Appraisal Environmental and Social Review Summary

Appraisal Stage

(ESRS Appraisal Stage)

Date Prepared/Updated: 12/19/2019 | Report No: ESRSA00297
## BASIC INFORMATION

### A. Basic Project Data

<table>
<thead>
<tr>
<th>Country</th>
<th>Region</th>
<th>Project ID</th>
<th>Parent Project ID (if any)</th>
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<tbody>
<tr>
<td>Brazil</td>
<td>LATIN AMERICA AND CARIBBEAN</td>
<td>P169140</td>
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- **Project Name**: Sao Paulo Aricanduva BRT Corridor  
- **Practice Area (Lead)**: Transport  
- **Financing Instrument**: Investment Project Financing  
- **Estimated Appraisal Date**: 1/20/2020  
- **Estimated Board Date**: 3/24/2020  
- **Borrower(s)**: Municipality of São Paulo  
- **Implementing Agency(ies)**: Sao Paulo Municipal Secretariat of Urban Infrastructure and Works, Sao Paulo Municipal Secretariat of Mobility and Transport

**Proposed Development Objective(s)**

The Project Development Objective is to improve mobility and accessibility to jobs for socially vulnerable public transport users in the influence area of the Aricanduva Corridor and to enhance operational efficiency of the Sao Paulo city bus system.

**Financing (in USD Million)**

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<th>Amount</th>
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<tbody>
<tr>
<td><strong>Total Project Cost</strong></td>
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**B. Is the project 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 [including overview of Country, Sectoral & Institutional Contexts and Relationship to CPF]**

The Project will finance: (i) development of 14km-long BRT Aricanduva Corridor; (ii) upgrading of the bus operational control center; and (iii) institutional strengthening activities related to public transport policies.
D. Environmental and Social Overview

D.1. Project location(s) and salient characteristics relevant to the ES assessment [geographic, environmental, social]

The proposed Project aims to improve accessibility to jobs for public transport users along the Aricanduva Corridor and to enhance capacity of the São Paulo Municipality for bus operation management, by supporting three components: (i) the development of the Aricanduva Bus Corridor; (ii) the upgrading of bus operational control center; and (iii) capacity building related to public transport policies as well as project management activities.

The Project will support the implementation of the Aricanduva Bus Corridor, which is located at the East Region of the city of São Paulo and crosses urban areas characterized by low urban density and high levels of social vulnerability.

São Paulo is the wealthiest city in Brazil. It is also extremely unequal. In 2010, the city counted 7.0 percent of the poor population of the country (1.1 million people). Recent data from the Inequality Map 2019 – a publication from the Rede Nossa São Paulo, available at https://www.nossasaopaulo.org.br/wp-content/uploads/2019/11/Mapa_Desigualdade_2019_tabelas.pdf – shows that the worse socioeconomic indicators are found in the districts of the South and East region of the city. Thus, health indicators testify these high levels of inequality. The city shows a child mortality rate equal to 10.5/1,000 born alive, ranging from 1.07 up to 24.59/1,000. Within the city there is a gap of 23 years on life expectancy – from 57 up to 81 years (average equal to 69 years). In 2019, traffic accidents and fatalities reached 14.6 and 8.1/10,000 inhabitants, respectively. In the Project’s area of intervention these rates reach 14.9 and 11.6/10,000, respectively. Gender and race inequalities are also relevant. In the city, women earn 13.8 percent less than men, but the gender wage gap can go up to 39.4 percent. São Paulo also shows high rates of violence against women. In average, the city registered a rate of occurrences of violence against women equal to 252.7/10,000 women and a rate of feminicides equal to 9.0/100,000 women. In the three districts of the area of influence of the Aricanduva BRT, the rates of violence against women and feminicide peaked at 230.5/10,000 and 17.5/100,000 in Vila Formosa. The Afro-Descendant population counts for 32.1 percent of the city’s population, peaking at 60.1 percent in the district of Jardim Ângela. The highest concentrations of Afro-Descendants are found in the districts that show the worse socioeconomic indicators.

About 370 thousand people live in the area of direct interference of the Aricanduva Bus Corridor and 50.8% of them show high and very high social vulnerability levels according with the São Paulo Index of Social Vulnerability (Fundação SEADE – IPVS, Índice Paulista de Vulnerabilidade Social). In addition, more than 1.2 million people, out of which 600,000 are highly socially vulnerable, reside in the area of influence of the corridor. The bus corridor will run through streets widely used by the collective public transportation system, with an average of 300,000 passengers per day during the week.

