



Appraisal Environmental and Social Review Summary

Appraisal Stage

(ESRS Appraisal Stage)

Date Prepared/Updated: 01/06/2020 | Report No: ESRSA00264



BASIC INFORMATION

A. Basic Project Data

Country	Region	Project ID	Parent Project ID (if any)
Brazil	LATIN AMERICA AND CARIBBEAN	P169134	
Project Name	Improving Mobility and Urban Inclusion in the Amazonas Corridor in Belo Horizonte		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing	1/13/2020	3/24/2020
Borrower(s)	Implementing Agency(ies)		
Município de Belo Horizonte	URBEL, BHTRANS		

Proposed Development Objective(s)

The Project Development Objective (PDO) is to: (i) Improve the quality of service and accessibility to jobs for public transport users in the area of influence of the Espresso Amazonas; and (ii) Improve the urban living conditions of the poor in selected neighborhoods.

Financing (in USD Million)	Amount
Total Project Cost	100.00

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 proposed Project aims at integrating the urban renewal of a low-income informal neighborhood and a mass transit system to improve the accessibility of low-income households to economic opportunities and urban amenities in the Municipality of Belo Horizonte. By doing this, the project aims at multiplying the effects of the improved quality of public transport provision that will arise from the implantation of the Espresso Amazonas BRT. By improving public transport service delivery, the project will also contribute to reduce congestion and pollution in the corridor, and is expected to reduce traffic accidents. Additionally, the project is expected improve the general urban living-standards



of informal urban dwellers. These elements are key to accelerate the city's contribution to economic growth, in a sustainable manner from an environmental, social, and financial perspectives.

D. Environmental and Social Overview

D.1. Project location(s) and salient characteristics relevant to the ES assessment [geographic, environmental, social]
The Project is located in Belo Horizonte, the capital city of the State of Minas Gerais. It is an integrated urban and transport project. Although Belo Horizonte is a planned city, it has a long history of inadequate housing problems and currently faces three main challenges due to the city fast growth in the last decade: (i) limited physical infrastructure and low quality of infrastructure services, with fast population growth and restricted accessibility to the city center (mainly in regions with informal settlements that have limited public infrastructure); (ii) Growing motorization, congestion and pollution, increasing the disparities in the daily commute of rich and poor and reducing the attractiveness of public transportation (hence, Belo Horizonte is one of the 100 most congested cities in the world and the 4th Brazilian city in terms of pollution levels, where polluting emissions having increased by 22 percent between 2012 and 2019); and (iii) increase in informal settlements with limited public infrastructure and services in environmentally fragile areas, resulting in families living in precarious housing and geological risk situations. Linked to population and economic growth, BH has expanded outwards in recent years with a significant increase in informal settlements and slums, which have become a housing alternative for the low-income population. Today, approximately 19 percent of the city's population is classified as living in substandard houses within informal settlements, which occupy 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 vilas and favelas (366,000 inhabitants), characterized by poor housing and sanitation infrastructure, and a lack of access to urban amenities and formal jobs due to their missing integration with the transport network. According to the Municipality of Belo Horizonte, 1,200 of the housing structures of the vilas and favelas in the city were vulnerable to climatic hazards in 2019, namely floods during the rainy season. Poverty incidence among dwellers is roughly 2.5 times higher than elsewhere. Settlements are also particularly vulnerable to climate change and climate extreme events.

The area of influence of the Amazonas corridor - Vila Cabana do Pai Tomas (Cabana) and the Jatobá region - includes poor-income households located in nearby informal settlements with poor connectivity. Cabana was first established in the 1960's and is one of the oldest informal areas in BH. It is home to approximately 20 thousand inhabitants, and it has a density of 720 inhabitants/ha. 7 de Setembro Avenue crosses the community in the Southeast/ Northwest direction, linking it with the Amazonas Avenue, where the BRT will be implemented. 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.

The implementation of the Amazonas BRT is envisioned in the PlanMob and is an essential infrastructure investment to improve public transit's performance and connect low income households to job opportunities. The Amazonas corridor transports the largest number of daily commuters in the city and links the poorest regions of BH (Barreiro) to important job hubs in the central area of the city. There are currently 36 municipal and 86 metropolitan bus lines operating in the corridor. Strictly in the corridor (passengers alighting and embarking), the municipal buses carry an average of 91,000 passengers per day; while the metropolitan buses carry half that size. Additional to buses, there is an average of 65,000 vehicles per day in the Amazonas Avenue, which at peak times can amount to up to 4,300 vehicles/hour in the most congested sections. As a direct consequence of the high traffic, there were 443 road accidents along the corridor in 2016; which further contributes to congestion.

The Jatobá area is located in the Barreiro region, in the Southern portion of BH. Formerly planned as an industrial district in the 1970, it has undergone a continuous process of densification and increases in informal occupation.



Nowadays, there are 21 informal settlements and 38,000 people living in Jatobá. The area links to the Amazonas corridor through the Barreiro bus station, which plays, along with Diamante bus station further South, a strategic role in connecting people living in the Southern Belo Horizonte and Southern municipalities of the Metropolitan Region of Belo Horizonte to the city center. Jatobá poses to Belo Horizonte the challenge of addressing multiple environmental and social problems while also realizing and enabling its full development potential.

The main direct beneficiaries of this project are the public transport users in the area of influence of the Amazonas Corridor, who are estimated to be close to 800,000, and the low-income residents of Cabana informal settlement (about 20,000). Given that women participation in public transport in Belo Horizonte is high (between 63 percent and 70 percent of public transport users are women), these benefits will have a significant gender dimension.

Additionally, the 65,000 vehicle users of the corridor will also benefit directly from the Project. The population of the Jatobá Region 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 Project's Technical Assistance component. The Project will indirectly benefit the entire city of Belo Horizonte (2.5 million) given its positive externalities of reduced congestion, pollution, and traffic accidents in one of the main corridors of the city and the strengthening of the various public institutions and sectoral agencies involved with Project implementation.

