

TC DOCUMENT

I. Basic Information for TC

▪ Country/Region:	BRAZIL
▪ TC Name:	Integrated Urban Development Strategies and Sustainable Mobility in Brazilian Cities
▪ TC Number:	BR-T1503
▪ Team Leader/Members:	Arcia, Diego Andres (CSD/HUD) Team Leader; Silva Herreros, Jorge Alejandro (CSD/HUD) Alternate Team Leader; Alves, Dalve Alexandre Soria (CSD/HUD); Ana Cristina Garcia (CSD/HUD); Avila, Francy Dianela (CSD/HUD); Brakarz, Barbara (CSD/CCS); Cardenas, Anna Carolina (ORP/GCM); Figueiredo De Castro M, Ana Beatriz (INE/TSP); Lopez-Lamia, Alejandro (CSD/HUD); Maia Ribeiro, Karisa (INE/TSP); Maria Villota (CSD/HUD); Navacerrada Busquets, Pablo (INE/ENE); Silvia Perez (CSD/HUD); Torres Gracia, Daniel (INE/TSP); Verissimo Da Silva, Carolina (LEG/SGO)
▪ Taxonomy:	Client Support
▪ Operation Supported by the TC:	
▪ Date of TC Abstract authorization:	26 Jan 2022.
▪ Beneficiary:	Brazilian municipalities ¹ and <i>Ministério do Desenvolvimento Regional</i> (MDR)
▪ Executing Agency and contact name:	Inter-American Development Bank
▪ Donors providing funding:	United Kingdom Sustainable Infrastructure Program(SIP)
▪ IDB Funding Requested:	US\$1,100,000.00
▪ Local counterpart funding, if any:	US\$0
▪ Disbursement period (which includes Execution period):	24 months
▪ Required start date:	May 2022
▪ Types of consultants:	Individual Consultants and Consultancy Firms
▪ Prepared by Unit:	CSD/HUD-Housing & Urban Development
▪ Unit of Disbursement Responsibility:	CSC/CBR-Country Office Brazil
▪ TC included in Country Strategy (y/n):	Yes
▪ TC included in CPD (y/n):	Yes
▪ Alignment to the Update to the Institutional Strategy 2020-2023:	Social inclusion and equality; Institutional capacity and rule of law; Climate change; Environmental sustainability; Gender equality

II. Objectives and Justification

2.1 Objective. The objective of this Technical Cooperation (TC) is to promote urban development with land-use planning strategies aligned to sustainable mobility in Brazilian cities. Specifically, based on a comprehensive sector diagnosis, this TC seeks to deliver sustainable urban plans focusing on sustainable mobility and land uses for Brazilian municipalities. These plans will identify urban strategies and investment needs for sustainable urban mobility infrastructure for the next 20 years.

¹ At present, one municipality was identified and has formally requested the TC: Linares. The final selection of the beneficiaries will depend on the reception of the respective request letter(s), as applicable, and the non-objection communication(s) from the Banks official liaison entity in Brazil, which will be obtained prior to the execution of the corresponding activities. Any additional municipalities to be supported by this TC will be selected and defined based on the criteria established in Component 2, and subject to resource availability.