The Bus Corridor will make the connection of this region with downtown São Paulo through radial links offered by metro, suburban railways, and monorail lines as well as other bus corridors. This Bus Corridor was early proposed as part of the Master Plan and Mobility Plan of the Municipality of São Paulo (approved in 2014 and 2015, respectively). It is a segregated Bus Corridor with an extension of 14 kilometers. The works will include construction of, among others, segregated BRT lanes, 22 bus stops, intelligent signal systems, local corridor operation system, energy-efficient public lights, and other associated facilities. The stations will include fare collection system, ticketing machines, security cameras, automated boarding doors, user information display, universal access facilities, and some will have bicycle parking. Since the addition of the BRT lanes require the re-configuration of the entire right of way, the works will also install or relocate, among others, mixed traffic lanes, bicycle lanes, sidewalks, pedestrian bridges, drainages, and utilities such as electricity lines, phone cables, and gas/water pipes if necessary. The different modals will be integrated through the municipal transportation policy of a single commuting ticket (Bilhete Único).
The corridor is expected to: (i) improve public transportation in the city of São Paulo and create incentives for the use of public transportation instead of individual transportation, contributing to reduce greenhouse gas emissions; (ii) induce development in the East Region of the city and its urban densification; (iii) improve the access to downtown São Paulo and the South region, where job and employment opportunities are concentrated; and (iv) reduce family expenditures with transportation, reduce commuting time and improve quality of live.

The project will also support the construction and equipment of the new office building of the SPTRANS Operational Control Center inside the existing SPTrans office complex in Santa Rita, contributing to upgrade the integrated system for bus operation management. These investments will improve operational efficiency and the monitoring capacity of SPTrans over the existing bus operation by private operators in a real-time basis. They will contribute to enhance the regularity, punctuality, quality and response time of incidents of the services offered to users of the entire city under the new concession framework.

D. 2. Borrower’s Institutional Capacity

The Municipal Secretariat of Urban Infrastructure and Works (SIURB) will be the implementing agency responsible for the entire project management and overall coordination with relevant agencies to ensure a satisfactory project delivery. SIURB will establish a Project Management Unit (PMU) under the secretary’s cabinet and the PMU will manage the whole project implementation, including: (i) focal point of communication with the Bank and other executing agencies on the project implementation; (ii) financial management of the proceeds of the Project; (iii) procurement and contract management for the activities implemented by SIURB; and (iv) monitoring and reporting of project progress and performance, including the result indicators. SIURB will work in close coordination with other implementation and relevant agencies, including SPTrans and SPObras.

SPTrans is a public company under the Municipal Secretariat of Mobility and Transport (SMT) and will be responsible for implementation of the upgrading of the Operation Control Center. It will also assist SIURB in the implementation of the Bus Corridor in terms of its operational aspect.

SPObras will be responsible for the construction works of the Aricanduva Bus Corridor and has already mobilized a technical team to implement the BRT project and complete its basic engineering design and environmental and social impacts assessment. SPObras will utilize the existing teams in engineering, procurement, and environmental and social risk management to implement the Project.

Environmental licensing of the activities supported by the Project are under the responsibility of the Secretaria Municipal do Verde e do Meio Ambiente - SVMA, which is in charge of planning, ordering and coordinating activities to protect the environment in the municipality, defining criteria to contain degradation and environmental pollution. The Secretariat carries out environmental studies and is responsible for environmental licensing. It deals with issues related with contaminated areas and hazardous materials, environmental monitoring and social participation, Agenda 21 and climate change. The Open University of the Environment and Culture of Peace, SVMA’s Department of Environmental Education, develops and disseminates knowledge and practices of education for sustainability. SVMA is also responsible for managing municipal parks and other conservation areas, wildlife monitoring (veterinary services, bird care, inventories and preventive actions), herbarium maintenance and nurseries.

Land acquisition processes will be carried out by Department of Expropriation (DESAP) of SPObras, with the support of the Municipal Secretariat of Justice (SMJ) and the General Attorney Office of the Municipality (PGM). DESAP is staffed with 12 professionals from multiple areas. DESAP has a good experience with land acquisition and involuntary resettlement processes. since since 2,013 has assessed 5,200 processes of land expropriation required by different municipal works.