D. 2. Borrower's Institutional Capacity

The city of Belo Horizonte holds strong urban planning and regulatory capacity on environmental, social and labor aspects. Belo Horizonte has already worked with World Bank in the past on the Inclusive Urban Development Policy Loan (P126749), approved in 2013 and successfully implemented. The Borrower's institutional capacity for implementation of the environmental and social risk management procedures is rated high.

A Project Implementation Unity (PIU) will be established under supervision of the Project Management Unit that was created within the Municipal Secretariat of Infrastructure (SMOBI). The PIU will have the overall responsibility for the management of environmental and social risks and impacts throughout the life of the project. It will be composed by technical staff from the implementing agencies: SMOBI, (the municipal transport agency), URBEL (the municipal urbanization and housing agency), SUDECAP (the city's development agency that is responsible for large infrastructure works) and SUPLAN (the Sub-Secretariat of Urban Planning under the Municipal Secretariat of Urban Policy) of the Municipal Department of Urban Policy (for urban planning). These municipal agencies have highly qualified technical staff with large experience to carry out the activities envisaged under the Project, including specialists on the management of environmental and social risks and impacts.

It is worth emphasizing URBEL's experience with involuntary resettlement processes. URBEL is the municipal agency responsible for the implementation of the Municipal Housing Policy and well-known as well as widely recognized (including in an assessment carried out by the World Bank as part of the previous Development Policy Loan operation above-mentioned) as a governmental agency of excellence with regards to involuntary resettlement and social housing policies. URBEL has 25 years of experience with interventions carrying out urban upgrading works, construction of social housing complexes, land regularization processes, social works with low-income population and inhabitants of irregular settlements, and resettlement. Between 1997 and 2018, URBEL invested US\$ 1 billion on interventions and civil works in urban upgrading of low-income communities and in communities living in at risk areas.

The other agencies involved with project implementation also have a long experience and proven expertise in their fields. SUDECAP will be the agency responsible for the implementation of the Amazonas BRT Corridor. It, is a 50-year-old agency with strong experience and recently updated stringent guidelines for the development of designs and implementation of civil works. SUDECAP manages an active portfolio of civil works of more than US\$ 400 million.



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

A. Environmental and Social Risk Classification (ESRC)

Substantial

Environmental Risk Rating

Moderate

The environmental risk rating is considered Moderate. 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, temporary and reversible, and will occur in an already strongly modified habitat, within the city of Belo Horizonte. To deploy the Amazonas Bus Corridor, there is no planned extension of the existing lanes and most of the interventions will be related to road geometry, signaling, micro-drainage, landscaping services, bus stops, sidewalk treatment, installation of monitoring equipment and complementary services. In some parts, the Amazonas Corridor has assets (sidewalks and buildings) protected by the Municipal Cultural Heritage Authority (Conselho Deliberativo de Patrimônio Cultural de Belo Horizonte - CDPCM-BH). Although these proposed works will not interfere with these structures, the necessary measures to deal with some accidental disturbance are already in place.

The construction works required in the urban renewal of the Cabana do Pai Tomas and its integration to the Amazonas Corridor will involve the widening and/or rehabilitation of selected primary streets and secondary streets (alleys), requiring the demolition of some buildings and the construction of new housing units. Although of medium magnitude, these works will occur in an already densely occupied and environmentally heavily modified area, without water streams, native vegetation cover or other legally protected areas. The construction of sewage, water distribution and drainage networks will have a positive environmental impact, improving the quality of the built environment and contributing to the stabilization of slopes and reducing the impacts of heavy rains and floods. Environmental impacts of construction works (related with road safety, resource efficiency, waste management, and urban pest control) will be carefully monitored, in particularly those affecting the neighboring communities, houses and buildings.

The technical assistance activities are not expected to have adverse environmental downstream implications. They comprise a plan for the Jatobá region and road and sanitation projects for four settlements classified by the city's Master Plan as social interest areas. In the first case, the plan has a special focus on environmentally sensitive areas and/or which have cultural heritage relevance (Serra do Curral), through an agreed proposal for urban structuring and economic development which seeks to protect these areas, avoiding exactly the adverse consequences that its non-implementation would bring. In the latter case, strategic road and sanitation projects to be elaborated will contribute to mitigate the geotechnical/geological risks existing in the four low-income neighborhoods.

Social Risk Rating

Substantial

The social risk of the project is considered Substantial. Potential social risks during the construction stage of the works envisaged under Component 1 may include: local traffic interruptions and congestion, increased number of trucks and other heavy vehicles using the local street network and increasing the risk of traffic accidents, disturbances in neighboring areas due to increased noise and vibration levels and temporary interruptions of public services. As some works will be carried out in a community ridden by crime and violence, project workers may be exposed to these harms. The large experience and the excellence of URBEL working in low-income irregular settlements in the city and carrying out resettlement action plans reduces the risk of level of these adverse impacts as well as the risks that may be faced by project workers who will be exposed to a violence-ridden context. The risk of gentrification of Cabana was considered in the ESIA, but it is not expected from the potential real-estate valuation within the area of intervention



because the city's regulatory framework sets restrictions related with construction standards in the so-called Zones of Special Social Interest and restrictive rules for transferring housing units built by the social housing programs. The Project is expected to bring significant social and economic benefits for vulnerable groups of the city's population. Urban upgrading in Cabana, planning activities in Jatobá and the implementation of the Amazonas Corridor will allow to improve the living conditions of vulnerable people and the access of low-income population to economically more dynamic areas of the city, where job and employment opportunities are concentrated. Road rehabilitation of the Amazonas Corridor will benefit the most the lower-income workers. These works will neither demand any land acquisition, nor interfere with the functioning of commerce activities. They will be designed to consider the need for improved safety and accessibility for all users (paying particular attention to the needs of women and people with disabilities). They will reduce commuting time and the number of traffic accidents. Works proposed in the Cabana community will contribute to improve urban living conditions within this low-income community. These benefits will come from the widening and/or rehabilitation of selected primary streets and secondary alleys, the improvement of drainage, water supply and sanitation services, the reduction of exposure to natural disasters through the implementation of slope contention for removal of geo-technical risks, public and leisure spaces, lighting, landscaping and signage. The direct beneficiaries of these works will be the 7,093 families (about 20,000 people) living at Cabana (area of 54.5 ha). These works will have adverse effects related with involuntary resettlement. They will fully or partially affect up to 315 properties (255 households and 46 commerce buildings). Most of the affected people (85%) will be resettled in the residential complexes to be built within Cabana. The works were selected through intense participatory processes.

