

| Sustainable Transport Award 2026

Salvador e-BRT:

Advancing sustainable urban mobility through e-BRT systems, accessible station design, and gender-inclusive workforce initiatives





The year's STA honor recognized

Salvador, Brazil

for its ambitious expansion and modernization of its bus rapid transit (BRT) system with e-buses, accessible station design, and gender-inclusive workforce initiatives.



Background

Context



Bus Service

- 1,958 buses (8 e-buses)
- 400 routes
- 10 terminals
- integrated with the 2 metro lines (38 km, 22 stations)



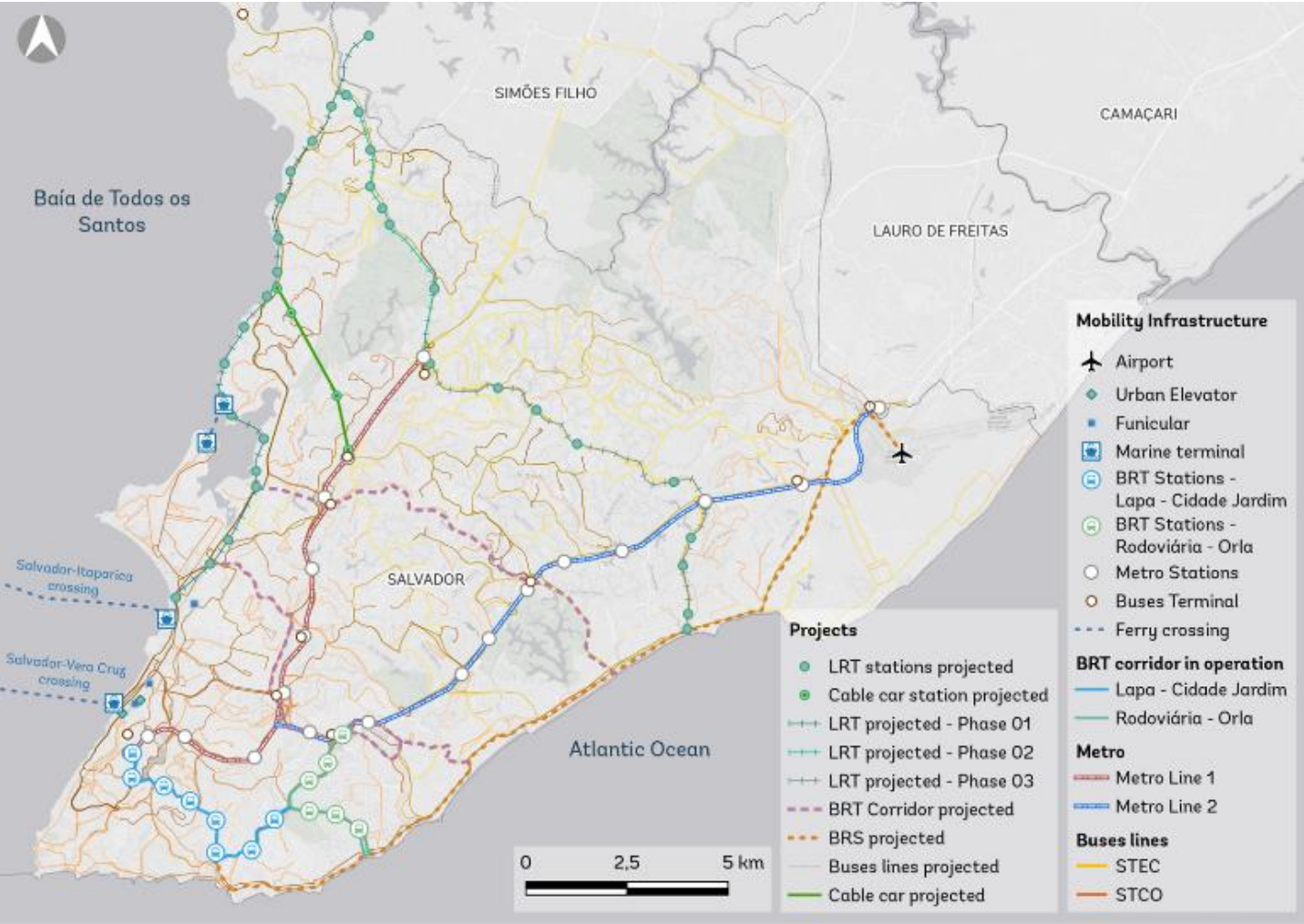
Demand

- 1.1 million passengers daily
- 68% of riders low income,
- 62% women, and
- 92% Black or Brown



Governance

- It is managed by SEMOB
- Regulated by ARSAL
- Operated by two private concessionaires (SPes)



Context



Salvador's public transport system **has faced declining ridership and financial pressures**, worsened by the COVID-19 pandemic.



Demand fell from **1.4 million passengers in 2019 to 1.1 million in 2024**, weakening fare revenues.



At the same time, **motorization increased**, contributing to congestion, emissions, and road safety challenges.



