to ensure road safety is carefully considered in the designs. A road safety audit has already been carried out as part of the conceptual designs, finished in January 2019 under a World Bank and SFLAC funded activity.

   I.2. Sub-component 1.2: Structural renewal of Pai Tomas, infrastructure and services (US$37.8 M of which IBRD US$35.475 M)
   The main intervention consists of the opening of 7 de Setembro Street, which will cross the vila in the Southeast/Northwest direction, linking the community with Amazonas Avenue (Figure A.3). This intervention is associated

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13 It is expected that benefits will not be directly impacted by the phasing of the project.
14 SFLAC Trust Fund (P166117).
with the opening and interconnection of other streets, the regularization of 11 alleys, together with the necessary networks of water supply, sewage, and drainage; geotechnical consolidation and paving; and the use of the remaining areas for leisure and social activities. This component supports the implementation of *Vila Viva Cabana Pai Tomás*, described in the context, and financing *inter alia* designs, works, goods and services for (a) the improvement of infrastructure and sanitation networks, internal accessibility (opening and/or widening of structural routes as well as secondary road works) and external accessibility (directly connecting the settlement with the public transport system); (b) works and social consultations for the construction of 192 housing units to resettle affected households within the *vila*; (c) works and services for urban renewal projects such as parks and sports-related areas.

II. **Component 2 (US$ 17.8 M of which US$9.22 M IBRD): Institutional strengthening and strategic planning for urban mobility and renewal.**

This component aims at addressing one of the main bottlenecks identified for transport and urban planning by local authorities, that is, the lack of project implementation readiness and strategic planning tools that would allow public entities, namely the Municipality of Belo Horizonte, to use more rationally and efficiently its limited financial resources. This component is designed as a cross-cutting component to prepare a list of technical studies, strategic plans, and executive projects in areas considered of strategic relevance by the Municipality.

II.1. **Sub-component 2.1: Plan for the Urban Renewal of the Jatobá Region:** To support the development of an urban renewal project, with a focus on economic and social development, and including strategic interventions that will help connecting the area with the Expresso Amazonas bus corridor. The *Jatobá* Region is expected to connect directly with the Diamond Station (Figure A.3) in the south part of the corridor.

II.2. **Sub-Component 2.3: Urban Mobility Technical and Strategic Documents:** To support *inter-alia* studies and/or strategic projects in the area of mobility and urban development, among which, but not limited to: (a) the feasibility and structuring of the PPP of the Salgado Filho Integration Station in the Amazonas corridor; (2) the development of TOD pilots along the area of influence of the Amazonas corridor; (3) transport and urban renewal projects linked to the western region of the Amazonas Corridor (*Cercadinho* Creek); (4) pilots for innovations in urban transport such as the feasibility of an on-demand public transit line for the late night service from Diamante station; (5) an update of the Origin-Destination Survey; and (6) initiatives to support women’s use of public transport and the public space more safely.

II.3. **Sub-Component 2.2: Urban Resilience:** To support *inter alia*, studies and project designs on road and sanitation (water, sewage, and drainage) in four informal settlements areas identified as a priority: Montes Claros, Maria Tereza, Novo Lajedo and Jardim Getsemani located in the North and Northeast regions. These settlements are linked to the transportation network at the São Gabriel stations, connected to BRT MOVE Cristiano Machado and to the Metro (Figure A.1, Northeast).

15. **The project has conducted a preliminary analysis of gender issues in provision of urban transport services and identified gender gaps that the project can address.** While the gender-based violence risk (GBV) is assessed as low in the Belo Horizonte, there are still relevant gender gaps in Brazil, in particular as it relates to the transport sector. Brazil has made relevant advancements closing gender gaps; however, some challenges remain as there are still persistent gender gaps in terms of access to economic opportunities and agency. The labor force participation for women is 53.8 percent compared to 75.5 percent of men above 25 years old. Gender employment gaps are more pronounced when looking at employment segregation; of the people employed in the transport and communication sector, only 13 percent are women. Moreover, reported cases of women experience with sexual harassment in Belo Horizonte are increasing.  

there are opportunities to address service quality and security. As per a recent study by the ILO, lack of access to safe transport is one of the main barriers for women to access economic opportunities reducing its participation in 16.5 percent. As such, the project will ensure that survey data collection and analysis is disaggregated by sex and will provide technical support to ensure that questions specific to women’s mobility patterns and barriers are incorporated. Trust Funds will be mobilized to ensure that technology can complement gaps on information (e.g. using mobile technology). The project will also promote the involvement of women in the design of public spaces, including the main access road, by involving them in the safety audits. The project will also define mitigation and response measures, according to the risk level, including (a) mapping of service providers for GBV survivors; (b) enhanced contractual obligations that incorporate requirements on GBV prevention for contractors (for example, having a Code of Conduct (CoC) signed by all the contractor's workers and regular training on their obligations under the CoC); (c) a GRM with the capacity to conduct referrals for survivors in a confidential manner by linking with community organizations with experience on case management; (d) awareness raising for the community on GBV risks; and (e) training for the PIU on the identification and management of GBV risks.

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**Summary of Screening of Environmental and Social Risks and Impacts**

The main social risks and impacts of the project are related with involuntary resettlement of families affected by the works in the Cabana Pai Tomás community, which may displace and/or partially affect 308 low-income families. Project benefits are large and benefit the most the low-income population of the city, which rely on public urban transportation and live in slums and at-risk areas. Commuting time may reduce, access to the most dynamic economic centers of the city will be made easier, quality of life may improve. Gender equity awareness activities are also envisaged. Some civil works will be carried out on violence ridden communities and put project (direct and contracted) workers at risk. The activities supported by the Project are not likely to result in significant adverse environmental impacts, since they will be restricted to the sites where the civil works will be developed, are of medium magnitude and will occur in an already strongly modified habitat, within the city.

**Note** To view the Environmental and Social Risks and Impacts, please refer to the Concept Stage ESRS Document.

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