Technical assistance activities supported under Component 2 may have downstream implications (for instance, urban land use and urban requalification planning may require land acquisition and displace people), but these would be site-specific, predictable and reversible. They comprise strong community consultation processes that will be guided by a participatory governance structure – including mandatory urban policy conferences, public consultations and counsels – that is a trademark of the city. The Terms of Reference, work plans and outputs of these activities will be drafted so that the advice provided is consistent with the ESSs.

Additionally, safety and universal accessibility measures are expected to increase safe mobility and accessibility for women and people with disabilities.

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 Environmental and Social Standard is relevant. The project investments on (i) transportation infrastructure and services in the Amazonas Bus Corridor, and (ii) urban upgrading and integration of the Cabana do Pai Tomás community to the Amazonas Corridor will have different environmental impacts related with each activity. They include: increase in noise levels and production of debris; soil movement; traffic congestion, interruption or disturbance, increase in number of trucks and other vehicles related to the works and possible increase in determined pollutant emissions; need to use chemicals to control urban pests (synanthropic animals) that may have momentary increased records resulting from the works, temporary disturbance in normal frequency of public services – such as waste collection – and interference on the functioning of some activities. These impacts will be mostly temporary and reversible, restricted to the sites where the works will occur, and can be mitigated by simple and well-known measures.



The Borrower has hired an independent consultancy to help in the preparation of the Environmental and Social Impact Assessment, the Environmental and Social Management Plan for the Amazonas Corridor and the Environmental and Social Management Plan for the urban upgrading works in Cabana Pai Tomas. Draft versions of these instruments have been completed and disclosed for public consultation by November 19, 2019.

The ESMPs include: (i) guidelines to avoid, minimize and mitigate adverse impacts from civil works, addressing the management of solid wastes, noise, emissions, and community and workers health and safety issues; (ii) an Environmental Compensation Program, aimed to compensate for suppression of trees and intervention in Permanent Protected Areas (APPs); (iii) Monitoring Programs for Synanthropic Fauna and Birdlife, (iv) a Cultural Heritage Plan to be approved by IPHAN and the Conselho Deliberativo de Patrimônio Cultural de Belo Horizonte - CDPCM-BH to deal with chance findings of cultural heritage during excavation works and with accidental interference on protected structures (mainly sidewalks) in the Amazonas Corridor; (v) a Contaminated Area Management Program aiming to avoid that workers and local communities are exposed to pollutants and hazardous materials; (vi) a traffic management plan during construction; (vi) an assessment of the environmental downstream impacts that may emerge from the implementation of technical assistance activities and proposed mitigation measures.

In the operation phase the expected impacts will be mostly positive, considering that the operation of the new corridor will have favorable implications for public transport and may have positive effects on improving air quality. Better integration provided to the residents of Cabana Pai Tomás will allow easier access to jobs and the city.

The Brazilian regulatory framework and policies related with (i) environmental licensing of activities that may cause adverse environmental impacts, (ii) labor and working conditions, (iii) resource efficiency and pollution prevention and management, (iv) community safety and health, (v) biodiversity conservation and sustainable management of living natural resources, and (vi) cultural heritage are robust and compliance with them allows the Borrower to address the risks and impacts of the Project in a way that allows for achieving outcomes consistent with the related World Bank's Environmental and Social Standards.

The licensing process of Project activities had different requirements: the BRT corridor was exempt from licensing, due to not demanding expropriations, or enlargement of lanes. Interventions at Cabana Pai Tomás required the preparation of an Environmental Control Report (RCA) and an Environmental Control Plan (PCA) that are already concluded. TA activities do not require licensing at the current stage, mainly comprising feasibility studies of a more strategic nature. Despite these different requirements related to the national licensing process, the ESIA and the ESMPs were prepared by the Borrower, encompassing the entire scope of activities and addressing indirect, induced, and cumulative impacts of the investment.

The effective capacity of the agency responsible for the implementation of the works (SUDECAP) shall also be weighed up as a factor that reduces the level of environmental risks faced by the Project.

The Project addresses challenges posed by the historical pattern of social and spatial segregation in the city of Belo Horizonte. It is expected to bring significant social and economic benefits for vulnerable groups of the city's population. Potential social impacts during the construction stage may include: local traffic interruptions and congestion, increased number of trucks and other heavy vehicles using the local street network and increasing the risk of traffic accidents, disturbances in neighboring areas due to increased noise and vibration levels and temporary interruptions of public services. They also include adverse impacts related with the involuntary resettlement of up to 315 properties, including 255 households and 46 commerce buildings. Most of these affected people (85%) will be resettled within their original community reducing adverse impacts on cultural and social networks.

After completion, these works will mostly benefit the 20,000 people living in Cabana and 800,000 users of public transportation in the Amazonas Corridor, among whom women are the majority (between 63 and 70 %). They will reduce commuting time and enhance access of low-income population to the economically more dynamic areas of



the city, where job and employment opportunities are concentrated; they will improve urban living conditions and reduce exposure to natural disasters within Cabana; they will also contribute to reduce traffic congestion, road accidents and fatalities (which, along the Amazonas Corridor represent a cost around US\$ 11.5 million per year); they will contribute to universal accessibility and to reduce rates of sexual harassment and violence against women in the city's public transportation.