A team of specialists in the management of environmental and social risks and impacts will be assigned to the Project Management Unit and will be responsible for monitoring, overseeing, and reporting to the Bank about project
performance and achievement of results consistent with the requirements of the relevant Environmental and Social Standards.

II. SUMMARY OF ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

A. Environmental and Social Risk Classification (ESRC)  Moderate

Environmental Risk Rating  Moderate
The environmental risk rating is moderate. The Aricanduva bus corridor will explore an important alternative to enhance public transportation. It will lead to significant gains to urban mobility in the city of São Paulo, where a high degree of traffic congestion is daily observed. Therefore, the expected environmental risks and impacts of project activities will be restricted to the sites where the works will occur. They are temporary, reversible, and can be mitigated by simple and well-known measures. The main risk of these works is related with the potential increase on soil waterproofing within the corridor. It is expected that – due to São Paulo’s commitment to reduce CO2 emissions of collective transport to zero by 2036, its plan to change the energy matrix of the transportation sector, the improved operation of the bus fleet in consequence of SPTRANS’s Operation Control Center, and the reduction of traffic congestions – the corridor may contribute to reduce the emission of particulated materials (the city average is now estimated at 3.2 Kg/day/Km2).

The new bus corridor has already been assessed in the licensing process and a series of conditions where imposed to guarantee compliance with the national environmental legislation. The compliance with these conditions is capable to deliver outcomes consistent with the Bank Environmental Social Standards 1, 3, 6 and 8. The assessment of the implementing and regulatory agencies in the City of São Paulo indicates that they hold the institutional capacity needed to properly manage the environmental impacts expected for the works. In addition, the Project’s Environmental and Social Management Plan (ESMP) sets a series of mitigation programs and subprograms to address these temporary and site-specific adverse impacts. Taking into account, the kind of environmental risks and impacts expected and the strong institutional capacity available, the environmental risk rating is considered moderate.

Social Risk Rating  Moderate
The social risk rating is considered moderate. The main adverse social impacts are related with a small number of plots of land acquisition and some neighboring disturbances during the construction of the Aricanduva Bus Corridor (increased levels of noise, vibrations and dust; short interruptions of public services and traffic detours; increased circulation of heavy vehicles and machinery and potential risks to road safety). Economic displacement of street vendors is not expected. Road safety and security measures will be improved with the project, reducing the risks of violence, crime and sexual harassment and improving users’ safety. The client has shown strong capacity and commitment to deal with such risks and potentially adverse impacts and the Project’s ESMP sets a series of mitigation programs and subprograms to address these temporary and site-specific adverse impacts.

The Aricanduva Bus Corridor will contribute to reduce traffic congestion and commuting time (a daily average of 160 minutes per person in 2015). The Project has social inclusion benefits. It will mostly benefit low-income population from areas of the city of São Paulo that are among the most vulnerable. Socioeconomic indicators show that the East and South regions of São Paulo lag far behind the better-off districts, with poor indicators on health, education and income. Low-income people count for 44% of the population living within the area of influence of the Aricanduva Bus Corridor (nearly 600,000 people). These low-income people rely the most on public transportation and will benefit from the envisaged reduction on commuting time and increased access to more economically dynamic areas of the
city. Simulations show that expected commuting time reduction may enable Aricanduva BRT users to access additional 190,000 formal jobs, increase their economic opportunities as well as their access to urban services. Accesses to BRT stations and the stations themselves will be carefully designed to ensure pedestrian safety, universal accessibility for people with (motor, visual or hearing) disabilities and other users with special needs (such as parents with small children), and women’s safety. Security cameras will be installed at every station and additional public lighting will be put on an access path to the stations to enhance public security, in particular, for women, who are the main users of public buses (52.71 %), but face additional barriers for their mobility including sexual harassment and lack of infrastructure features that address their mobility and safety needs. To address these gender related challenges, the Project identified and will implement measures to respond to sexual harassment in the Aricanduva BRT, including the development of a Response Protocol for SPTrans, revision and improvement of operator’s Codes of Conducts, inclusion of a requirement for training to bus drivers on appropriate response to sexual harassment within the SPTrans Guidelines.

The improvement of SP TRANS’s Bus Operational Control Center will increase efficiency of the bus operation and increase service quality and safety for 9 million daily passengers of the entire city buses.