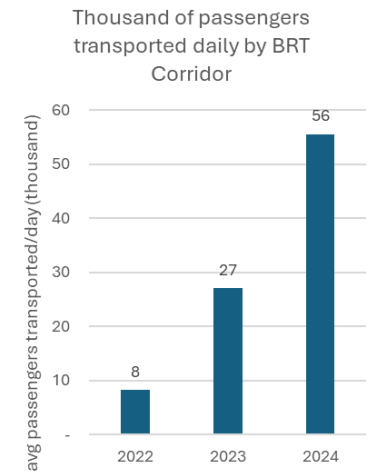
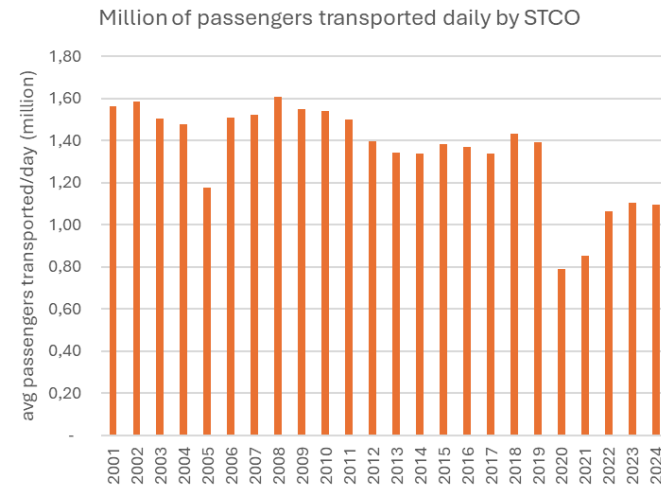
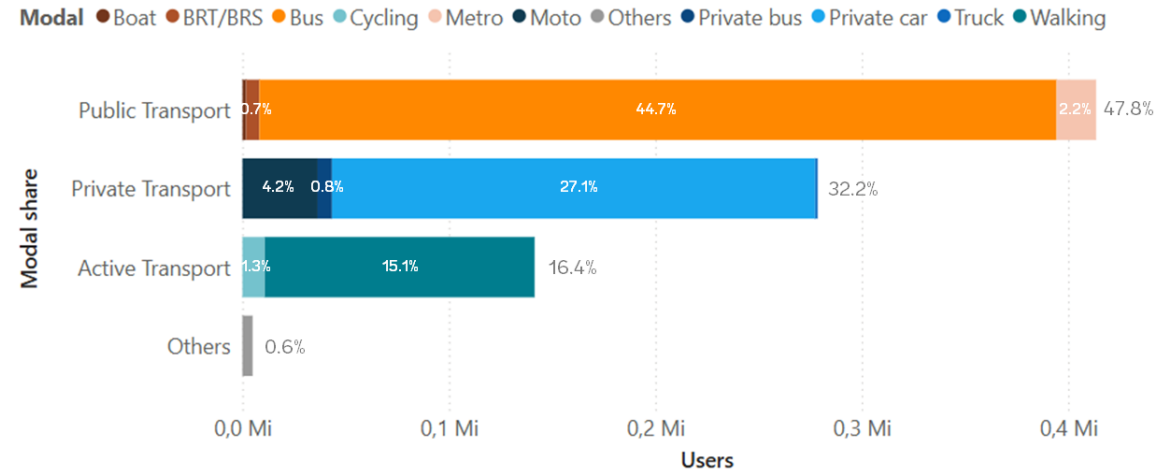
The **municipality introduced subsidies to sustain operations**, highlighting the need for structural reforms

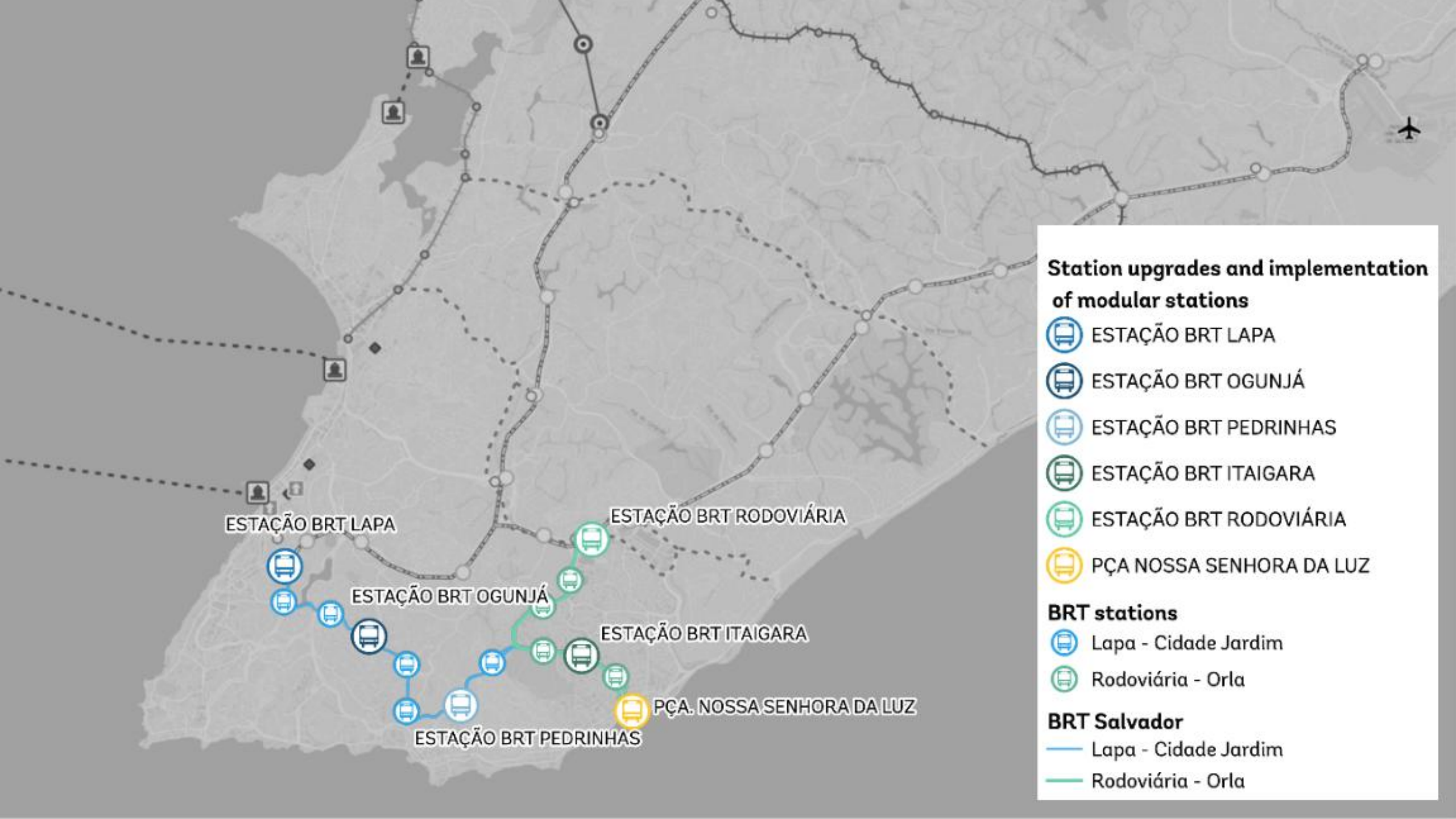


Salvador launched its **first BRT corridor (13 km) with 70 buses, including 8 e-buses**, reducing travel times and improving service.



The next phase will **expand the BRT network and electrify the fleet**, improving service quality and sustainability.