The Project will support a Gender Action Plan aimed at: (i) preventing, mitigating and responding to sexual harassment incidences in public transportation in Belo Horizonte; (ii) incorporating features in the designs of the Amazonas Corridor's passengers' stations, pedestrians' crossing and bus terminal that will address women's needs based on their mobility patterns; and (iii) increasing women's safety and personal security in the Cabana community through improvements in street lighting. The assessment of Sexual Exploitation and Abuse (SEA) at the community area due to infrastructure works and Sexual Harassment in the workplace (SH) using the GBV tool that considers the country and project context to assess different GBV risk factors concluded this risk is low. However, reported cases of women experience with sexual harassment in Belo Horizonte are increasing. The Project will promote the involvement of women in the design of public spaces, including the main access road as well as introduce indicators for user's satisfaction, with a focus on women. Furthermore, it will define mitigation and response measures to GBV, including (a) mapping of service providers for GBV survivors; (b) enhanced contractual obligations that incorporate requirements on GBV prevention for contractors; (c) awareness raising for the community on GBV risks; and (d) training for the PIU on the identification and management of GBV risks.

In addition, and as reflected in the Project's PDO, citizen Engagement is an integral part Project design and all activities will rely on strong community consultation processes, which will be guided by a participatory governance structure – including mandatory urban policy conferences, public consultations and counsels – that is one of the trademarks of the city of Belo Horizonte.

Mitigation measures have been devised to address the social risk and impacts during project implementation. They include a Resettlement Action Plan (RAP) to address the adverse resettlement impacts within the community of Cabana. This RAP will be implemented by URBEL – the widely-prized municipal agency with lengthy and successful experiences with resettlement processes in projects of urban upgrading of irregular settlements. The Project's ESMP includes clear directives to avoid, minimize and mitigate adverse impacts related with community health and safety issues and chance finds procedures if previously unknown cultural heritage is encountered during project activities. Labor Management Procedures have been detailed ensuring project workers will not be exposed to forced labor or unhealthy and unsafe occupational conditions, will not be discriminated or deprived of their rights to free organization or their labor rights, and will not be recruited among children. The Project's Stakeholder Engagement Plan (SEP) sets sounding strategies and processes to carry out relevant consultations with affected people and other interested stakeholders, to provide them relevant information on the project and its potential environmental risks and impacts, and to provide them an accessible, inclusive, efficient and non- grievance redress mechanism. The SEP takes advantage of the city's participatory governance system and well-established channels of consultation with local communities.

ESS10 Stakeholder Engagement and Information Disclosure

This Environmental and Social Standard is relevant. A Stakeholder Engagement Plan (SEP) was developed by the client, public disclosed by November 20, 2019 and will be submitted to the Bank prior to Project Appraisal. The SEP identifies key stakeholders related with activities under each one of the Project's sub-components and sets sounding strategies and processes to carry out relevant consultations with affected people and other interested stakeholders



as well as to provide them relevant information on the project and its potential environmental risks and impacts. The SEP also clearly defines the channels and procedures that will ensure that affected parties and other key stakeholders will be provided with an accessible, inclusive, efficient and non-retaliatory grievance redress mechanism. The SEP takes advantage of the city's participatory governance system and well-established channels of consultation with and response to citizens and local communities. Hence, it largely relies on the previous robust experience of the municipality of Belo Horizonte with citizen engagement, community participation in policy decision-making, participatory budgeting and planning, and participation of affected people in involuntary resettlement processes (as described under ESS 5).

Organizational Capacity and Commitment. The municipality of Belo Horizonte is one of the cities in Brazil with the most extensive experience with citizen/stakeholder engagement and transparency. Therefore, the project's SEP directly builds-on the existing stakeholder engagement practices of the municipality.. Citizen participation is promoted through three channels: (i) the Participatory Budget Program or Orçamento Participativo (OP), created in 1993 and based on local community participation in decisions about resources to be allocated to local projects; (ii) the 1995 Participatory Housing Budget (OPH) related to decisions around allocation of resources for low-income housing; and (iii) the 2006 Digital Participatory Budget (Orçamento Participativo Digital or OPD), a web-based participatory mechanism to allocate resources for city-wide projects. The first two of these channels engage local citizens in development projects in their neighborhood at the local level. The OP system allows citizens to vote on a budget allocated biennially to decide on which public works should be funded. Thousands of citizens (mostly from the most vulnerable neighborhoods and lower income groups) have been engaged through these channels and they also elect regional committees to monitor the execution of these works. In addition, civil society organizations and community-based organizations play deliberative roles with regards to major policy sectors through the municipal councils and forums, such as the Municipal Housing Council and the biennial Municipal Housing Conference.

Information Disclosure. In compliance with the Access to Information Legislation (Federal Law 12,257/2011 and Municipal Decree 14,906/2012), Belo Horizonte City Hall keeps a web-based transparency portal (<https://prefeitura.pbh.gov.br/transparencia/transparencia-e-acesso-a-informacao/o-portal>), which provides information about the competencies and organizational structure of the City Hall. It also provides information on transfers of municipal financial resources, revenues and expenses as well as information on public bids, remuneration of public servants, data for the monitoring of all municipal programs, actions, projects and works. If citizens do not find the information they seek in the Transparency Portal, they can request it, regardless of any justification or reason, through the Ombudsman Sub-Controller.

Grievance Redress Mechanism. The project's GRM will build-on the municipality's existing channels for grievance redress. Municipality of Belo Horizonte has an Ombudsman Sub-Controller, which is the channel of direct communication between citizens and the City Hall. According to Municipal Decree No. 16,738(October 6, 2017), the Ombudsman Sub-Controller holds the competence to examine manifestations regarding procedures and actions of agents, organs and entities of the direct and indirect administration, as well as of the concessionaires of public municipal services. It does not replace the service request channels made available by the City Hall: two website (<https://prefeitura.pbh.gov.br/contato> and <http://portaldeservicos.pbh.gov.br/portalservicos>), a three-digit free phone line (156), and the Central BH Resolve offices (nine one-stop shops located across the city where citizens can have access to all public services provided by the municipality and register their demands, which are open from Monday to Friday, from 8am to 5pm). The City Hall also keeps an App for citizen attendance (<https://prefeitura.pbh.gov.br/pbhapp>). All these channels register citizens' requests and address to URBEL those that are related with its activities. The average time to respond citizens requests through the PBHApp range from seven to 10 days.