B. Environment and Social Standards (ESSs) that Apply to the Activities Being Considered

B.1. General Assessment

ESS1 Assessment and Management of Environmental and Social Risks and Impacts

*Overview of the relevance of the Standard for the Project:*

This standard is relevant. The Aricanduva Bus Corridor already received its Installation Environmental License from the Municipal Secretariat of Environment (SVMA). The Brazilian process for environmental licensing of civil works by municipal, state or federal environmental agencies (according to their competencies) encompasses three steps: (i) issuance of the Previous Environmental Licensing; (ii) issuance of the Installation Environmental Licensing; and (iii) issuance of the Operation Environmental Licensing. Municipal environmental agencies are incumbent of licensing civil works in the urban transportation sector (CONAMA Resolutions 01/85 and 237/97, CADES Resolution 179/2016, and CONSEMA Normative Deliberation 01/2014). An Environmental Impact Assessment (EIA) was undertaken in 2014, the corridor’s environmental viability was confirmed and civil works can start as far some environmental and social programs (already defined) are implemented in compliance with Federal law 9,985/2000 (The National System of Conservation Units). The costs of these programs were estimated in 9.1 million Brazilian Reais.

The EIA concluded that environmental and social risks are of low impact. The Previous Environmental License (LAP nº 04/SVMA.G/2013) was issued in December 27,2013 and the Installation Environmental License (LAI nº 13/DECONT-SVMA/2015) was issued in September 3, 2015 and is valid for four years.

Based on these previous documents, the Borrower carried out an Environmental and Social Impact Assessment (ESIA) and prepared an Environmental and Social Management Plan (ESMP), which have been publicly disclosed by December, 2019.

The ESIA concluded that the environmental risks and impacts of project activities will be restricted to the construction stage and to the sites where these construction works will occur. They are temporary, reversible, and can be mitigated by simple and well-known measures, as they refer to the potential increase on soil waterproofing within the corridor and temporary increases in noise and vibration levels, the increase on the traffic of vehicles and machinery and the risk of health problems for the population because of the spreading of synantropic fauna. Precautionary measures have been taken for chances find of Cultural Heritage during excavation works.
The ESMP includes: (a) a Program of Environmental Control of Works, addressing the management of solid wastes, noise, emissions, and community and workers health and safety issues; (b) Environmental Compensation Program, aimed to compensate for suppression of trees and intervention in Permanent Protected Areas (APPs); (c) Monitoring Programs for Synanthropic Fauna and Birdlife, (d) Cultural Heritage Prospection and Management Program to be approved by IPHAN to deal with chances find cultural heritage during excavation works; (e) Contaminated Area Management Program aiming to avoid that workers and local communities are exposed to pollutants and hazardous materials; (f) Traffic Management Plan during Construction; and (g) a Social Communication and Environmental Education Program. The implementation of such programs and plans is a requisite for the issuance of the Operation Environmental Licensing. Measures proposed for the Project’s management of environmental and social risks and impacts include: (i) the implementation of the Environmental and Social Management Plan (ESMP), (ii) the creation of an environmental warning system to flag no compliance with environmental requirements of the civil works and (iii) the hiring of an environmental and social supervision for the civil works (expected date: August 2020).

ESS10 Stakeholder Engagement and Information Disclosure

The Municipality of São Paulo has prepared a Stakeholder Engagement Plan (SEP) for the Project. In 2016 and 2017, consultations with key stakeholders have been held by SPObrás as part of the process of environmental licensing of the Aricanduva Bus Corridor, which required the carrying out of Public Hearings and the preparation and implementation of a Social Communication Program. The feedback collected through these public audiences were incorporated in Project Design. The public audiences evidenced broad support to the Project. The Project’s ESIA and ESMP, including a Resettlement Policy Framework (RPF), Labor Management Procedures (LMP) and the SEP will be consulted before Appraisal. Feedback of this consultation will be incorporated as appropriate.