- 2.2 **Background and development challenge.** Brazil is one of the most populated and urbanized countries in the world, with a population of 211 million inhabitants (IBGE, 2020) with approximately 85% of people living in urban areas. Brazilian cities generate 90% of the Gross Domestic Product (GDP) and most of the socio-economic innovation in the country. In 2018, Brazil had 37 medium-sized cities with a population between 300,000 and 1 million inhabitants, 19 cities ranging between 1 and 5 million people, and two megacities with 10 million or more inhabitants.²
- 2.3 Brazilian cities face the challenge of rapid urbanization, inefficient land use regulation, and increasing car ownership.³ Several cities throughout the country are characterized by low-density developments, poor accessibility, and urban sprawl leading to vacant lots and inefficiencies. These land-use patterns lead to increased travel times, higher costs for commuters, and environmental impacts.⁴
- 2.4 Few cities have a plan to facilitate the transition to a zero-carbon economy. According to the report (SEEG, 2021), in the global perspective of emissions, Brazil is in 6th position among the largest greenhouse gas (GHG) emitters, with 3.2% of the world total. In 2019, carbon emissions from energy use in the country accounted for 19% of total emissions. The largest emitting activity in this sector is transportation, responsible for 47% of all emissions from energy use (OC, 2019). On the other hand, Brazil is the 8th most congested country globally, with cities like São Paulo ranked 5th on the Global Traffic Scorecard. The rapid and uncontrolled expansion of cities increases travel times and the need for urban infrastructure for mobility. The lack of integrated land use and transportation planning is the main challenge for the urban sector in Brazilian cities (IDB & UKSip, 2021). Few cities in the country have climate action plans integrated into urban management instruments.
- 2.5 The deficiency in the application of the existing legal framework, associated with the constant economic crises that the country has gone through in recent decades, were the main causes of the structural problems of Brazilian cities, such as: (i) **urban sprawl**⁵ - with the subsequent degradation of central and historical areas that already have a wide range of installed urban infrastructure; (ii) **social inequities** – with the growth of informal settlements with low standards of habitability, mainly affecting the more vulnerable (women and black/brown population); and (iii) **deficiency in urban infrastructure** – with diseconomies resulting from the poor supply conditions of urban infrastructure, in urban mobility services, sanitation, and energy.
- 2.6 IDB's Emerging and Sustainable Cities studies indicated that medium-sized Brazilian municipalities present unsustainable density levels,⁶ characterized by large urban

² [Infographics: Urbanisation and Urban Development in Brazil.](#)

³ Between 2003 and 2014, the urban population in the largest Brazilian cities increased by 21,3%, while during the same period the automobile fleet increased by 116%. *Associação Nacional de Transportes Públicos*, 2016.

⁴ State capitals, such as Palmas and Vitoria, have large urbanized areas, but low density 3,671 inh/km² and 6,253 inh/km², respectively. Several empirical studies on urban form have shown that higher density is generally associated with lower per capita transport GHG emissions. A comparison between Curitiba and Brasília metropolitan areas found that despite Curitiba's higher degree of car ownership per capita, the more sprawled Brasília has a much higher carbon footprint, with annual average CO₂ emissions from its light vehicle fleet emitting 46% more than the Curitiba metropolitan area. Information taken from BR-T1394.

⁵ From 1960, Brazilian cities started a process of "peripherization", not only by the low-income but also upper-income population (private condominiums). Sao Paulo Origin-Destination Surveys, for example, presented an increase of 266% in the number of kilometers driven between 1997 and 2007.

⁶ IADB, 2015. Urban Dashboard.

footprints with medium to low population densities. These urban forms are associated with larger per capita GHG emissions.

- 2.7 **Financing gap.** Inadequate infrastructure is one of the main barriers to economic growth and development in Brazil. According to Infrastructure in Latin America (InfraLatam, 2019), Brazil's average public investment in infrastructure was 0.75% of GDP in the last decade, below several of its Latin American peers – Argentina, Chile, Colombia, Mexico, Peru, and Uruguay.
- 2.8 At the subnational level, Brazilian municipalities face constraints in financing. On average, revenue from local taxes represents only 21% of the municipalities' total revenues, with more than 60% coming from transfers from the federal government. According to estimates from the *Secretaria da Receita Federal* (2020), the total revenue of Brazilian municipal taxes in 2018 was R\$116.6 billion (approx. US\$20 billion), or 5.1% of the country's total tax burden in that year (IPEA, 2020). The amount is insufficient to meet the needs of municipal investments in urbanization. In addition, besides being relatively low, municipal tax collection is extremely uneven in Brazil, with larger municipalities accounting for a disproportionately high share of the total revenue. Despite that, according to FIRJAN (2019), fewer resources were used for investments in the state capitals. On average, they invested only 4.2% of their revenues and, as a result, their IFGF⁷ Investments were 10% below the national level.
- 2.9 Brazilian municipalities' lack of management capacity results in the dispersion of actions and underutilization of the scarce public resources. According to the IFGF 2019, the analysis of the accounts of Brazilian municipalities shows that there is great inefficiency in the administration of public resources. There was a deterioration in the allocation of public resources (when comparing the year 2018 with the pre-economic crisis period): municipalities allocated a higher percentage of their revenue to personnel expenses and began to invest less. Personnel expenses increased by R\$28.9 billion during this period, while investments decreased by R\$10.4 billion.
- 2.10 **Urban Planning and Impacts in Mobility.** Cities can significantly improve their mobility patterns by adjusting their urban mobility and land use plans and incorporating sustainable considerations. Sustainable mobility results in increased accessibility to urban services, jobs, and recreational areas, thus improving living conditions for citizens. Brazilian cities present problems in the functionality of public spaces to suit all users (children, older adults and people with disabilities, and their caregivers). According to evaluations on accessibility and walkability, the average score of Brazilian public spaces reached 5.71 in 2019, far below 8, considered the minimum for safe and comfortable walking.⁸
- 2.11 **Gender and Urban Mobility.** Mobility is not gender neutral. Understanding the mobility necessities and characteristics of women and diverse groups (people with disabilities, the elderly, and children) is crucial to reduce socioeconomic and gender inequalities. In Brazil, public safety can play an important role in how women move.⁹ Evidence indicates that, when possible, women are more likely to opt for longer journeys in favor of a trip perceived as safer. [Every 12 seconds](#), a woman suffers sexual assault in Brazil, and sexual assault has grown 165% over the past five years.¹⁰