The Ombudsman Office (attendance in presence at Av. Afonso Pena, 1212, by phone and through the website <https://prefeitura.pbh.gov.br/ouvidoria/fale-com-a-ouvidoria>) shall be activated only when citizens do not receive a response to their requests or complaints through these services. Requests can be filled nominally, confidentially or anonymously. All requests receive a protocol number and a password is provided to allow citizens to follow the progress of their inquiries and/or add information to them through the Ombudsman Office website. The Ombudsman Sub-Controller has a 30 days deadline for replying the requests. This deadline may be in exceptional situations extended for an equal period. At this website, citizens also receive guidance on how to register and follow their complaints, have access to the legislation ruling the grievance mechanism as well as to the Ombudsman Sub-Controller monthly reports about its operation and performance (<https://prefeitura.pbh.gov.br/transparencia/lei-de-acesso-a-informacao/relatorios-ouvidoria>). The Ombudsman Office is connected to the services provided at BH Resolve.

Following its well-established procedures, URBEL will make a further channel available to People Affected by the urban upgrading activities to be undertaken at Cabana do Pai Tomas community to register their demands and complaints. URBEL will open at Cabana a Social Works Office. It will be staffed with social workers and other technical professionals. The Social Works Office will be located in a place of easy access to local people, well-advertised and signaled. It will be open eight hours per day, five days per week. The attendance of local people will be in person or by phone. This office will be the first instance people will be able to seek to register their demands and complaints with regards to the proposed interventions and resettlement processes and procedures. Their demands and complaints will be registered in written through a form of registration of requests. The form will be screened and sent to the technical teams that are responsible for redressing the requests in each specific area.

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 workers include civil servants, direct workers, contracted workers for the construction works and primary supply workers. Project activities will not rely on people engaged in providing community labor. It is not possible to estimate accurately the number of workers to be employed under the project.

Constructors and primary suppliers will be selected exclusively among those with a good record in matters related to labor management – especially those that can effectively manage the risks of child and forced labor and enforce occupational health and safety measures. .

Civil servants engaged in project activities will remain subject to the terms and conditions of their public sector employers.

Labor Management Procedures (LMP) has been developed by the client and submitted to the Bank (on November 20, 2019). These procedures 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 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. They 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. Municipal 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. 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) response arrangements to emergency situations and (c) 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 the municipal servants, contracted workers and primary supply workers to raise workplace concerns and to report work situations that are not safe or healthy. All accidents and incidents related with 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 legislation. All these measures – required by both the Brazilian Labor Law and the Labor Management Procedures prepared by the client in compliance with ESS2 Labor and Working Conditions – will be included in the contract of all contractors hired by the project.

ESS3 Resource Efficiency and Pollution Prevention and Management

This Environmental and Social Standard is relevant. For the works resulting from the Project's investments (transportation infrastructure and services in the Amazonas Bus Corridor, and urban upgrading and integration of the Cabana do Pai Tomás community to the Amazonas Corridor) the Project's Environmental and Social Management Plan (ESMP) proposes technically and financially viable measures to improve the consumption of raw materials, water and energy. Nevertheless, the Project does not involve the consumption of large amounts of water or energy during its implementation and operation phases.

In addition, it is an usual city practice to use recyclable materials for construction and there are two construction waste recycling stations, which are responsible for recycling waste from works in the city and aim to transform construction waste into recycled aggregates, replacing gravel and sand in parts of the work that do not have structural function. Waste from asphalt pavement substitution can also be reused and URBEL uses this recycled material as a base layer for paving the public roads to be implanted in its works.

The new planned houses in Cabana Pai Tomás will be equipped with solar water heating and other devices to improve the consumption of electricity. Led lamps will be used in the Amazon Corridor.

The Belo Horizonte Metropolitan Region is among the fifteen Brazilian urban areas with the most polluted air. Transport-related emissions are a main contributor to these levels of pollution. . 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) taking passengers off public transport, which came to represent 37 percent of total trips, up from 23 percent in 2002. The average travel time by public transport increased from 38 minutes in 2002 to 60 minutes in 2016 due to major traffic jams. Pollutant emissions also increased by 22% between 2012 and 2019. The implementation of exclusive corridors may help to reverse this scenario due to gains in commuting time.



The Amazonas Bus Corridor will give priority to buses without impeding the circulation of other modes of transport by tires. It will be very attractive to passengers who will save commuting time and shall reduce the number of vehicles in circulation, have positive medium-term impacts on the fossil fuel economy, reduce emissions of local pollutants and GHG, and improve air quality. In the medium and long term, it can also bring direct benefits to human health. The Project's Environmental and Social Management Plan (ESMP) provides a simulation of the expected gains in reducing GHG and local pollutants emissions resulting from the implementation of The Amazonas Bus Corridor. These expected environmental and social benefits can be enhanced if some of the problems faced by bus corridors in the city of Belo Horizonte are overcome. These problems are related to the lack of integration between urban and metropolitan bus lines. The rationalization of the transport lines in the Amazon Corridor has been evaluated in the studies developed by the City and should be implemented. In addition, there are tests being conducted with electric buses or using less polluting fuels than diesel. The city predicts that gradual replacement of the public transport energy matrix will occur as a result of these tests.

For technical assistance activities, issues relevant to ESS 3 were also assessed and are detailed in the ESIA. Hazardous and non-hazardous waste management has been evaluated in the ESIA and appropriate measures for managing of such waste are clearly specified in the Project's ESMP. For controlling urban pests during works in the Amazonas Corridor and within Cabana do Pai Tomás, the city counts on the Zoonosis Control Service, which has trained technicians for the proper use of pesticides. The ESIA assessed the capacity of this sector of the City Hall, its practices and the pesticides used in public health programs and found that they are in accordance with the requirements of ESS 3. In addition, the project does not involve significant pest management issues. Therefore, a stand-alone Pest Management Plan was not necessary.

