

PMR Operational Report

| | | | |
|-----------------------------|----------------------------------|---|----------|
| Operation Number | BR-L1227 | Chief of Operations Validation Date | 10/10/17 |
| Year- PMR Cycle | First period Jan-Jun 2017 | Division Chief Validation Date | |
| Last Update | 10/02/17 | Country Representative Validation Date | |
| PMR Validation Stage | Validated by Chief of Operations | | |

Basic Data

Operation Profile

| | | | |
|---------------------------|--|---|---|
| Operation Name | São Paulo Metro Line 5 (Purple Line) Extension Project | Loan Number | 2305/OC-BR |
| Executing Agency | SECRETARIA DE TRANSPORTE METROP. SP | Sector/Subsector | TR - TRANSPORT |
| Team Leader | ORDUZ,FERNANDO | Overall Stage | Disbursing (From eligibility until all the Operations are closed) |
| Operation Type | Loan Operation | Country | BRAZIL |
| Lending Instrument | Investment Loan | Convergence related Operation(s) | |
| Borrower | ESTADO DO SAO PAULO | | |

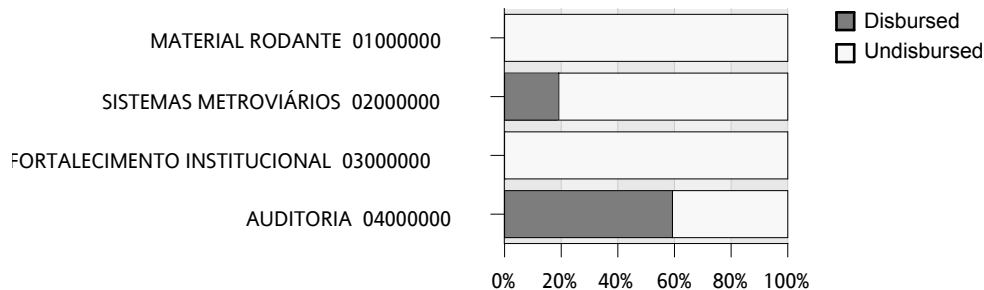
Environmental and Social Safeguards

| | | | |
|---|--|--|----|
| Impacts Category | A | Was/Were the objective(s) of this operation reformulated? | NO |
| Safeguard Performance Rating | Satisfactory | Date of approval | |
| Safeguard Performance Rating - Rationale | El Proyecto cuenta con un sistema eficiente de gestión de aspectos ambientales, sociales, y de salud y seguridad (ESHS, su acrónimo em inglés) y una competente y eficiente Unidad de Ejecución (UE) en el Metro. Los sistemas de gestión certificados (ISO 14001 e OHSAS 18001) garantizan la gestión adecuada de los aspectos ambientales y sociales. Los sistemas de gestión y de recepción y atención a quejas son múltiples y funcionan adecuadamente. Todas las acciones se están implementando de acuerdo con los planes de gestión de ESHS aprobados, y el sistema de gestión ESHS del Metro detecta y corrige rutinariamente cualquier desviación. No existe un riesgo de ESHS existente o potencial del Proyecto que no se esté abordando adecuadamente. | | |

Financial Data

| Item | Total Cost and Source | | | | | Available Funds (US\$) | | | |
|-------------------|-----------------------|--------------------|--------------------|------------------------|---------------------|------------------------|----------------------|---------------|----------------------|
| | Original IDB | Current IDB | Local Counterpart | Co-Financing / Country | Total Original Cost | Current IDB | Disb. Amount to Date | % Disb | Undisbursed Amount |
| BR-L1227 | 480,958,000 | 480,958,000 | 143,140,000 | 0 | 624,098,000 | 480,958,000 | 113,843,699.4 | 23.67% | 367,114,300.6 |
| Aggregated | 480,958,000 | 480,958,000 | 143,140,000 | 0 | 624,098,000 | 480,958,000 | 113,843,699.4 | 23.67% | 367,114,300.6 |

Expense Categories by Loan Contract (cumulative values)



Please note that the Overall Stage represents the stage of the operation at the time of this report's publication, which might not necessarily match the stage of the operation during the PMR Cycle to which the report pertains. Please also note that inactive indicators and outputs are not displayed; totals in the actual cost table may not match the sum of the cost of the outputs displayed, due to the cost of inactive outputs.