⁷ FIRJAN Fiscal Management Index.

⁸ Mobilize 2019. [Calçadas do Brasil – Relatório Final, campanha 2019.](#)

⁹ Moreira GC, Ceccato VA. Gendered mobility and violence in the São Paulo metro, Brazil. *Urban Studies*. 2020; 58.

¹⁰ Martins, C. 2013.

Also, women with care duties display different patterns of mobility when compared with men.¹¹ Hence, contributing to gender-centered differences in mobility.

- 2.12 In particular, cities can take advantage of global trends, including (i) land use planning incorporating Transit Oriented Development¹² considerations; (ii) 15-minute City concepts;¹³ (iii) development of new and multi-centralities approaches; (iv) complete streets;¹⁴ (v) Transportation Demand Management;¹⁵ (vi) digitalization of urban mobility;¹⁶ (vii) micromobility interventions;¹⁷ (viii) electromobility for decarbonization; (ix) Land Value Capture strategies;¹⁸ and (x) improving urban logistics (including last-mile deliveries) with a territorial focus, among others.
- 2.13 **Restricted urban mobility imposes high environmental costs and has a negative impact on reaching the Nationally Determined Contributions (NDC).** Brazil is the eighth-most congested country in the world. Inadequate urban planning and regulation are the main challenges, and poorly integrated urban development policies. Even when mobility plans are in place, cities lack the technical and institutional capacity to deliver them. Therefore, improving the performance of transportation systems through better planning, regulation, efficiency, and technology will support Brazil's commitment to the Urban Mobility Sectoral Plan and promote better infrastructure services.
- 2.14 **Justification.** There are clear benefits to sustainable mobility interventions. They help increase productivity and lift economic growth rates by reducing travel times while mitigating GHG emissions. In this context, the mobilization of resources for developing land-use planning aligned to sustainable mobility plans and identifying interventions represents a significant push for resource-strapped municipalities looking to improve urban development practices while improving mobility patterns.
- 2.15 This TC benefits from the knowledge created and enhanced institutional capacity derived from previous experiences with the municipal and federal governments in implementing urban development and transportation strategies and pilot projects, such as the Sustainable Transit-Oriented Development in Brazil ([ATN/TC-17149](#)), Infrastructure Observatory ([ATN/PI-16991-RG](#)), Design of Integral Urban Development Projects for Brazilian Municipalities ([ATN/OC-18738-BR](#)), and the Support for Design of Strategies and Instruments for the Structuring Infrastructure Projects with Private Participation in Brazil ([ATN/OC-16518-BR](#)).

¹¹ Stoet G, Geary DC. A simplified approach to measuring national gender inequality. PLoS ONE. 2019; 14, 1–18.

¹² Transit Oriented Development is a type of urban development that maximizes the amount of residential, business and leisure space within walking distance of public transport, by promoting dense, compact urban forms and public transport use.

¹³ A 15-minute city is a residential urban concept, in which most daily necessities can be accomplished by either walking or cycling from residents' homes.

¹⁴ Complete Streets are a system of streets designed and operated to prioritize safety, comfort, and access to destinations for all people.

¹⁵ Transportation Demand Management or TDM is based on changing people's transport decisions in cities making them more attractive for walking, biking or use public transport. It can be achieved by structuring measures, such as the provision of cycling infrastructure, traffic calming, shared mobility, or the improvement of public spaces. Also, regulatory measures can be used such as land use policies, individual vehicles restrictions or parking restrictions.