The SEP identifies two main target groups: (a) the internal public composed by contractors and their workers and (b) the external public composed by the affected persons, the neighboring communities and civil society organizations. This second group is split among: (i) the people living or holding economic activities within the directly affected area, who will be mostly affected by the construction works of the Aricanduva Bus Corridor; (ii) the people living or holding economic activities within the communities in the indirectly affected area; (iii) community organizations in the area of influence of the Project; and (iv) the public institutions and civil society organizations. Specific strategies are designed to provide relevant information about the project, its environmental and social impacts and mitigating measures for each one of these four groups and to promote their participation. Different channels to promote a continued stakeholders engagement - including local offices, household visits of the social team, printed materials, meetings, workshops, lectures, telephone lines, social networks, and websites – are proposed to disclose information and receive feedback and complaints. The composition of the team in charge of Stakeholder Engagement, Information Disclosure and Social Communication within the Project Management Unit is defined as well as the additional responsibilities of the contractors.

The SEP also describes the Grievance Redress Mechanism, its channels for receiving complaints, procedures and timelines to acknowledging and redressing them. Complaints will be responded within 20 days and emergencies will be responded within 48 hours. These external communication and stakeholder engagement activities will be permanent throughout the lifetime of the project.

Relevant information on environmental and social aspects and the progress of construction works will be made available through the official website of the São Paulo Municipality (www.prefeitura.sp.gov.br).
B.2. Specific Risks and Impacts

A brief description of the potential environmental and social risks and impacts relevant to the Project.

ESS2 Labor and Working Conditions

This Environmental and Social Standard is relevant. Project activities will include civil servants, workers directly hired by the Borrower, contracted workers for the civil construction works that will be hired by the government of the city of São Paulo and primary supply workers. Labor Management Procedures (LMP) have been written by the Client and are consistent with the requirements of ESS 2. These LMPs require that all direct, contracted and primary supply workers be hired under formal labor relationships, which are ruled by the robust Brazilian labor legislation. According to the LMPs, civil servants working in connection with the project, whether full-time or part-time, will remain subject to the terms and conditions of their existing public sector employment agreements. Constructors and primary suppliers will be selected exclusively among those with a good record in matters related to labor management – specially those related to the potential risks of child labor, forced labor and safety working environments.

The LMPs ensure that project workers will not be exposed to forced labor or unhealthy and unsafe occupational conditions, will not be discriminated on any basis (sex, race, ethnic identity, religion, etc.), and will not be recruited among children below 16 years of age. In addition, a Child over the minimum age and under the age of 18 will not be employed in a manner that is likely to be hazardous. They also state that project workers will be provided with clear and understandable information and documentation on the terms and conditions of their employment as well as on their rights related with working hours, wage, overtime, compensation and benefits. Project workers will be paid on a regular basis and informed of the conditions under which deductions from payment of wages are allowed by the national law and the labor management procedures. They will receive written notice of termination of employment and details of severance payments in a timely manner. They will also be informed on their rights to join workers’ organizations. These rules apply also to migrant workers, who are protected by the same laws and hold the same labor rights as Brazilian workers.

The LMPs also ensure that occupational health and safety measures will be implemented to: (i) address potential hazards to project workers, (ii) eliminate workers’ exposure to hazardous conditions and substances; (iii) provide eating, resting and hygiene facilities appropriate to the circumstances of the work as well as personal protection equipment; (iv) provide training of project workers appropriate to their tasks and duties as well as on (a) emergency prevention and preparedness, (b) set response arrangements to emergency situations and (c) establish proper conduct in relation to local communities. The contractors will also be required to organize and carry out daily dialogues about Health and Safety in the work place, also addressing regularly issues related with the conduct contracted laborers shall keep with the local population.

A grievance mechanism will be provided for all direct and contracted workers to raise workplace concerns and to report work situations that are not safe or healthy. Civil servants are subject to their own systems. All accidents and incidents related to the work places will be timely reported to the client and the World Bank as well as to the Brazilian authorities as required by the Brazilian labor legislation.

All these measures – required by both the Brazilian Labor Law and the LMPs – will be included in the contract of all constructors hired by the project.

ESS3 Resource Efficiency and Pollution Prevention and Management
This Environmental and Social Standard is relevant due to its ability to coordinate many road corridors in the East Zone of the Municipality of Sao Paulo, the Aricanduva Corridor appears as one of the priority investments in mobility and has strong implications for reducing travel time, traffic congestions and emissions of both GHGs and local pollutants. The denomination of “bus corridor” adopted in Sao Paulo is applied to components of the road network in which traffic lanes are physically or geometrically segregated, liberating buses from the constraints imposed by general traffic, usually subject to slowness. Bus corridors give priority to buses without impeding the circulation of other modes of transport on tires. They have great attractiveness for passengers who will save commuting time. Bus corridors are expected to reduce the number of vehicles in circulation, to have positive medium-term impacts on the economy of fossil fuels, to reduce emissions of both local pollutants and GHGs, and to improve air quality. At the medium and long-term they may bring direct benefits to human health. These positive environmental and social impacts related with resource efficiency and pollution prevention are expected from the implementation of the Aricanduva Bus Corridor. The Project’s ESMP includes a Program of Environmental Control of Works that comprises a Particulate Material Monitoring Subprogram.