Station upgrades and implementation of modular stations

- ESTAÇÃO BRT LAPA
- ESTAÇÃO BRT OGUNJÁ
- ESTAÇÃO BRT PEDRINHAS
- ESTAÇÃO BRT ITAIGARA
- ESTAÇÃO BRT RODOVIÁRIA
- PÇA NOSSA SENHORA DA LUZ

BRT stations

- Lapa - Cidade Jardim
- Rodoviária - Orla

BRT Salvador

- Lapa - Cidade Jardim
- Rodoviária - Orla

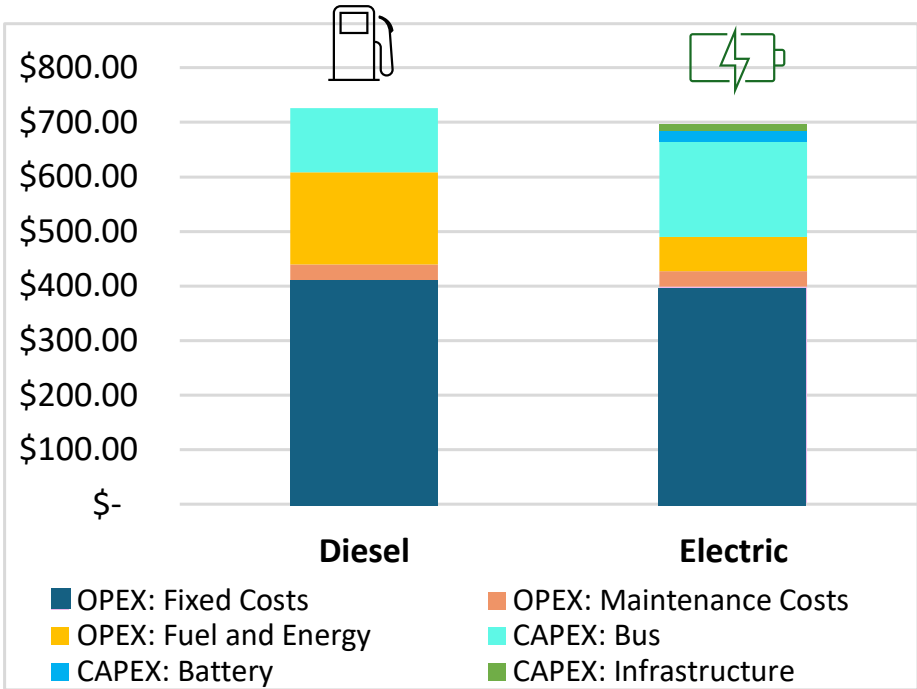
E-buses have a lower TCO than diesel buses.

Table 1: Capital investment in the first year

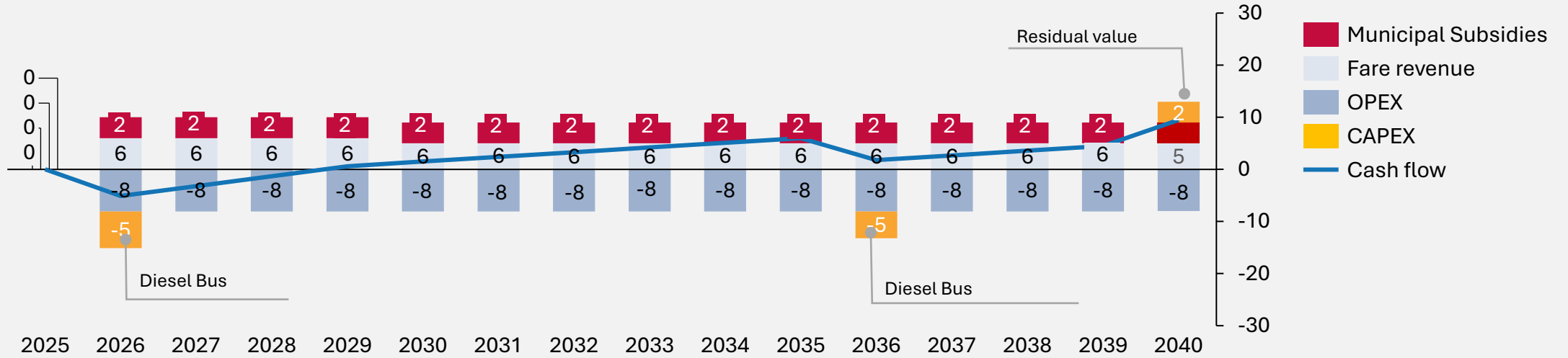
Capital Investment	Diesel	Electric
Buses	\$44,658,594	\$67,075,329
Charging infrastructure	\$0	\$4,895,008
Battery replacement	\$0	\$7,600,000
Total	\$44,658,594.03	\$79,570,338

Source: Prices according to values informed by SEMOB
 The values are presented in US dollars, considering an exchange rate of
 US\$1 = R\$5.3671 of September 2025.

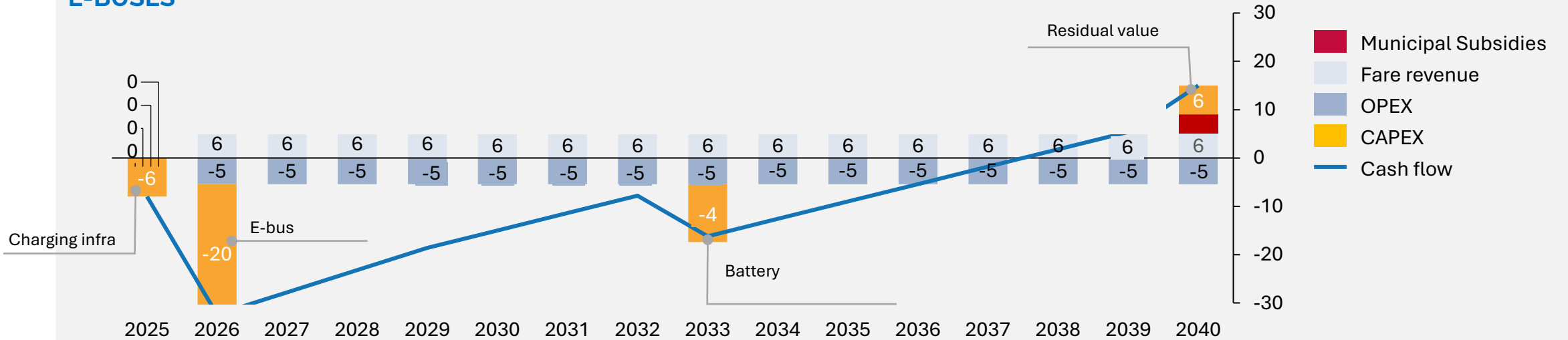
Figure 1: TCO of diesel and e-buses in Salvador