ESS4 Community Health and Safety

This Environmental and Social Standard is relevant. During the implementation of the construction works related with the Amazonas Bus Corridor and within the Cabana Pai Tomás community some temporary, site-specific, and reversible adverse impacts linked to community health and safety may occur at the community level. 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; the spread of diseases and the social risks linked to the temporary influx of workers, such as potential social conflicts between workers and community members and the risks that workers may face due to the fact they will be working within a community ridden by crime and violence. These risks have been addressed in the Project's Environmental and Social Management Plans and they are also mitigate by the large experience of SUDECAP and URBEL (the implementing agencies).

Infrastructure and equipment design and safety. 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 construction sites will be efficiently signaled and fence-ringed. Entrance into these locations will be controlled.

Traffic and Road Safety. 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. Access roads will be signaled and, where blockage of sidewalks is required, safe crossings will be provided to ensure pedestrian mobility. The paved roads and sidewalks nearby the construction sites will be daily washed or swept to remove mud, sand, earth or debris.



Community exposure to health issues and Management and safety of hazardous materials. Measures will be taken to reduce dust, waste and vectors of waterborne diseases. It is not expected that the envisaged works will deal with hazardous materials, but Belo Horizonte's regulations require that constructors contracted to carry out the works should collect, sort, transport and properly dispose of solid construction waste, regardless of its nature. For the collection, transportation and disposal of waste, whether hazardous or not, Belo Horizonte has specialized companies. The final disposal sites of the generated waste are required to be properly licensed by the relevant environmental agencies.

Other community health and safety issues. Precautionary inspections of neighboring properties will be periodically undertaken to ensure that the works have no impact on their structures. Accident prevention campaigns will be regularly held and construction workers will be regularly informed about proper behaviors and conducts with regards to local people. All these measures will be inserted on the contract agreements with the contractors.

In parallel, social workers will support the dialogue with local communities through outreach interventions and accident prevention campaigns. They will also promote community participation in the oversight of the execution of the works, ensuring the appropriation and understanding of the intervention and its benefits. A robust communication campaign will be carried out to inform local communities about the progress of the works and their potential interferences in access roads, public services, etc. Belo Horizonte has already developed and will use specific communication materials for parents and children aiming that they take special care when circulating nearby the construction sites. A Social Communication Plan will be carried out, ensuring that local population becomes aware of safety procedures and about emergency preparedness and response measures that need to be followed. Security Personnel. Informality of occupation and social vulnerability are critical features of the areas of intervention of URBEL and construction works to be carried there require preventive measures to avoid vandalism, invasions, and thefts. In consequence URBEL has developed rules for the use of services of night and weekend surveillance. These rules require that workers hired to provide surveillance services must be properly trained and aware of the proper conduct towards other workers and the local community, act strictly in accordance within the limits of the applicable law. (otherwise they will respond civil and criminally), and do not resort to the use of force (except when that use of force is justified by prevention and self-defense purposes and in a commensurate way with the nature and extent of the threat).

Accidents and Incidents. The ESMP also establishes that the client will monitor and timely report to the Bank any incidents and accidents related with these construction works and defines the procedures to be followed and inserted on the contracts of the constructors.

Safety of Services. The project has a strong focus on road safety and aims to reduce crashes and the vulnerability of pedestrians in the area of influence of the Amazonas Corridor (a total of 3,353 injury crashes were registered, with 28 fatalities between 2015 and 2017). A road safety assessment was carried out by WRI Brasil to anticipate and mitigate road safety risks during the project's operation phase, as well as to define the strategies and the road safety measures that will be taken during construction. The Amazonas Corridor infrastructure designs also observe comprehensive universal access regulations and the new residential complexes to be built in Cabana will be designed to ensure full accessibility in their common areas and housing units. People with disabilities will have priority to choose on the ground floor apartments and all buildings will be designed with space for future elevator installation, which would allow all units in each block to be wheelchair accessible or wheelchair accessible by wheelchair users or people with reduced mobility.

ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement



This Environmental and Social Standard is relevant. The works in the Amazonas Corridor will not require land acquisition, nor interfere with economic activities. Nevertheless, this ESS is relevant because involuntary resettlement (physical and economic displacement) will occur in consequence of the urban upgrading works in the Cabana Pai Tomás community. These works have already been consulted with the community.

Potential Risks and Impacts. Although the executive designs of the interventions in Cabana will only be completed in March 2020, URBEL has carried out a preliminary census of potentially affected structures and it is expected that up to 315 properties (comprising 255 households, 46 commerce buildings and 4 structures of collective use) will be affected by the urban upgrading and mobility works envisaged within the community. Some of the families will be relocated because they are living in at risk areas (landslides); others will be relocated for widening streets and alleys.

Social Risk Management Measures. A Preliminary Resettlement Action Plan (RAP) has been prepared by URBEL, publicly disclosed and consulted with potentially affected people before Appraisal. The final version of the RAP will be completed after URBEL carries out the socioeconomic census with the Project Affected People (October 2020).

The preliminary RAP addresses all relevant aspects considered in ESS 5. It makes a preliminary identification of potentially affected people, sets criteria of eligibility and defines alternative compensation solutions to be provided for those physically and economically displaced. These alternatives include new houses within safer areas of the community (192 new housing units will be built and compensate up to 85% of the affected families, they will include two and three-bedroom apartments to accommodate the needs of different types of families, as well as units fully accessible to people with disabilities), cash compensation, monitored resettlement, compensation for foregone profits, etc.. It also sets procedures for community participation and grievance redress mechanism, monitoring and evaluation of impacts. (As previously mentioned, URBEL will make a further channel of dialogue available to People Affected by the urban upgrading activities to be undertaken at Cabana do Pai Tomas community to register their demands and complaints: the Social Works Office.) The project will also provide support for temporary relocation. Cash compensation and monitored resettlement will be calculated at full replacement costs. Project costs with involuntary resettlement are estimated at US\$ 13.3 million.