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RESULTS MATRIX

IMPACTS

Impact Nbr. 1: Serviço de transporte sobre trilhos da Região Metropolitana da Grande São Paulo (RMSP), melhorado.

Observation: N/A

| Indicator | | Unit of Measure | Baseline | Baseline Year | | EOP 2019 |
|--|--|-----------------|---------------|---------------|------|----------|
| 1.1 | Satisfação dos usuários do sistema de Transporte de São Paulo. | % | 85.0 | 2008 | P | 95.00 |
| | | | | | P(a) | 95.00 |
| | | | | | A | |
| Details | | | | | | |
| Means of verification: Sistema de Informação da Secretaria de Transporte do município de SP. | | | | | | |
| Observations: O estado possui sistema de controle que incorpora informações de pesquisa de satisfação dos usuários do transporte urbano do Estado, e são utilizados para definição de novas estratégias setoriais. | | | | | | |
| Pro-Gender | | No | Pro-Ethnicity | | No | |

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OUTCOMES

Outcome Nbr. 1: 1. Nível de mobilidade da Linha 5 - Lilás do METRÔ, aumentado.

Observation: N/A

| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2011 | 2018 | 2019 | EOP 2019 |
|-----------|--|-----------------|----------|---------------|------|------|------|------|----------|
| 1.1 | 1.1 Estações integradas com o sistema de ônibus. | Estações | 2.0 | 2009 | P | 3.00 | | | 17.00 |
| | | | | | P(a) | 3.00 | | | 17.00 |
| | | | | | A | 5.00 | | | |

Details

Means of verification: Informes operativos da METRÔ.

| | | | |
|-------------------|----|----------------------|----|
| Pro-Gender | No | Pro-Ethnicity | No |
|-------------------|----|----------------------|----|

| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2011 | 2018 | 2019 | EOP 2019 |
|-----------|--|-----------------|----------|---------------|------|--------|------|------|----------|
| 1.2 | 1.2 Utilização do sistema de ônibus do transporte público nas áreas de extensão da Linha 5 do Metrô. | Pessoas | 955.0 | 2009 | P | 955.00 | | | 586.00 |
| | | | | | P(a) | 955.00 | | | 586.00 |
| | | | | | A | 955.00 | | | |

Details

Means of verification: Informes operativos da METRÔ, e Secretaria de Transporte do Municipio de São Paulo.

| | | | |
|-------------------|----|----------------------|----|
| Pro-Gender | No | Pro-Ethnicity | No |
|-------------------|----|----------------------|----|

Outcome Nbr. 2: 2. Nível operacional da Linha 5 - Lilás do METRÔ, aumentado.

Observation: N/A

| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2011 | 2018 | 2019 | EOP 2019 |
|-----------|--------------------------|-----------------|----------|---------------|------|------------|------|------|------------|
| 2.1 | 2.1 Passageiros por dia. | People | 130000.0 | 2009 | P | 294,000.00 | | | 628,000.00 |
| | | | | | P(a) | 294,000.00 | | | 628,000.00 |
| | | | | | A | 211,000.00 | | | |

Details

Means of verification: Relatórios operativos do METRÔ.

| | | | |
|-------------------|----|----------------------|----|
| Pro-Gender | No | Pro-Ethnicity | No |
|-------------------|----|----------------------|----|

| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2011 | 2018 | 2019 | EOP 2019 |
|-----------|---|-----------------|----------|---------------|------|-------|------|------|----------|
| 2.2 | 2.2 Tempo de viagem entre as estações Largo Treze e Chácara Klabin. | minutos | 72.0 | 2009 | P | 72.00 | | | 21.00 |
| | | | | | P(a) | 72.00 | | | 21.00 |