DIESEL



E-BUSES



Salvador e-buses project



Salvador e-buses project

PROJECT INVESTMENTS



Procurement of 100 e-buses



Construction of 2 new charging terminals



Expansion of BRT stations



Accessibility, road safety, and climate resilience around stations



Training program for drivers and maintenance workers



Implementations of a cycling network



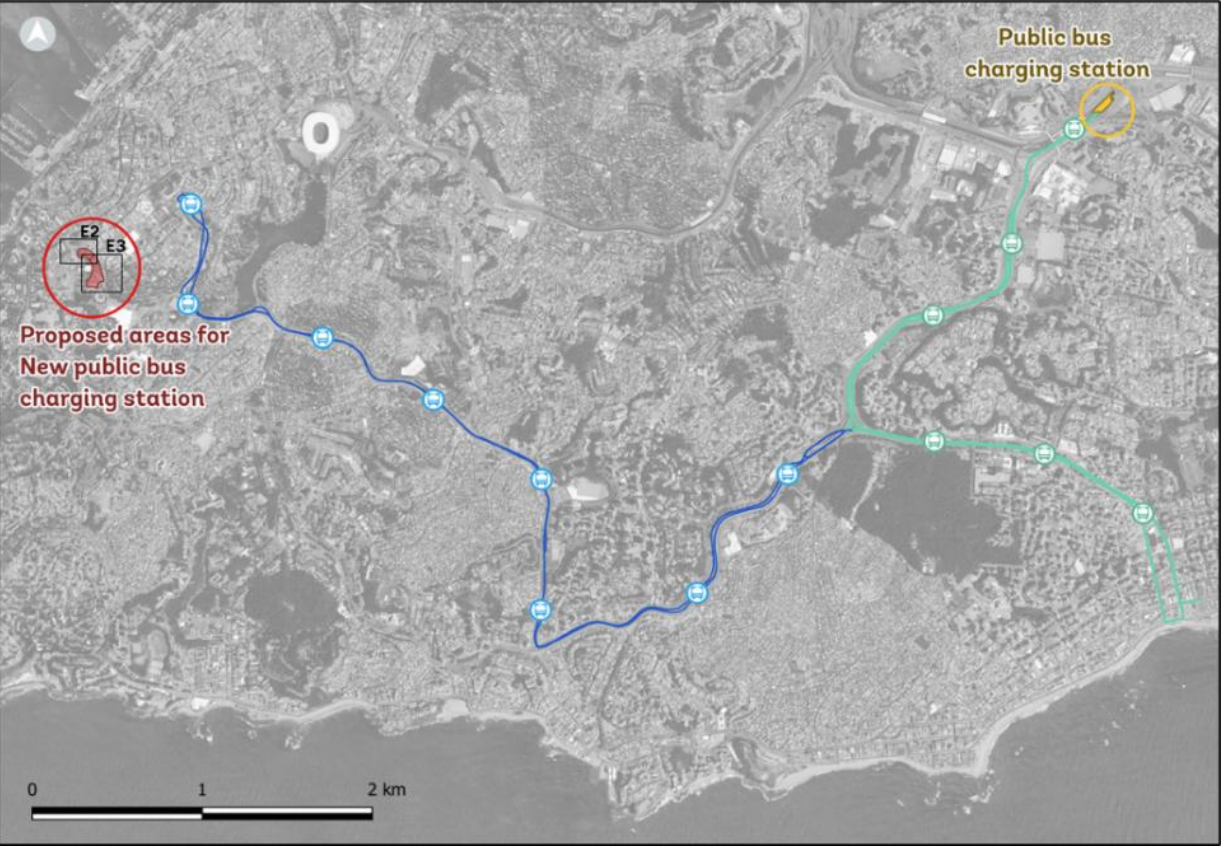
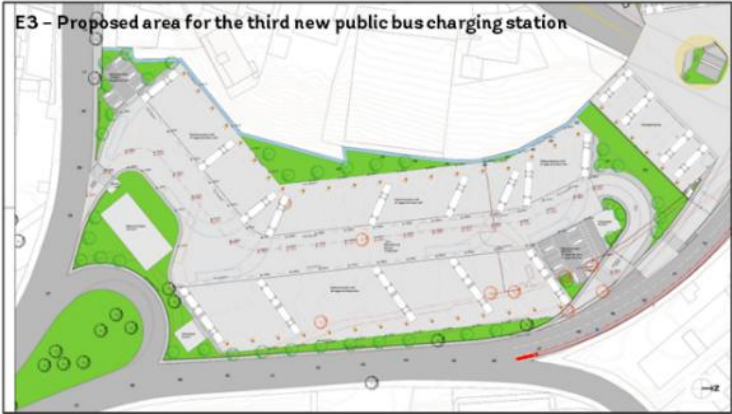
Deployment of ITS and smart traffic signals

Salvador e-buses project

PROJECT INVESTMENTS



Construction of 2 new charging terminals

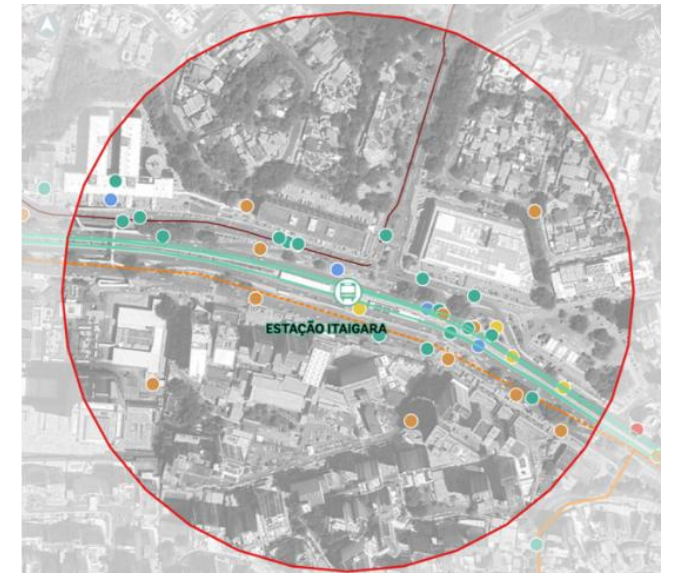
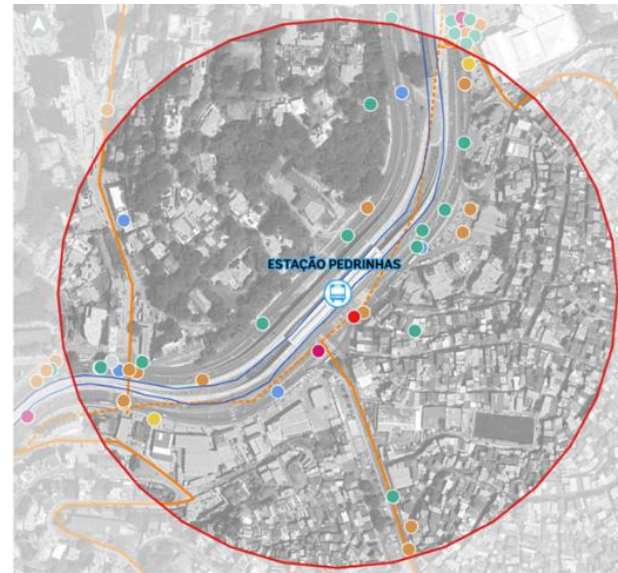
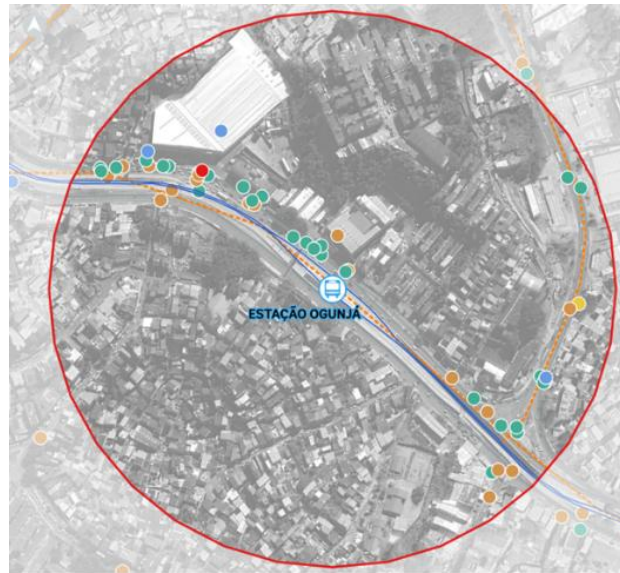