In addition, a Synanthropic Fauna Dispersion and Proliferation Control Subprogram will be undertaken to reduce risks related with community health and control the use of pesticides by the areas of the City Hall that are in charge of pest management.

ESS4 Community Health and Safety

This Environmental and Social Standard is relevant. During the implementation of construction works related with the Aricanduva Bus Corridor, some temporary, site-specific, and reversible adverse impacts may occur at the community level bringing risks to community health and safety. These risks are related with the increase in noise levels and production of debris; soil movement and consequent air pollution by particulate material; the increase in the circulation of trucks and machinery that can lead to traffic accidents and impair traffic and road safety; and the temporary influx of workers.

The client will ensure that structural elements will be designed and constructed by competent professionals and certified or approved by competent authorities or professionals as required by ESS 4 and the Brazilian legislation and technical standards of Ministry of Labor. All civil works will be efficiently signalized and fence-ringed as also required by both ESS 4 and the country’s regulatory framework. Vehicles and machinery will be operated by professionally trained drivers and operators. To ensure the fleet of vehicles and machinery have proper operating conditions, contractors will be required to conduct periodical technical inspections.

The construction works of the Aricanduva Bus Corridor may also have adverse impacts related with potential temporary disturbances and interruption of public services, increased flux of heavy vehicles and machinery, traffic detours, road safety issues and interferences in sidewalks accessibility, as well as increased risk of transmission of diseases caused by synanthropic fauna. To address such risks, the client has developed the Program of Environmental Control of Works and the Environmental Quality Monitoring Program (both included in the Project's ESMP), which comprise two sets of relevant subprograms – namely:

- Program of Environmental Control of Works:
  - The Control of Road Works Subprogram and the Traffic Management Plan, which sets procedures to prevent, avoid and minimize traffic accidents;
  - The Synanthropic Fauna Dispersion and Proliferation Control Subprogram;
  - The Noise and Vibration Monitoring Subprogram;
  - The Particulate Material Monitoring Subprogram; and,
o The Social Communication and Environmental Education Subprogram, which will ensure that local population will be aware of works, potential disturbances on daily life, safety procedures and emergency preparedness and response measures that they may need to follow.

• Environmental Quality Program:
  o The Environmental Supervision and Monitoring of Works Subprogram;
  o The Safety Labor Procedures Supervision Subprogram; and
  o The Contractors Operational Environmental Management Systems Subprogram.

ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

This Environmental and Social Standard is relevant. The project will require and support (with counterpart funds) the land acquisition needed by the construction works of the Aricanduva Bus Corridor. An early Land Acquisition Plan has been prepared in late 2016, but it will be updated due to ongoing changes in project design. In any way, it will be necessary to acquire a small number of land plots, fully or partially affecting households along the 14 kilometers of the Bus Corridor. A Resettlement Policy Framework has been prepared by the Client and will be consulted before Appraisal. The Resettlement Policy Framework sets the principles and procedures for land acquisition, the criteria of eligibility and compensation options to be offered to fully and partially affected households and commerces (including compensation for loss of revenues and business interruptions), the carrying out of consultation with and participation of affected people, and the operation of a grievance redressing mechanism and a monitoring and evaluation system. A Resettlement Action Plan – in compliance with the requirements of ESS 5 – will be prepared and implemented before the beginning of the construction works. The Municipal Secretariat of Urban Infrastructure and Works (SPObras) – and its Land Acquisition Department will be responsible for carrying out these land acquisition processes. They hold an extensive experience with processes of land expropriation.

ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources

This Environmental and Social Standard is relevant. The Project will be developed in an urban highly modified environment, but it is still necessary to promote sustainable management of living natural resources. The fact that environmental licensing for the Project is at an advanced stage (there is a Previous Environmental License - LAP and an Installation Environmental License - LAI) brings more security in relation to the commitment to the application of the mitigation hierarchy.

