



São Paulo Aricanduva Bus Rapid Transit Corridor (P169140)

LATIN AMERICA AND CARIBBEAN | Brazil | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2020 | Seq No: 1 | ARCHIVED on 06-Aug-2020 | ISR42821 |

Implementing Agencies: Municipality of São Paulo, São Paulo Municipal Secretariat of Urban Infrastructure and Works, São Paulo Municipal Secretariat of Mobility and Transport

Key Dates

Key Project Dates

Bank Approval Date: 22-Apr-2020
Planned Mid Term Review Date: --
Original Closing Date: 30-Jun-2026

Effectiveness Date: --
Actual Mid-Term Review Date:
Revised Closing Date: 30-Jun-2026

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

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

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

Components Table

Name

Development of a high-quality BRT system on the Aricanduva Corridor:(Cost \$103.25 M)
Upgrading of the bus operational control center:(Cost \$12.00 M)
Project management and capacity building on transport planning and policies:(Cost \$6.00 M)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	--	<input type="checkbox"/> Satisfactory
Overall Implementation Progress (IP)	--	<input type="checkbox"/> Satisfactory
Overall Risk Rating	--	<input type="checkbox"/> Moderate

Implementation Status and Key Decisions

The project was recently approved and the Borrower (Municipality of Sao Paulo) and the Brazilian Government are following their internal processes to allow for the issuance of a National Sovereign Guarantee to the loan and thereafter have the loan signed. Meanwhile, the project implementing unit is proactively working towards improving implementation readiness.



Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	☐ Moderate	--	☐ Moderate
Macroeconomic	☐ Moderate	--	☐ Moderate
Sector Strategies and Policies	☐ Low	--	☐ Low
Technical Design of Project or Program	☐ Low	--	☐ Low
Institutional Capacity for Implementation and Sustainability	☐ Moderate	--	☐ Moderate
Fiduciary	☐ Moderate	--	☐ Moderate
Environment and Social	☐ Moderate	--	☐ Moderate
Stakeholders	☐ Substantial	--	☐ Moderate
Other	--	--	--
Overall	☐ Substantial	--	☐ Moderate

Results

PDO Indicators by Objectives / Outcomes

Improve mobility and accessibility to jobs for socially vulnerable public transport users				
▶ Number of formal job opportunities reachable by public transport from the area of influence of the Aricanduva BRT Corridor within a 90-minute one-way commute (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	2,000,000.00	--	2,000,000.00	2,200,000.00
Date	01-Jan-2020	--	01-Jan-2020	30-Jun-2026
Comments:	This indicator measures accessibility by calculating the number of jobs reachable by public transport from the area of influence of the Aricanduva BRT within a 90-minute one-way commute. The value will be calculated as a weighted average of reachable jobs from each zone within the influence area of the Aricanduva Corridor. The calculation of the public transport travel time and the number of jobs reached from each location is based on the transport simulation model developed by SPTrans.			
▶ Daily bus passenger ridership on the Aricanduva BRT Corridor (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	255,000.00	--	255,000.00	307,000.00
Date	01-Nov-2019	--	01-Nov-2019	30-Jun-2026



Comments:	This indicator measures improvements in mobility. It measures average daily passenger ridership of the BRT on Aricanduva Avenue			
<input type="checkbox"/> Change in female bus ridership on Aricanduva BRT Corridor (Percentage, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	22.50
<input type="checkbox"/> Change in male bus ridership on Aricanduva BRT Corridor (Percentage, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	17.50
<input type="checkbox"/> Change in bus ridership of socially vulnerable users on Aricanduva BRT Corridor (Percentage, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	22.50
<input type="checkbox"/> Change in bus ridership of non-socially vulnerable users on Aricanduva BRT Corridor (Percentage, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	17.50
<input checked="" type="checkbox"/> Change in satisfaction score of socially vulnerable bus users in the area of influence of Aricanduva BRT Corridor (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	10.00
Date	01-Dec-2019	--	01-Dec-2019	30-Jun-2026
Comments:	This indicator measures improvements in mobility by measuring the change in the average satisfaction score of socially vulnerable public transport users along the BRT corridor. The score takes into account several factors: comfort, speed, security, reliability, regularity, usefulness, fare system, affordability, customer service, communication and environment. Socially vulnerable users includes lowest two social classes (based on the questionnaires), women, and people with disabilities. The baseline will be defined in 2020.			
<input checked="" type="checkbox"/> Change in satisfaction score of female bus users on security along Aricanduva BRT corridor (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	10.00
Date	01-Dec-2019	--	01-Dec-2019	30-Jun-2026
Comments:	This indicator measures improvements in mobility by measuring the change in the average satisfaction score of female public transport users along the BRT corridor. This indicator focuses on a score of security.			