Salvador e-buses project

PROJECT INVESTMENTS



Accessibility, road safety, and climate resilience around stations



Legenda

BRT Station

- Lapa - Cidade Jardim
- Rodoviária - Orla

BRT Corridor

- Lapa - Cidade Jardim
- Rodoviária - Orla

Cycling Infrastructure

- Cycle lane
- Cycle route
- Cycle path
- Mixed
- Shared-used

Cycling Infrastructure proposed

- PlanMob
- Covering discontinuities
- New roads

Injuries

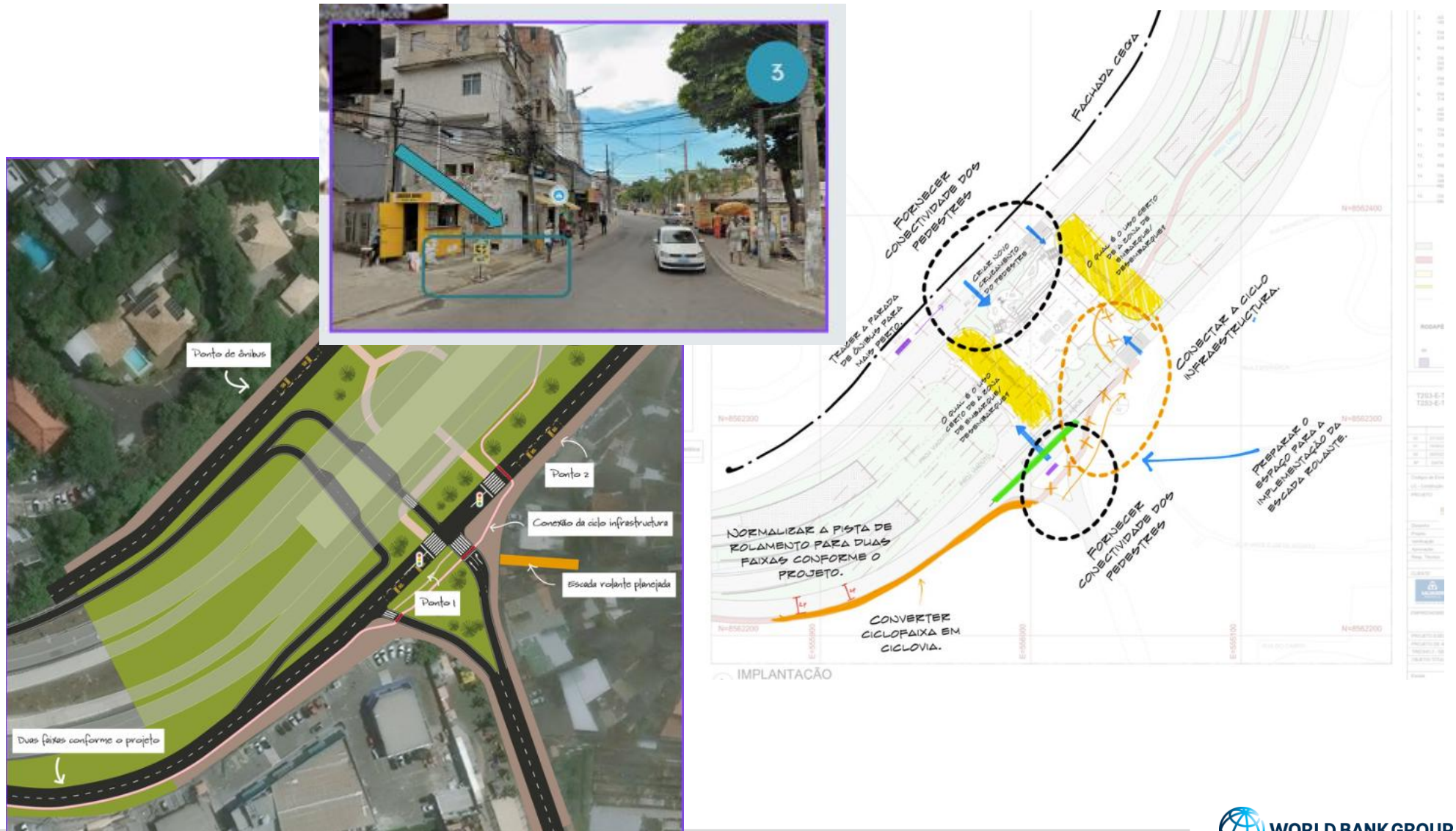
- Car
- Cycle
- Truck
- Moto
- Bus
- Others
- Fatalities