Institutional Capacity. URBEL is the municipal agency responsible for the implementation of the required Resettlement Action Plan. It is a well-known and widely prized as a governmental agency of excellence with regards to involuntary resettlement and social housing policies. It holds large experience building social housing complexes and carrying out urban upgrading works within irregular settlements, land regularization processes, and social works with physically displaced people. It has 25 years of experience with interventions in low-income communities and provision of new housing. Between 1997 and 2018, URBEL invested BRL 4 billion on interventions and civil works in urban upgrading of low-income communities and in communities living in at risk areas. Managing the city's flagship urban upgrading Vila Viva Program, URBEL benefited 165,000 dwellers/45,784 households from 12 low-income communities and built 5,732 housing units between 1993 and 2017.

URBEL has put into place and runs state-of-the-art resettlement policies, programs and practices, which address the ex-ante and ex-post sustainability issues faced by people who need to be resettled. Its programs are based on a participatory approach and on the recognition of the importance of ensuring that affected families take ownership of the relocation process, supporting activities before and after the relocation process takes place and going above and beyond traditional resettlement approaches that are focused on fair compensation for lost assets and provision of housing and basic infrastructure services. URBEL carries out an initial technical assessment (including a profile of affected families and their social networks as well as of host communities and their public infrastructures and services) before relocation takes place, which is a formal part of the environmental licensing process and constitutes the basis for monitoring the resettlement process from its inception to its completion. The affected communities are involved in all phases of the resettlement process and a number of alternatives are offered to affected people in



order for them to choose their preferred option. The aim is to reconstruct livelihoods in the resettlement sites and help families to select the best options for them, as well as to adapt to the new situation. URBEL also tackles the fundamental question of providing security of tenure to resettled families by facilitating the obtainment of legal title to their premises.

Finally, URBEL has successfully carried out some punctual works within the Cabana Pai Tomás community, where it has a good reputation.

ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources

This Environmental and Social Standard is relevant. The ESIA has not identified significant impacts on biodiversity and living natural resources, as the works proposed by the Project will be developed in an environment that has already been greatly modified in relation to its natural characteristics. The works of the Amazonas Bus Corridor and those within the community area of Cabana do Pai Tomás do not interfere with natural, critical habitats or legally protected areas. There is also no interference with watercourses, whose margins are protected by National legislation. Even so, modified habitats are also subject of attention of this ESS 6 and include the urban environment which, while no longer having the original vegetation cover and fauna characteristics, still has parks, gardens, backyards and public afforestation of squares and streets that can provide support conditions for small fauna representatives (mainly birds and small mammals). The Project's ESMP indicates specific measures to deal with urban vegetation and also provides compensation measures when tree specimens have to be suppressed as a result of the works or otherwise affected. The proposed works at Cabana do Pai Tomás foresee the implementation of small public spaces with gardening and afforestation projects, which will help bring a new ambience to the place, making the area friendlier, offering permeable soil for rainwater infiltration and allowing the attraction of birds. The implementation and expansion of sewage and drainage networks will also have positive impacts on the region, reducing the incidence of disease vectors and synanthropic fauna (especially rodents). In the Amazonas Bus Corridor there will be no direct interference with the public afforestation, which is already consolidated. The ESMP addresses relevant aspects related to the measures to be taken if accidental damage is caused to vegetation.

The synanthropic fauna (insects, rats and scorpions) has the appropriate conditions to proliferate and the use of pesticides or chemical methods to control these pests has been evaluated according to the requirements of ESS 3. The Project's Technical Assistance activities, assessed by the ESIA, are not expected to have direct downstream adverse implications on biodiversity and living natural resources. There are some proposals developed with the settlement communities of the Jatobá region and other neighborhoods, parallel to the plans and projects, for protection of springs, watercourses and areas with native vegetation, since these settlements are located in zones with low rates of urbanization, where there are still areas with lower levels of anthropization. The future execution of the plans and projects object of the Technical Assistance will contribute to the environmental preservation and protection of these areas. The Project's ESMP proposes specific guidelines for the protection of these areas. The activities supported by the Project will bring environmental benefits to the city, due to the reduction of the vehicle fleet in circulation and, consequently, the atmospheric emissions. Belo Horizonte's city secretariats and agencies have proven experience in the process of urban environmental management and environmental licensing, which ensures that the mitigation hierarchy is applied to minimize the adverse effects of Project implementation.

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



This ESS is not relevant because there are no Indigenous Peoples (possessing the four distinctive characteristics defined in ESS 7, paragraph 8) within the city of Belo Horizonte.

ESS8 Cultural Heritage

This Environmental and Social Standard is relevant. The requirements of ESS 8 would be considered in all construction works supported by the project. The client will be required to avoid impacts on cultural heritage or to identify and implement measures to address these impacts in chance finds situations.

Some of these works will require demolition, movement of earth, or other changes in the physical environment.

Works of the Amazonas Corridor are located in the vicinity of recognized cultural heritage sites. Technical Assistance activities related with urban and mobility planning of the Jatobá Region will interfere with the protected area of Serra do Curral, which was recognized as a cultural heritage of the municipality of Belo Horizonte by IPHAN (the Brazilian agency responsible for cultural heritage) in 1960 and by CDPCM/BH (Deliberative Council of Cultural Heritage of Belo Horizonte) in 2003. This Council is responsible for cultural heritage in the city and composed by governmental and civil society representatives.

In the scope of the Project's ESMPs, the client prepared a Cultural Heritage Management Plan. This plan requires that all works included in the Project be previously approved by CDPCM/BH and the Minas Gerais State Institution of Historical and Artistic Heritage. It also states that all works will need to identify measures to avoid, reduce and mitigate adverse impacts on cultural heritage, including: (i) documentation, (ii) in situ conservation and/or rehabilitation; (iii) relocation and conservation; (iv) measures to keep the authenticity of the shape, constructive materials, structural techniques, preservation of the physical and visual scenario of these historical structures; and (v) guidelines and procedures on how to carry out works in the vicinities (such as prohibition of the use of equipment that produces high level of vibration and could make unstable the shallow stone foundations of most of the protected assets in the project area).