Enhance operational efficiency of the São Paulo city bus system



► On-time departures of São Paulo city buses (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	67.00	--	67.00	80.00
Date	01-Jan-2020	--	01-Jan-2020	30-Jun-2026
Comments:	This indicator measures improvements in operational performance of São Paulo city buses. There are about 15,000 buses in São Paulo and this indicator will measure how closely they run compared to the schedule. It measures the percentage of buses that depart from their route starting point at the scheduled time.			
► Scheduled São Paulo city bus trips that are not completed (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	6.00	--	6.00	2.00
Date	01-Dec-2019	--	01-Dec-2019	30-Jun-2026
Comments:	This indicator measures compliance with scheduled services, by measuring the percentage of scheduled or planned bus trips that are not completed from beginning to end of the route.			

Intermediate Results Indicators by Components

Development of a high-quality BRT corridor on the Aricanduva Corridor				
► Commercial speed for bus vehicles along the Aricanduva BRT corridor (km/h) (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	18 km/h	--	18 km/h	25 km/h
Date	01-Jan-2020	--	01-Jan-2020	30-Jun-2026
Comments:	This indicator measures the improvement of mobility for public transport users. It measures the afternoon peak-hour commercial speed of buses in the BRT lane on the Aricanduva corridor.			
► BRT lanes built on Aricanduva Corridor (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	14.00
Date	01-Aug-2019	--	01-Aug-2019	30-Jun-2026
Comments:	This indicator measure the kilometers of BRT lanes built on Aricanduva Avenue			
► Roads rehabilitated (Kilometers, Corporate)				
	Baseline	Actual (Previous)	Actual (Current)	End Target



Value	0.00	--	0.00	14.00
Date	30-Sep-2019	--	30-Sep-2019	30-Jun-2026
□ Roads rehabilitated - rural (Kilometers, Corporate Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	0.00
□ Roads rehabilitated - non-rural (Kilometers, Corporate Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	14.00
▶ BRT stations constructed along Aricanduva Corridor (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	02-Dec-2019	--	02-Dec-2019	30-Jun-2026
Comments:	This indicator measures the progress of BRT stations constructed along the Aricanduva Corridor			
▶ Universal access facilities at BRT stations along Aricanduva Corridor (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	01-Aug-2019	--	01-Aug-2019	30-Jun-2026
Comments:	This indicator measures the progress to provide universal access at BRT stations along Aricanduva Avenue			
▶ Security cameras installed at BRT stations along Aricanduva Corridor (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	30-Sep-2019	--	30-Sep-2019	30-Jun-2026
Comments:	This indicator measure the progress of installing security camera at BRT stations constructed along the Aricanduva Corridor			
▶ Sidewalks rehabilitated on Aricanduva Corridor (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00



Date	02-Dec-2019	--	02-Dec-2019	30-Jun-2026
Comments:	This indicator measure the progress to rehabilitate sidewalks along the Aricanduva Avenue			
► Segregated bicycle lane built on Aricanduva Corridor (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	14.00
Date	01-Aug-2019	--	01-Aug-2019	30-Jun-2026
Comments:	This indicator measure the constructions of bicycle lanes along Aricanduva Avenue			
► Intelligent traffic lights installed along Aricanduva Corridor (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	30-Sep-2019	--	30-Sep-2019	30-Jun-2026
Comments:	This indicator measures the percentage of intelligent traffic lights installed along Aricanduva Avenue			
► Public lights installed for pedestrians and bicycle users along Aricanduva Corridor (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	03-Dec-2019	--	03-Dec-2020	30-Jun-2026
Comments:	Progress of the installation of additional public lights for pedestrians and bicycle users. The number of additional lights will be defined in the detailed design.			
► Change in CO2 emissions of public transport vehicles as a result of implementation of Aricanduva BRT (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0 tonnes of CO2 per year	--	0 tonnes of CO2 per year	Reduction of 2,195 tonnes of CO2 per year
Date	29-Sep-2019	--	29-Sep-2019	30-Jun-2026
Comments:	This indicator measures yearly reduction in carbon dioxide emissions from São Paulo city buses as a result of the implementation of the BRT along Aricanduva Avenue. The value will be based on emission factors by vehicle type and annual (bus) vehicle kilometers.			
► Road Safety Assessments considered in final designs (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes



Date	01-Aug-2019	--	01-Aug-2019	30-Jun-2026
Comments:	This indicator measures whether the results of road safety assessments are considered in final designs			
► Sexual harassment response protocol for São Paulo city buses implemented (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	27-Sep-2019	--	27-Sep-2019	30-Jun-2026
Comments:	SPTrans will develop and implement a Gender Action Plan (GAP) with concrete actions to address women's mobility barriers in the BRT. Activities of the GAP will include the development of a Response Protocol. This indicator tracks whether SPTrans has implemented this Response Protocol to Sexual Harassment.			
► Workers that have signed the code of conduct and attended the code of conduct training for the Aricanduva BRT works (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	30-Sep-2019	--	30-Sep-2019	30-Jun-2026
Comments:	This indicator measures the percentage of workers (consultants and contractors) hired by the project that have signed the code of conduct and received the training on the contents of the code of conduct including their GBV related obligations within the work-site and with the community.			
► Grievances responded within the stipulated service standards for response times (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	02-Dec-2019	--	02-Dec-2019	30-Jun-2026
Comments:	Percentage of grievances responded within the stipulated service standards for response times			