The Aricanduva Bus Corridor borders an environmental protected area (Parque Natural Municipal Fazenda do Carmo – PNMFC) and has direct influence in its buffer zone. The current version of the engineering projects includes all the recommendations of the licensing process and provides resources needed to obtain environmental permits for vegetation management as well as intervention in Permanent Preservation Area - APP, following the pertinent environmental legislation (Federal Law 12,651/2012).

Compensation for adverse impacts on biodiversity and living natural resources will be applied on the intervention areas (Avenida Aricanduva and its zone of influence) or in areas indicated by the licensing agency: the PNMFC and the watersprings of the Aricanduva River (also a public Protected Area). The environmental compensations will be fulfilled through compensatory tree planting and transplantation as well as the execution of services and improvement works in parks or other public environmental areas. Compensatory tree planting will be maintained for
a period ranging from 6 months to 2 years, depending on the specimen planted. This care will guide the contracting
doctorate services for the correct planting, related to the magnitude of the works.
The ESMP includes four specific subprograms relevant for compliance with this ESS: Vegetal Suppression Control
Subprogram, Afforestation and Landscaping Subprogram, Birdlife Monitoring Subprogram (which includes actions to
monitor the activities of the avifauna identified in the region of the project that may be affected by the loss of trees,
or the compensatory tree planting) and the Synanthropic Fauna Monitoring Subprogram (which includes actions to
teach the activities of the harmful species that, especially in urban environments object of these kind of interventions,
can spread in the areas located around the works, causing disorders and health problems for the population).

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

This Environmental and Social Standard is not relevant. No Indigenous Peoples (possessing the four characteristics set
in ESS 7, paragraph 8) are present within the areas of direct and indirect influence of project activities.

ESS8 Cultural Heritage

This Environmental and Social Standard is relevant because the area of direct and indirect influence of the Aricanduva
Bus Corridor has a high degree of urbanization and physiographic characteristics that are favorable to the presence
of human occupation and/or occurrence of archaeological remains. This area is part of a region already recognized for
its archaeological potential, having been the subject of systematic archaeological studies since the 1960s, when a
settlement of the pre-colonial period was recorded.
Thus, considering that archaeological sites have already been registered in the region, the client has carried out a
preliminary Archaeological Diagnosis following the guidelines set by IPHAN (the federal agency in charge of protection
and preservation of cultural heritage in Brazil). These guidelines recommend the carrying out of thorough and
exhaustive survey of secondary sources and data (including IPHAN archives and databases, regional universities, local
memory centers, regional museums, environmental foundations, cultural foundations, among others) aiming to: (i)
elaborate an archaeological and ethno-historical description of the region and to define “critical archaeological
zones”, that is, portions of land that have the greatest potential to gather traces of human occupation; (ii) identify
possible assets that could make up the cultural heritage of the area; and (iii) identify intangible cultural heritage as
well as landscape features with cultural heritage value.
This preliminary diagnosis concluded that the works of the Aricanduva Bus Corridor will not have impacts on built
heritage, but may interfere with intangible heritage (the Cherry Blossom Festival organized by the Japanese-Brazilian
community) and landscape features of cultural value (the Carmo Park, which is located in the area of direct
interference of the corridor)
In compliance with the requirements set by IPHAN during the environmental licensing process and the Environmental
and Social Standard 8 Cultural Heritage, the client included an Archaeological Prospecting and Monitoring Program in
the ESMP for the implementation of the works of the Aricanduva Bus Corridor. This Program comprises:
(i) the carrying out of a full Archaeological Diagnosis Program in accordance with the guidelines established by
IPHAN's National Archaeological Center (CAN) as well as of diagnostic studies of the Historical and Cultural Heritage in
the areas of direct and indirect influence of the corridor;
(ii) the implementation of an effective policy for producing and making available knowledge about the Cultural
Heritage to the community as well as promoting its participation in the production and protection of Cultural
Heritage; and,
(iii) the definition of chance finds procedures requiring: (a) the immediate suspension of all works or activities carried out for the construction of Aricanduva Bus Corridor; (b) the notification of the findings to the IPHAN’s State Superintendence; (c) the fencing-off of the area of finds while waiting for deliberation and pronouncement by IPHAN on the actions to be performed; and (d) the taking of responsibility for management costs that may arise from the need to retrieve archaeological material.