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OUTCOMES

| | | | | | | | | | |
|---|---|-----------------|----------|---------------|---------------|------------|------|------|------------|
| 2.2 | 2.2 Tempo de viagem entre as estações Largo Treze e Chácara Klabin. | minutos | 72.0 | 2009 | A | 64.00 | | | |
| Details | | | | | | | | | |
| Means of verification: Relatórios operativos do METRÔ. | | | | | | | | | |
| Pro-Gender | | No | | | Pro-Ethnicity | | No | | |
| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2011 | 2018 | 2019 | EOP 2019 |
| 2.3 | 2.3 Tempo de viagem entre as estações Capão Redondo e Sé. | Minutos | 99.0 | 2009 | P | 99.00 | | | 44.00 |
| | | | | | P(a) | 99.00 | | | 44.00 |
| | | | | | A | 101.00 | | | |
| Details | | | | | | | | | |
| Means of verification: Relatórios operativos do METRÔ. | | | | | | | | | |
| Pro-Gender | | No | | | Pro-Ethnicity | | No | | |
| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2011 | 2018 | 2019 | EOP 2019 |
| 2.4 | 2.4 Frequência do Serviços oferecidos. | Segundos | 307.0 | 2009 | P | 307.00 | | | 125.00 |
| | | | | | P(a) | 307.00 | | | 125.00 |
| | | | | | A | 222.00 | | | |
| Details | | | | | | | | | |
| Means of verification: Informes operativos do Metrô. | | | | | | | | | |
| Pro-Gender | | No | | | Pro-Ethnicity | | No | | |
| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2011 | 2018 | 2019 | EOP 2019 |
| 2.5 | 2.5 Usuários com renda menor que quatro salários mínimos. | People | 68000.0 | 2009 | P | 68,000.00 | | | 276,000.00 |
| | | | | | P(a) | 68,000.00 | | | 276,000.00 |
| | | | | | A | 111,134.00 | | | |
| Details | | | | | | | | | |
| Means of verification: Informes Operativos do Metrô e pesquisas anuais. | | | | | | | | | |
| Pro-Gender | | No | | | Pro-Ethnicity | | No | | |
| Indicator | | Unit of Measure | Baseline | Baseline Year | | 2011 | 2018 | 2019 | EOP 2019 |
| 2.5 | 2.6 Pessoas atendidas com acesso ao sistema de | People | 0.0 | 2014 | P | | | | |

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OUTCOMES

| | | | | | | | | | |
|---|---------------------|--------|---------------|------|------|--|--|--|--------------|
| 2.5 | transporte público. | People | 0.0 | 2014 | P(a) | | | | 1,950,000.00 |
| | | | | | A | | | | |
| Details | | | | | | | | | |
| Means of verification: Relatório de progresso do Programa | | | | | | | | | |
| Pro-Gender | | No | Pro-Ethnicity | | No | | | | |

RESULTS MATRIX

OUTPUTS: ANNUAL PHYSICAL AND FINANCIAL PROGRESS

Component Nbr. 1 1. Adequação dos trens existentes.

| | Output | Unit of Measure | | PHYSICAL PROGRESS | | FINANCIAL PROGRESS | |
|-----|--|-----------------|------|-------------------|----------|--------------------|--------------|
| | | | | 2017 | EOP 2019 | 2017 | EOP 2019 |
| 1.1 | Trens da Linha 5 do METRÔ, readequados. | Trens | P | | 8 | | 8,979,000 |
| | | | P(a) | | 8 | | 8,979,000 |
| | | | A | 0 | 0 | 0 | 0 |
| 1.3 | Supervisão do Material Rodante executada | Supervisão | P | | 1 | | 1,305,400.01 |
| | | | P(a) | | 1 | | 1,305,400.01 |
| | | | A | 0 | 0 | 0 | 767,400.01 |

Component Nbr. 2 2. Aquisição dos sistemas e equipamentos metroviários.