Salvador e-buses project

PROJECT INVESTMENTS



Accessibility, road safety, and climate resilience around stations

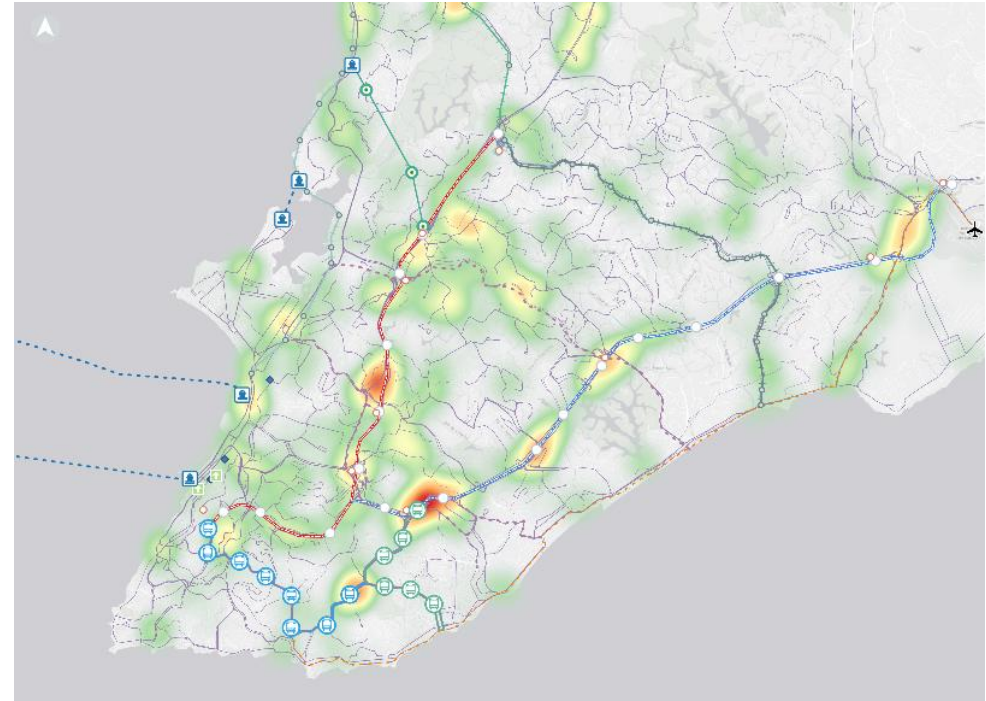
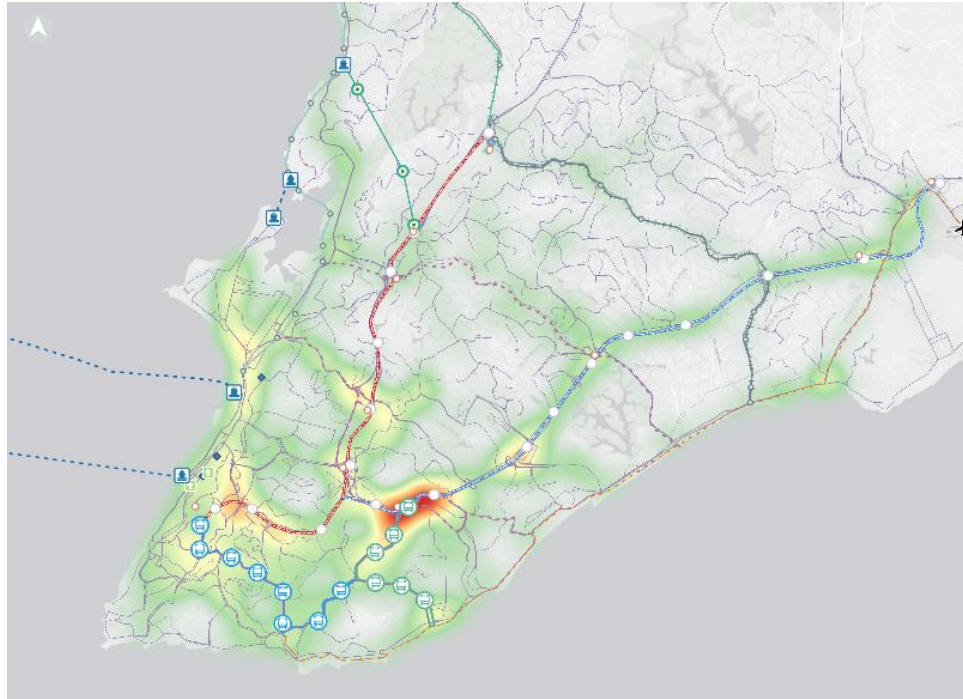