¹⁶ Digitalization involves new digital services along the transportation service chain, including search, booking, and payment options, as well as optimization of transport operations.

¹⁷ Micromobility refers the use of lightweight vehicles, such as bicycles or scooters, for efficient urban mobility.

¹⁸ Land Value Capture strategies can be used to increase public revenue for increased investments in urban mobility infrastructure and services.

- 2.16 **Strategic alignment.** This TC is consistent with the Second Update to the Institutional Strategy 2020-2023 (AB-3190-2) and is aligned with the development challenge of Social Inclusion and Equality by (i) increasing resource mobilization by assisting the government; and (ii) building institutional capacity by supporting the government in planning and developing projects. It is also aligned with the following cross-cutting issues: (i) Climate Change and Environmental Sustainability by supporting the shift to low carbon urban infrastructure, using IADB's Sustainable Infrastructure Framework as a foundation; (ii) Institutional Capacity and the Rule of Law, as it will strengthen capacities at Municipal Government agencies with training activities; and (iii) Gender Equality, as it will conduct country-specific diagnosis for sustainable mobility with a gender perspective, and it will strengthen capacities by implementing training workshops for government officials that prioritize women's participation.
- 2.17 It also contributes to Brazil's Country Strategy 2019-2022 (GN-2973) as it will reduce inequality and improve public services (third strategic area) by enhancing public spending efficiency, implementing effective policies, and increasing access to infrastructure. Actions for better coordination between land-use and urban mobility will be promoted, focusing on implementing housing projects based on metropolitan mobility, access to jobs, environmental sustainability, and quality of life. This TC is included in the Brazil Country Program Document 2022 (CPD).
- 2.18 The proposed TC is also consistent with the Sector Framework Document of Urban Development and Housing (GN-2732-11) by promoting comprehensive urban infrastructure. This operation also aligns with the IDB's Infrastructure Strategy: Sustainable Infrastructure for Competitiveness and Inclusive Growth (GN-2710-5), with its periodic updates, and with the objectives and eligibility criteria of the United Kingdom's Sustainable Infrastructure Program, following the provisions of document GN-2903, and with the Arrangement Regarding the Establishment of the UK Sustainable Infrastructure Program, through the inclusion of sector prioritization exercises in urban mobility and response to the governments priorities at national and municipal levels. This TC is aligned with the immediate opportunities defined by Vision 2025, particularly the one related to climate change and the increase in resilience, adaptation, and mitigation. This alignment will be achieved by reducing GHG emissions generated in cities through better-integrated planning based on mobility strategies and rational land use. Finally, the TC will contribute to the Corporate Results Framework 2020-2023 – CRF (GN-2727-12) with Indicator 3.5 Climate finance in IDB Group operations (percentage of approved/committed amount).

III. Description of activities/components and budget

- 3.1 **Component 1. Development of Sustainable Urban Strategic Plans for Brazilian cities (US\$450,000).** This component will finance consultancies to (i) summarize the current and most innovative land-use and mobility integrated planning and strategies based on international cases, particularly in the developing world;¹⁹ and (ii) carry out a country-specific diagnosis for sustainable mobility with a gender perspective (active and micromobility), circulation and accessibility for Brazil at the municipal level²⁰ and

¹⁹ This work will include analysis of land use and mobility planning, legal frameworks, and institutional structures to understand local context and existing legal, financial and institutional barriers towards urban and mobility integrated strategies implementation.

²⁰ This diagnosis will identify main investment needs in sustainable urban accessibility and mobility infrastructure in cities, including a gender perspective on the inequalities and patterns in mobility and the specific needs of women and vulnerable groups (people with disabilities, elderly, children). The data

review potential legal framework constraints. Additionally, this component will finance the consultancies for the preparation of strategic urban plans for at least two (2) Brazilian cities,²¹ focusing on urban development and sustainable mobility *state of the art* approaches from a gender perspective.²² These plans will consider sector constraints and development possibilities, identifying the main investment needs in sustainable urban mobility and public spaces infrastructure for urban areas for the next 30 years. The plans will integrate land-use planning concepts and their links to mobility (such as Transit-Oriented Development, 15-minutes city strategies, etc.), as well as climate resilience aspects and other considerations for Urban Master Plans (*Planos Diretores*). For example, potential investments may include improvements in urban mobility digitalization;²³ public safety in urban mobility; alternative urban mobility, and accessibility, especially for people with disabilities, the elderly, and women (including last-mile access to transportation systems and public and green spaces related), electromobility and micromobility interventions.