Upgrading of the bus operational control center				
► Percentage of bus routes monitored in real time by the Operational Control Center for São Paulo city buses (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	3.00	--	3.00	100.00
Date	31-Dec-2019	--	31-Dec-2019	30-Jun-2026
Comments:	Percentage of bus routes monitored in real time by the Operational Control Center for the São Paulo city buses			
► Upgraded Operational Control Center for São Paulo city buses is in commission (Yes/No, Custom)				



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	01-Aug-2019	--	01-Aug-2019	30-Jun-2026
Comments:	Operational Control Center (OCC) for São Paulo city buses is in commission with the upgraded building and data processing system.			
▶ Percentage of bus trip performance indicators under the new concession contracts of São Paulo city buses monitored by the Operational Control Center (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	02-Dec-2019	--	02-Dec-2019	30-Jun-2026
Comments:	Parentage of bus trip performance indicators under the new concession contracts monitored by the Operational Control Center (OCC). This is based on OCC's real-time monitoring capacity for bus trip related indicators under the new concession, including completion of trips, on-time departure, and response time for incidents.			

Performance-Based Conditions

Data on Financial Performance

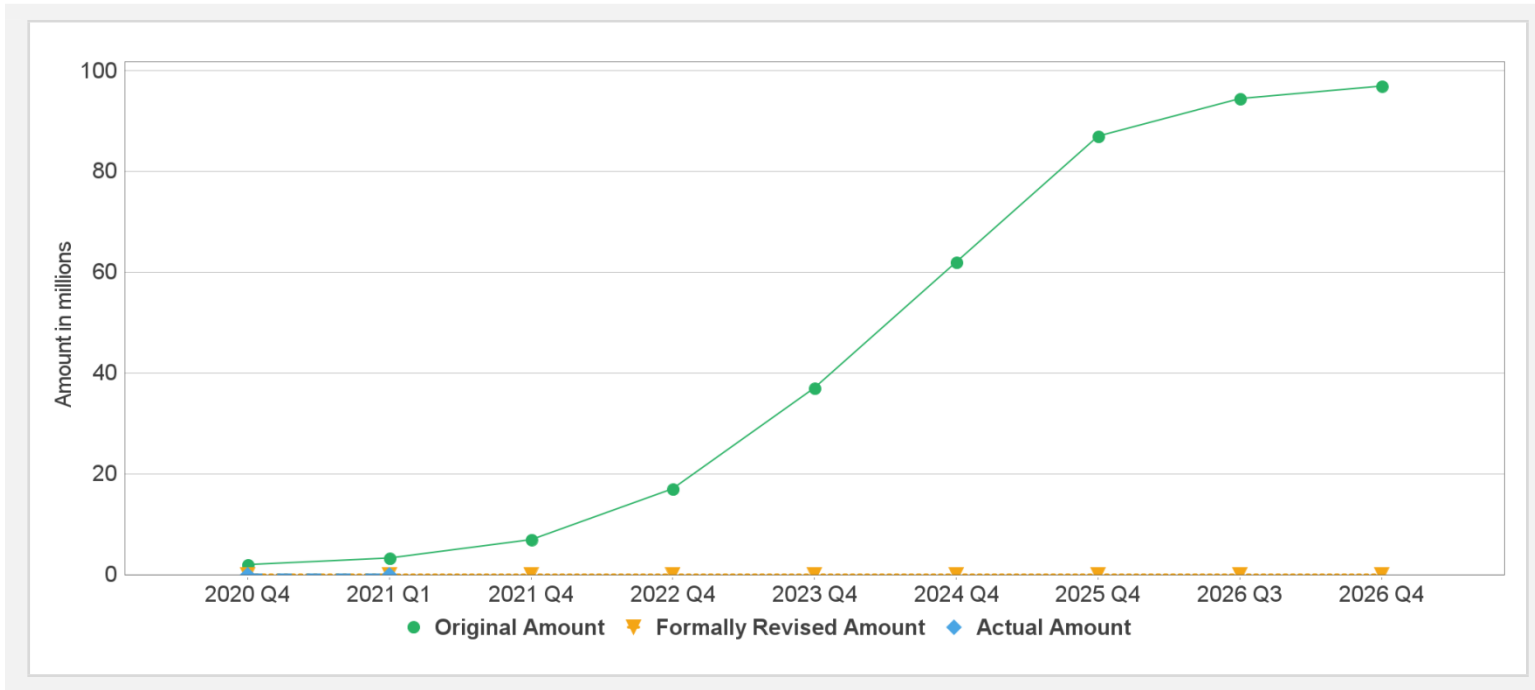
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P169140	IBRD-90810	Not Effective	USD	97.00	97.00	0.00	0.00	97.00	0%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P169140	IBRD-90810	Not Effective	22-Apr-2020	--	--	30-Jun-2026	30-Jun-2026

Cumulative Disbursements



PBC Disbursement

PBC ID	PBC Type	Description	Coc	PBC Amount	Achievement Status	Disbursed amount in Coc	Disbursement % for PBC

Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.