Chance finds procedures will be included in all contracts related with works of the Aricanduva Bus Corridor (particularly those involving excavations, demolition, movement of earth and other changes in the physical environment).

ESS9 Financial Intermediaries

This Environmental and Social Standard is not relevant. The project will not involve Financial Intermediaries.

C. Legal Operational Policies that Apply

OP 7.50 Projects on International Waterways

No

This policy is not triggered because the project will not affect any international waterways as defined under the policy.

OP 7.60 Projects in Disputed Areas

No

c not applicable

III. BORROWER’S ENVIRONMENTAL AND SOCIAL COMMITMENT PLAN (ESCP)

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<tr>
<th>DELIVERABLES against MEASURES AND ACTIONs IDENTIFIED</th>
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<tr>
<td>ESS 1 Assessment and Management of Environmental and Social Risks and Impacts</td>
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<tr>
<td>Hiring of the environmental and social supervision consultancy</td>
<td>08/2020</td>
</tr>
<tr>
<td>Final Environmental and Social Management Plan developed, submitted to the Bank and disclosed immediately after the completion of the executive project designs of the Aricanduva Bus Corridor.</td>
<td>12/2020</td>
</tr>
<tr>
<td>Periodical reporting on the implementation of the Environmental and Social Risk Management Programs and Subprograms (starting date).</td>
<td>12/2020</td>
</tr>
<tr>
<td>ESS 10 Stakeholder Engagement and Information Disclosure</td>
<td></td>
</tr>
<tr>
<td>Stakeholder Engagement Plan (SEP) prepared and publicly disclosed</td>
<td>12/2019</td>
</tr>
<tr>
<td>Public dissemination and operationalization of the Grievance Redress Mechanism</td>
<td>01/2020</td>
</tr>
<tr>
<td>ESS 2 Labor and Working Conditions</td>
<td></td>
</tr>
</tbody>
</table>
Submission of the Labor Management Procedures to Bank clearance | 11/2019
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All bidding documents for hiring construction works and consultancies incorporating the stipulations listed in the Labor Management Procedures (starting date) | 06/2020

ESS 3 Resource Efficiency and Pollution Prevention and Management
Implementation monitoring and reporting on the Particulate Material Monitoring Subprogram and the Synanthropic Fauna Dispersion and Proliferation Control Subprogram (starting date) | 12/2020

ESS 4 Community Health and Safety
Include in every bidding process to contract construction works make reference to the programs devised under the Projects’ Environmental Management Plans (Social and Environmental Construction Works Monitoring Program and its subprograms). | 06/2020
Implementation, monitoring and reporting on Program of Environmental Control of Works and Environmental Quality Program and their subprograms. | 12/2020

ESS 5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement
Consultation, conclusion and disclosure of the Resettlement Policy Framework | 01/2020
Elaboration, submission to the Bank and implementation of the Resettlement Action Plan at the area of the Aricanduva Bus Corridor before the hiring of the construction works | 10/2020

ESS 6 Biodiversity Conservation and Sustainable Management of Living Natural Resources
Implementation, monitoring and reporting on The Vegetal Suppression Control Subprogram, the Afforestation and Landscaping Subprogram, the Birdlife Monitoring Subprogram, and the Synanthropic Fauna Monitoring Subprogram | 12/2020

ESS 7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities

ESS 8 Cultural Heritage
Implementation, monitoring and reporting on Archaeological Prospecting and Monitoring Program | 12/2020

ESS 9 Financial Intermediaries

B.3. Reliance on Borrower’s policy, legal and institutional framework, relevant to the Project risks and impacts

**Is this project being prepared for use of Borrower Framework?** No

**Areas where “Use of Borrower Framework” is being considered:**
The Borrower Framework is not been considered in replacement of ESS 1-10.
IV. CONTACT POINTS

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Telephone No: 458-7332  Email: sogita@worldbank.org

Borrower/Client/Recipient
Borrower: Municipality of São Paulo

Implementing Agency(ies)
Implementing Agency: Sao Paulo Municipal Secretariat of Urban Infrastructure and Works
Implementing Agency: Sao Paulo Municipal Secretariat of Mobility and Transport

V. FOR MORE INFORMATION CONTACT

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VI. APPROVAL

Task Team Leader(s): Satoshi Ogita
Practice Manager (ENR/Social) Maria Gonzalez de Asis Cleared on 03-Dec-2019 at 19:49:56 EST