- 3.2 **Component 2. Development of Sustainable Urban Interventions and Feasibility Studies (US\$550,000).** This component will finance consultancies for the development of technical, economic, environmental, and social feasibility assessments and pre-investment studies for comprehensive urban interventions identified in the strategic plans funded under Component 1. This assessments and studies will identify, design, and promote a better, inclusive, accessible, and safer urban built environment and mobility system integrations that include gender and diverse groups' perspectives. The main activities may include the following (i) assessment of land development requirements, costs, institutional capacity, and institutional training needs of selected municipalities; (ii) estimated budget for civil works, soft interventions, and institutional strengthening; (iii) identification of beneficiaries and technical/urban feasibility studies of basic mobility infrastructure and public spaces investments; (iv) engineering and urban preliminary studies when necessary;²⁴ (v) assessment of mobility as a Service (MaaS) or Urban Logistics as Service Solutions as needed; (vi) environmental and social safeguards assessments as needed; (vii) socio-economic studies to formulate policy interventions and define investments that can produce social and economic development in the targeted areas; and (viii) other similar activities.
- 3.3 This component will also include the financing of consultancies for the design of financing instruments for intervention strategies and the structuring of integrated pilot

gathered in this diagnosis will be disaggregated by gender including criteria like ethnicity, race, disabilities, socioeconomic status, and sexual orientation.

²¹ The criteria to select any municipalities that may benefit from the TC are the following: (i) municipalities which present above 100,000 habitants; (ii) municipalities with *planos diretores* and/or adopted urban mobility plans; (iii) municipalities that have urban development and alternative mobility project initiatives under design and aligned with the objectives of this TC; and (iv) municipalities that present the corresponding request communication and non-objection communication from the Banks official liaison entity in Brazil. In case of resource availability, additional municipalities in Brazil besides the initial two municipalities may be selected based on the criteria described herein.

²² The gender perspective will include the study on the inclusion of safety measures to make urban mobility safer for women such as public lightning, elimination of blind spots, among others.

²³ The use of Artificial Intelligence low carbon tools in the analysis of pavements and road assets management (pavimenta2). This tool will allow a more efficient diagnosis of roads which will help to develop street maintenance plans. Emission reduction levels of 2-3% can be achieved if pavements are well maintained. Results can be used to develop low carbon urban mobility plans in different states and municipalities of Brazil.

²⁴ The interventions will include: more control on speed limits, implementation of bicycle lanes to replace car use.

interventions.²⁵ Finally, the financial and economic structuring of projects will identify options for the participation of the private sector.

- 3.4 **Component 3. Capacity Building on Urban Development and Sustainable Mobility (US\$100,000).** This component will focus on capacity development for subnational government officials working on urban development and land use planning for sustainable mobility, including a gender and vulnerable groups perspective. This capacity-building activity will be achieved by financing (i) training workshops for subnational government officials that prioritize women's participation;²⁶ and (ii) the development of guidelines, tools, and training materials, on incorporating sustainable mobility in urban and land use planning processes that include a gender and vulnerable groups perspective. This component also will support knowledge and best practices dissemination activities (blogs, videos, and monographs).
- 3.5 **Budget.** The total cost of the TC is US\$1,100,000, financed with resources from the UK Sustainable Infrastructure Program (SIP). No counterpart resources are envisaged.

Indicative Budget (US\$)

Activity/Component	IDB/SIP	Total Funding
Development of Sustainable Urban Strategic Plans for Brazilian cities	\$450,000	\$450,000
Development of Sustainable Urban Interventions and feasibility studies	\$550,000	\$550,000
Capacity Building on Urban Development and Sustainable Mobility	\$100,000	\$100,000
TOTAL	\$1,100,000	\$1,100,000