Salvador e-buses project

PROJECT INVESTMENTS



Accessibility, **road safety**,
and climate resilience
around stations

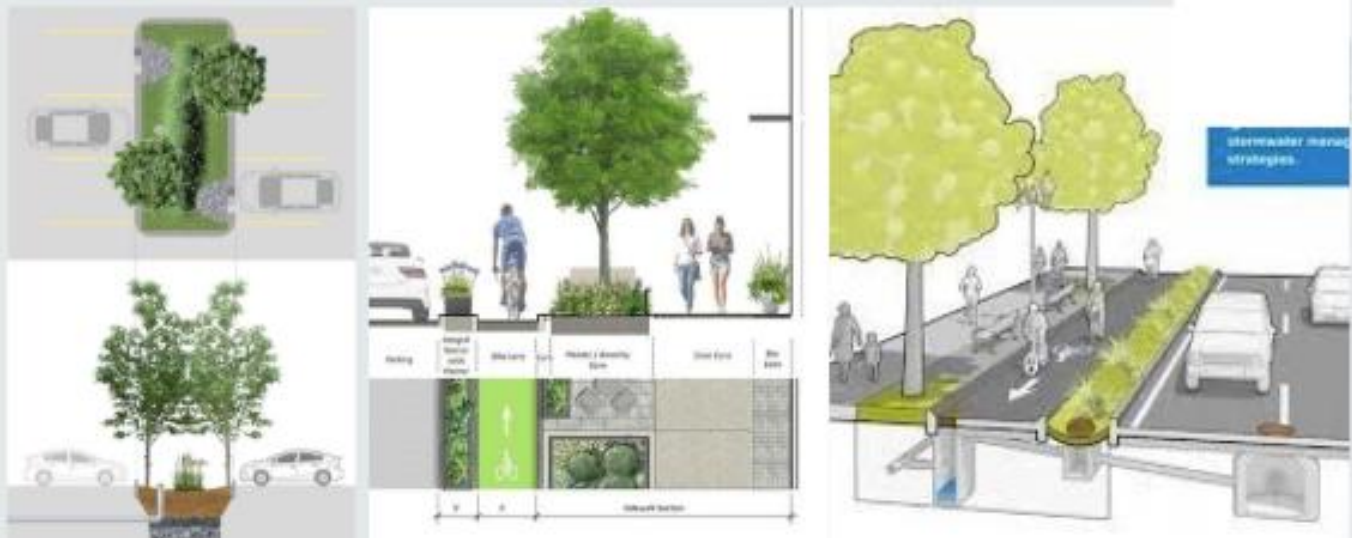


Salvador e-buses project

PROJECT INVESTMENTS



Accessibility, road safety, and **climate resilience** around stations

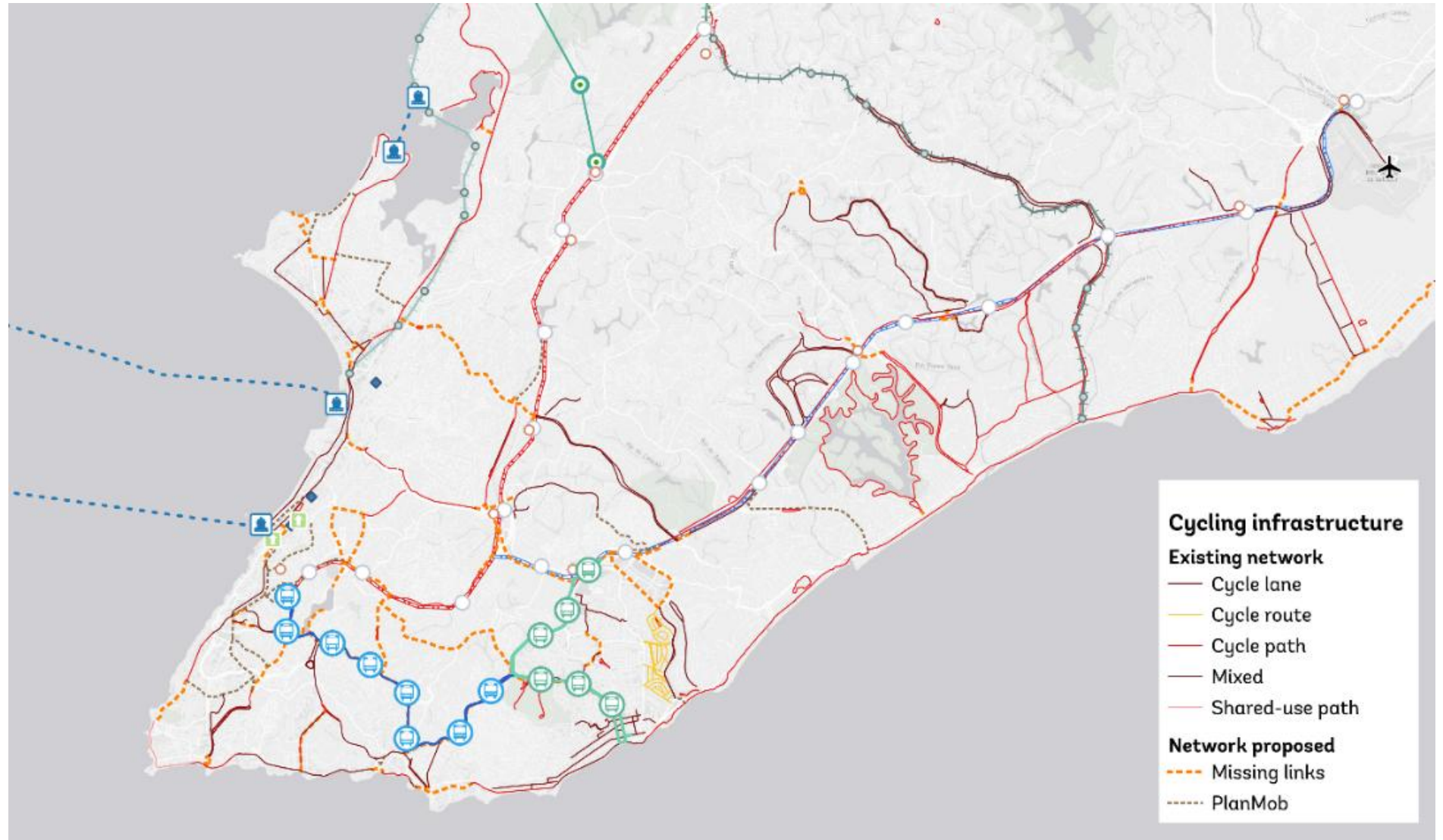


Salvador e-buses project

PROJECT INVESTMENTS



Implementations of a cycling network



Salvador e-buses project

PROJECT INVESTMENTS



Training program for drivers and maintenance workers



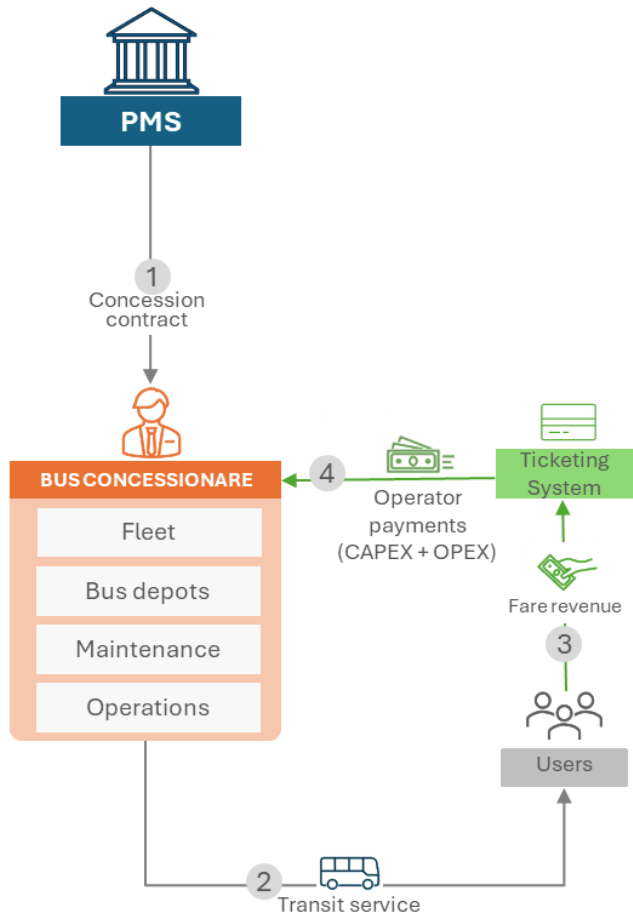
MAIS VÍDEOS