As some of the stone sidewalks in the vicinity of the Amazonas Corridor are part of the early years of the city, they cannot be changed and will be preserved and restored. The door sills of the historical buildings along the avenue will also be preserved. Wherever there is failure in afforestation, a new permeable ring shall be made to recompose it. As some works will require demolition, movement of earth, or other changes in the physical environment, the Cultural Heritage Management Plan also sets a chance findings procedure as archeological and historical heritage may be encountered during these activities. It states that in such cases the municipal and state agencies responsible for cultural heritage – namely: the Cultural Heritage and Public Archive Directorate of the Municipal Cultural Foundation (DPCA/FMC) and the Minas Gerais State Institution of Historical and Artistic Heritage (IEPHA/MG) shall be immediately notified and the works shall be halted until a technical survey is carried out by both agencies to define specific procedures for the intervention. It also states that: (i) the areas shall be fenced-off to avoid further disturbance or degradation; (ii) an assessment of the found objects or sites is carried out by cultural heritage experts; (iii) actions consistent with the national legislation and the requirements of ESS 8 Cultural Heritage are identified and implemented; and (iv) the project personnel and workers are trained on the proper chance findings procedures. In the areas of interference of the Amazonas corridor and Cabana Pai Tomas, there are no natural features with cultural significance or aspects that affect the movable cultural heritage. The proposed project does not intend to use cultural heritage for commercial purposes.

ESS9 Financial Intermediaries



This ESS is not relevant because 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

Not applicable.

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

DELIVERABLES against MEASURES AND ACTIONs IDENTIFIED	TIMELINE
ESS 1 Assessment and Management of Environmental and Social Risks and Impacts	
Draft versions of the Environmental and Social Impact Analysis (ESIA), the Environmental and Social Management Plan (ESMP), the Stakeholder Engagement Plan SEP) and the Preliminary Resettlement Action Plan (RAP) disclosed for public consultation.	12/2019
Public consultation undertaken and feedback from key stakeholders (affected parties and other interested parties) registered and taken in consideration for the preparation of the final versions of ESIA, ESMP, SEP and RAP.	01/2020
Final ESIA and ESMP no objected by the World Bank and disclosed – These documents will be completed in conjunction with the final design of the Amazonas Bus Corridor and the urban upgrading of Cabana; they will be consulted on, reviewed to incorporate further stakeholder feedback and submitted to World Bank’s no objection prior to issuing the bidding documents.	06/2020
ESS 10 Stakeholder Engagement and Information Disclosure	
Stakeholder Engagement Plan (SEP) prepared and publicly disclosed.	01/2020
Grievance Redress Mechanism operational and able to issue periodical reports	03/2020
Ensure engagement with stakeholders accordingly to the SEP and register and disclose issues raised and deliberations of each meeting/consultation with stakeholders and the way they are being addressed.	03/2020
ESS 2 Labor and Working Conditions	
All bidding documents for hiring construction works and consultancies incorporating the stipulations listed in the Labor Management Procedures	06/2020

Public Disclosure



Public Disclosure

Develop, adopt, and implement the Labor Management Procedures (LMP) – including OHS measures – that have been developed for the Project.	12/2019
Establish, maintain, and operate a grievance mechanism for Project workers, as described in the LMP and consistent with ESS2.	12/2020
ESS 3 Resource Efficiency and Pollution Prevention and Management	
The main elements of a Pest management Plan put together in a draft version document disclosed for public consultation	12/2019
Public consultation undertaken and feedback from key stakeholders (affected parties and other interested parties) registered and taken in consideration for the preparation of the final version of the document with the elements of a Pest management PI	01/2020
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)	08/2020
Begin implementation of the Social Communication Plan, ensuring that local population is aware of safety procedures and about emergency preparedness and response measures that need to be followed.	10/2020
ESS 5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement	
Draft version of Resettlement Action Plan (RAP) disclosed for consultation	12/2019
Beginning of socioeconomic census of affected people, establishment of the cut-off date and consultations with affected people.	10/2020
Final Resettlement Action Plan (RAP) for the urban upgrading works in Cabana Pai Tomás community prepared and submitted to the World Bank no objection the. The final RAP will be completed after the final design of the urban upgrading works of Cabana.	12/2020
URBEL’s Social Works Office opened and operating in Cabana Pai Tomás community	10/2020
ESS 6 Biodiversity Conservation and Sustainable Management of Living Natural Resources	
Submission to the Bank and public disclosure of the Project’s Draft Environmental and Social Impact Assessment, which deals with issues related with biodiversity conservation and sustainable management of living natural resources.	11/2019
ESS 7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities	
ESS 8 Cultural Heritage	



Executive designs of the Amazonas Bus Corridor submitted to no objection of CDPCM/BH and IEPHA/MG	06/2020
Construction works of the Amazonas Bus Corridor overseen by CDPCM/BH and IEPHA/MG or Cultural Heritage Expert authorized by these agencies	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

World Bank

Contact:	Emanuela Monteiro	Title:	Senior Urban Development Specialist
Telephone No:	5761+1061 /	Email:	emonteiro@worldbank.org
Contact:	Bianca Bianchi Alves	Title:	Senior Urban Transport Specialist
Telephone No:	1-202-473-32	Email:	bbianchialves@worldbank.org

Borrower/Client/Recipient

Borrower: Municipio de Belo Horizonte

Implementing Agency(ies)

Implementing Agency: URBEL

Implementing Agency: BHTRANS

V. FOR MORE INFORMATION CONTACT

Public Disclosure



The World Bank
1818 H Street, NW
Washington, D.C. 20433
Telephone: (202) 473-1000
Web: <http://www.worldbank.org/projects>

VI. APPROVAL

Task Team Leader(s):	Emanuela Monteiro, Bianca Bianchi Alves
Practice Manager (ENR/Social)	Maria Gonzalez de Asis Cleared on 04-Dec-2019 at 15:05:12 EST