IV. Executing agency and execution structure

- 4.1 At the request of the beneficiaries and Annex II of the Procedures for the Processing of for Technical Cooperation Operations and Related Matters (OP-619-4), the Bank will be the Executing Agency (EO) of the TC due to its experience in the preparation and development of the operational and technical instruments proposed for this type of TC and its knowledge of the scope of work. In addition, some of the products are transversal, which would make the accounting process complex.
- 4.2 The activities financed with the TC will be executed by the Bank in coordination with the beneficiaries and the public entities designated by the beneficiaries. The Housing and Urban Development Division of the Bank in Brazil (HUD/CBR) will be the technical responsibility unit. The Bank will be responsible for: (i) identifying the studies and technical work necessary for the structuring of the TC; (ii) selecting and hiring consultants to provide the necessary services; (iii) managing the execution and delivery of the consulting services. The IDB's Brazil Country Office (CSC/CBR) will be the Unit of Disbursement Responsibility. They will be in charge of the TC's procurement and disbursement, ensuring that the relevant processes are carried out within the TC framework and foreseen in the execution time. There will be no other institutions involved in the execution structure of this TC.

²⁵ Financial, economic, and institutional assessments, mechanisms and instruments to finance investments through reduced public participation (i.e. Land value capture and other mechanism), including the development of a plan to incentive investment opportunities.

²⁶ At least 60% of the attendees would be women and members of vulnerable groups.

- 4.3 The activities to be executed under this TC have been included in the Procurement Plan (Annex IV) and will be implemented by the Bank's policies, namely: (a) Procurement of individual consultants, as established under AM-650; (b) Procurement of consulting firms for services of an intellectual nature under GN-2765-4 and its associated operational guidelines (OP-1155-4); and (c) Procurement of logistical and other non-consulting services, following policy GN-2303-28. The beneficiaries may provide technical inputs to the terms of reference and consultants' reports, and the Bank will review and approve such documents and act as the EA of the TC. This dynamic will facilitate a better articulation between the different actors in the framework of the technical dialogue of this TC. Bank staff is expected to provide expertise in component activities, and missions²⁷ are foreseen to ensure timely dialogue and coordination of implementation between the Bank and the beneficiaries.
- 4.4 In addition to the above components, it is expected that IDB staff will provide specialized knowledge and technical quality in the activities that will be implemented. In that sense, missions are planned as part of the annual supervision plan to support the implementation of the proposed activities. These activities are essential for the proper execution of the TC and ensure coordination.

V. Major issues

- 5.1 The TC has a medium risk due to the upcoming elections in Brazil in 2022 and the potential ensuing changes in government priorities for urban infrastructure, including alternative mobility. In addition, there may be a lower risk of lack of data and information to develop the analysis and studies. Low risk is associated with potential governmental measures to fight the pandemic that could shift the priority from this TC, although one of the most recommended paths to overcome the crisis is investing in infrastructure (or in policies and tools that may reduce the challenges for investments in the sector) is one of the most recommended paths to overcome the crisis.
- 5.2 Political risks on government priorities will be mitigated through close engagement with technical and high-level government officials and closely monitored by the IDB's specialists leading the project. As the IDB will be the executing agency of this TC, for which it will be procure the services of consultancy firms and individual consultants, the risks of delays and miscoordination are low. To mitigate the lack of data, the consultants and consultancy firms will use broad public information and databases available at the national and municipal levels. Also, we will develop periodic meetings with the beneficiary municipalities will be carried out to request to resolve information requested by the consultants. The Bank's coordination will ensure all activities are aligned and converging to reach the TC's planned objectives and outcomes. In addition, lessons learned from other projects (above mentioned) will be considered.
- 5.3 The Bank shall own the intellectual property of all works developed within the scope of this TC and may be made available to the public under a creative commons license. However, at the request of a beneficiary, the Bank may grant licenses to one or more of the beneficiaries through specific contractual commitments that will be prepared together with LEG.

VI. Exceptions to Bank policy

- 6.1 There are no exceptions to the Bank's policies.

²⁷ Missions conducted by Bank staff within the scope of this TC will not be funded with TC resources.

VII. Environmental and Social Strategy

- 7.1 According to the Environmental and Safeguards Compliance Policy (OP-703), this TC has been classified as Category "C." The latter ratifies a negative minimum or inexistent environmental, social, and cultural impact; therefore, no environmental assessment studies or consultations are required for Category "C" operations. (see the "[Safeguard Screening Form](#)" and the "[Safeguard Policy Filter Report](#)").

Required Annexes:

[Request from the Client - BR-T1503](#)

[Results Matrix - BR-T1503](#)

[Terms of Reference - BR-T1503](#)

[Procurement Plan - BR-T1503](#)