| | Output | Unit of Measure | | PHYSICAL PROGRESS | | FINANCIAL PROGRESS | |
|-----|---|-----------------|------|-------------------|----------|--------------------|----------------|
| | | | | 2017 | EOP 2019 | 2017 | EOP 2019 |
| 2.1 | Sistema de Telecomunicações e Controle implantado | Sistemas | P | | 1 | 14,561,934 | 30,449,798.96 |
| | | | P(a) | | 1 | 14,561,934 | 30,449,798.96 |
| | | | A | 0 | 0 | 646,519.11 | 5,897,614.07 |
| 2.2 | Sistema de Alimentação Elétrica implantado | Sistemas | P | | 2 | 80,139,123.71 | 156,981,831.53 |
| | | | P(a) | | 2 | 80,139,123.71 | 156,981,831.53 |
| | | | A | 0 | 0 | 13,671,083.47 | 49,933,471.29 |
| 2.3 | Sistemas auxiliares implantado | Sistema | P | | 1 | 44,507,883.4 | 180,141,204.4 |
| | | | P(a) | | 1 | 44,507,883.4 | 180,141,204.4 |
| | | | A | 0 | 0 | 1,651,022.39 | 18,932,043.39 |
| 2.4 | Supervisão de Sistemas | Supervisão | P | | 1 | 10,601,728.97 | 43,968,229.05 |
| | | | P(a) | | 1 | 10,601,728.97 | 43,968,229.05 |
| | | | A | 0 | 0 | 2,887,395.12 | 26,356,065.2 |

Component Nbr. 3 3. Fortalecimento Institucional.

| | Output | Unit of Measure | | PHYSICAL PROGRESS | | FINANCIAL PROGRESS | |
|-----|--|-----------------|------|-------------------|----------|--------------------|--------------|
| | | | | 2017 | EOP 2019 | 2017 | EOP 2019 |
| 3.1 | Programa de Fortalecimento Institucional Implantado. | Programa | P | | 1 | 247,667.79 | 1,012,655.62 |
| | | | P(a) | | 1 | 247,667.79 | 1,012,655.62 |
| | | | A | 0 | 0 | 9,977.79 | 30,835.62 |

RESULTS MATRIX

OUTPUTS: ANNUAL PHYSICAL AND FINANCIAL PROGRESS

Component Nbr. 4 Obras Civas

| | Output | Unit of Measure | | PHYSICAL PROGRESS | | FINANCIAL PROGRESS | |
|-----|---|-----------------|------|-------------------|----------|--------------------|---------------|
| | | | | 2017 | EOP 2019 | 2017 | EOP 2019 |
| 4.1 | Obras Civas na Estação Campo Belo concluídas | Estações | P | | 1 | 6,517,150 | 33,873,970 |
| | | | P(a) | | 1 | 6,517,150 | 33,873,970 |
| | | | A | 0 | 0 | 245,624.41 | 245,624.41 |
| 4.2 | Obras Civas en Estación AACD 4 Servidor concluídas | Estações | P | | 2 | 30,871,960.65 | 34,754,458.05 |
| | | | P(a) | | 2 | 30,871,960.65 | 34,754,458.05 |
| | | | A | 0 | 0 | 14,965,989.02 | 18,848,486.42 |
| 4.3 | Obras Civas nas Estações Eucalipto e Moema concluídas | Estações | P | | 2 | 16,974,330 | 21,909,890 |
| | | | P(a) | | 2 | 16,974,330 | 21,909,890 |
| | | | A | 0 | 0 | 1,409,149.22 | 1,409,149.22 |
| 4.4 | Obras Civas na Estação Chácara Klabin e Santa Cruz concluídas | Estação | P | | 2 | 11,375,890 | 16,060,970 |
| | | | P(a) | | 2 | 11,375,890 | 16,060,970 |
| | | | A | 0 | 0 | 0 | 0 |
| 4.5 | Obras do Pátio Guido Caloi operando | Pátio | P | | 1 | 46,097,672.53 | 60,628,811.61 |
| | | | P(a) | | 1 | 46,097,672.53 | 60,628,811.61 |
| | | | A | 0 | 0 | 11,033,467.81 | 13,183,616.89 |

Other Cost

| | | | | | | |
|--|---------------|------|--|--|-----------|------------|
| | Auditoria | P | | | 33,700 | 303,519.77 |
| | | P(a) | | | 33,700 | 303,519.77 |
| | | A | | | 34,398.18 | 213,097.95 |
| | Demais Custos | P | | | | 33,728,261 |
| | | P(a) | | | | 33,728,261 |
| | | A | | | 0 | 0 |

Total Cost

| | | | | | | |
|--|------------|------|--|--|----------------|----------------|
| | Total Cost | P | | | 261,929,041.05 | 624,098,000 |
| | | P(a) | | | 261,929,041.05 | 624,098,000 |
| | | A | | | 46,554,626.52 | 135,817,404.47 |

CHANGES TO THE MATRIX

No information available for this section