Business Models and Bancability

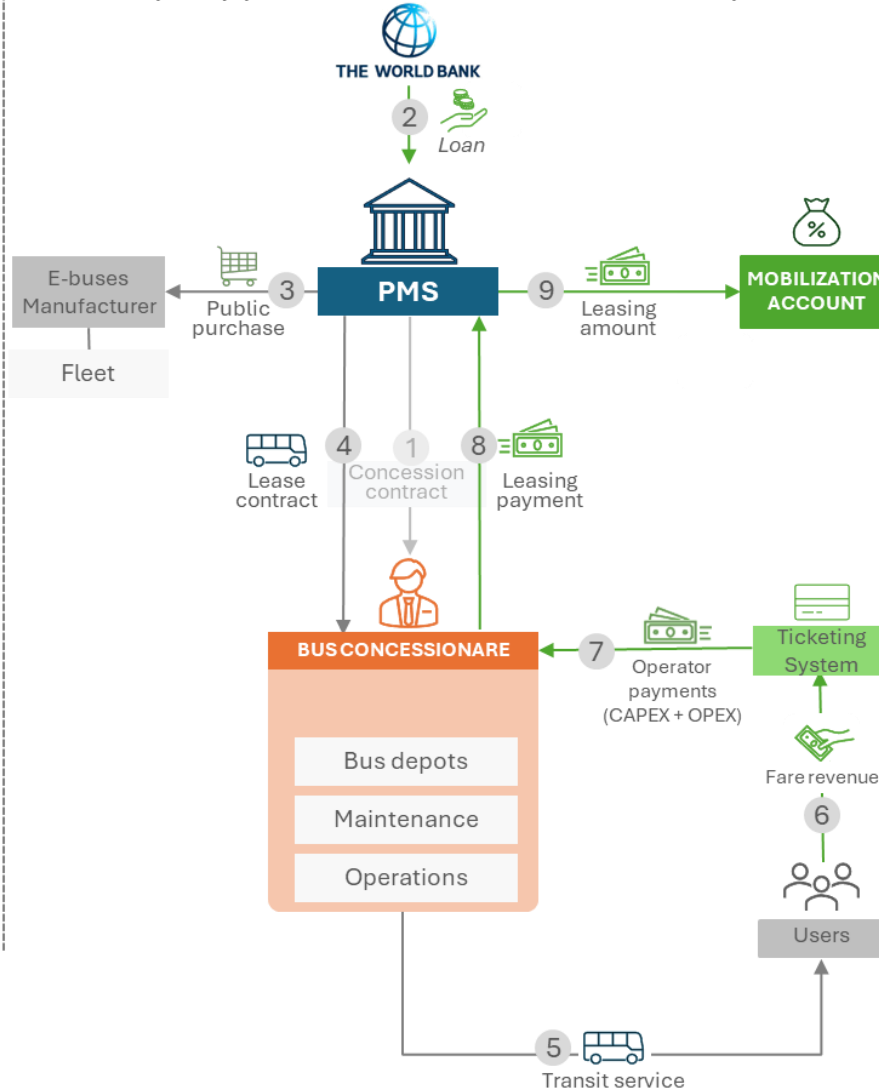
Current Model

Concessionaire owns and operates fleet



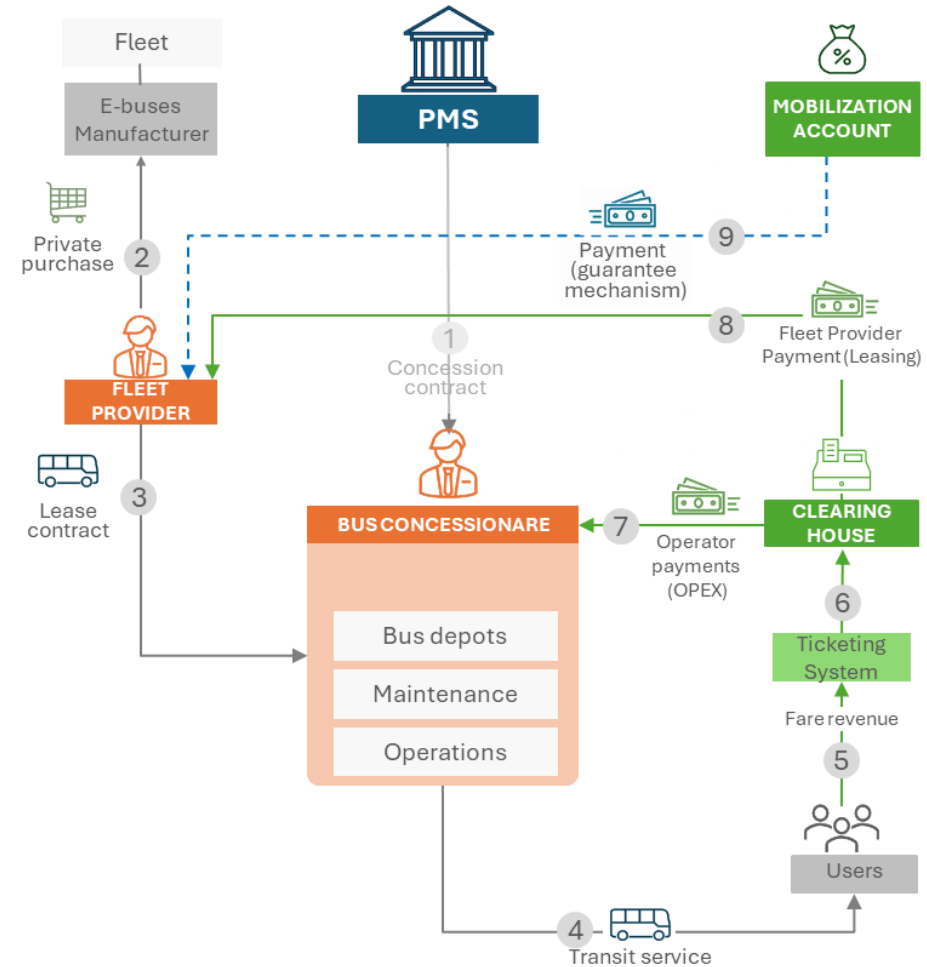
100 e-buses model

Municipality purchases e-buses and leases to operators



Scaling-up e-buses model

Private fleet provider invests, backed by guarantees and clearing mechanisms



■ Municipality (PMS)
 ■ Private sector
 → Flow of Funds
 - - -> Guarantee mechanism (triggered in case of demand fluctuation)
 → Contract or Service



Thanks!

Tais Fonseca de Medeiros
World Bank

tfonseca@worldbank.org