Concept Environmental and Social Review Summary

Concept Stage

(ESRS Concept Stage)

Date Prepared/Updated: 04/26/2021 | Report No: ESRSC01981

BASIC INFORMATION

A. Basic Project Data

Country	Region	Project ID	Parent Project ID (if any)
World	OTHER	P175400	
Project Name	Motorcycle Safety by Design in African Countries: Effects of Built infrastructure on the Frequency of Motorcycle Collisions		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing		2/26/2021
Borrower(s)	Implementing Agency(ies)		
World Resources Institute (WRI)	World Resources Institute (WRI)		

Proposed Development Objective

The overall objective is to provide evidence-based recommendations for improving roadway infrastructure design and operations in cities in LMICs in Sub-Saharan Africa to better address safety of motorcycles.

Financing (in USD Million)	Amount
Total Project Cost	0.20

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 overall objective is to provide evidence-based recommendations for improving roadway infrastructure design and operations in cities in LMICs in Sub-Saharan Africa to better address safety of motorcycles.

D. Environmental and Social Overview

D.1. Detailed project location(s) and salient physical characteristics relevant to the E&S assessment [geographic, environmental, social]

Urban areas in sub-Saharan Africa are facing an exponential population growth because of rural-urban migration due to availability of jobs and substantially higher per capita income. Many urban areas have an underfunded public transport sector resulting in inadequate and low-quality public transportation networks. Furthermore, insufficient and unsafe infrastructure have resulted in rising numbers of people moving away from using active modes of transportation. This has increased dependence on self-owned motorcycles and motorcycle taxies. Besides driving economic growth by providing low-cost access to employment, education and healthcare, motorcycles in Sub-Saharan Africa are also increasingly being used for delivery of essential goods and services.

The soaring numbers of motorcycles are resulting in a higher number of motorcycle crashes and more fatalities not only for both the motorcyclist and pillion passenger, but also for pedestrians. For example, Kenya has recorded a 28.4% growth in fatalities and 47.2% higher serious injuries to motorcyclists in the beginning of 2020, in comparison with a corresponding period in 2019.

African countries face the highest risk of road traffic injuries, death and disability-adjusted life years (DALYs) lost. Globally, death rates in low-income countries (LIC) are 3 times higher than in high-income countries. LICs face widely understood road safety issues: rapid urbanization, poor safety standards, lack of enforcement, and a failure to use safety equipment. For motorcyclists unprecedented growth in fatalities and injuries is due to lack of safer road infrastructure, along with inadequate road behavior awareness.

D. 2. Borrower's Institutional Capacity

The Project will be implemented by the World Resources Institute (WRI) partnering with Collaborative Sciences Center for Road Safety. Contracted locally based NGOs or WRI country offices located in Uganda and Ethiopia will provide in country support as needed. None of the entities have experience in implementing the World Bank Environmental and Social Framework (ESF). However, given the emphasis on research on road safety measures and regulations, and the Collaborative Science Center's experience in this regard, lack of experience on ESF implementation is not perceived as a major challenge. Nevertheless, capacity building will be provided on the preparation of a Labour Management Procedures (LMP) and simple SEP and, given the importance of stakeholder consultation in adopting good practice motorcycle safety measures. If the scope of the project changes, the need and capacity to implement Bank's ESSs will be assessed and an institutional strengthening plan or measures will be suggested and agreed upon accordingly and included in the design of the project and in the Environmental and Social Commitment Plan (ESCP).

II. SCREENING OF POTENTIAL ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

A. Environmental and Social Risk Classification (ESRC) — Low

Environmental Risk Rating — Low

The environmental risk classification for this project is Low. The project potential environmental risks and impacts are likely to be minimal, because the project activities will focus on research and dissemination of results and there will be no civil works. The project will have positive environmental, health and safety impacts by suggesting

recommendations to policy makers that will contribute to improved road safety, road safety infrastructure and use of appropriate safety gear for motorcycle users in the region.

Social Risk Rating Low

The social risk classification for the project is low under the World Bank ESF based on the nature of the activities which are focused on research, including literature reviews, data analysis and key informant interviews. The Project will not include any physical or civil works. The project will have a positive social impact by contributing to knowledge around safe systems for motorcycle users which is a key means of transport for many people in sub-Saharan Africa. Due to the likely nature and scale of the workforce issues related to labor and working conditions are anticipated to be negligible but will be addressed through the requirement for ESS2 to be met. The study will not cover downstream social risks or impacts as a result of the implementation of recommendations on land use planning or on user adoption of measures to improve safety.

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:

The project includes standalone technical assistance activities funded by a small grant from a recipient executed trust fund. All studies that are conducted for this project as well as reports generated and training or capacity building provided will be developed to be consistent with requirements of the World Bank Environmental and Social Framework (ESF) and will be documented in the Environmental and Social Commitment Plan (ESCP).

From a social perspective the Project is likely to result in beneficial outcomes associated with community health and safety; notably reduced fatalities and DALYs as a result of road traffic accidents and associated socio-economic benefits. These may include ability to remain in the workforce and reducing the burden of health care (costs and time) by other members of the family. Research will detail how to enhance safety of hot-spots and high-crash corridors through comprehensive speed management, land use, and mobility planning.

The environmental benefits of this project can be positive if the improved enabling environment also associates road safety with social and environmental sustainability and protection. This can be achieved through the use of Strategic Environmental and Social Assessments (SESA) for future road safety policy. SESAs are a powerful tool to evaluate the environmental and social aspects of a policy, while road safety audits are critical to assess the implementation of safety. Such assessments should also include consideration of political economy issues to address recommendations. The use of the SESA could ensure a range of environmental aspects and concerns are taken into account enabling the road safety audit techniques to develop further. Therefore, utilizing a SESA in the early stages of road safety policy formulation may bring both safety and environmental concerns together and facilitate sustainable development.

The research will incorporate Road Safety Audit (RSA) as an important element of improving road safety in relation to motorcycle safety measures, which the road infrastructure can offer. It is expected to address two broad research questions: (i) How do certain types of road infrastructure design elements, such as corridor width, medians, and street network configuration affect the frequency of motorcycle-involved collisions?; and (ii) How can new policies

based on a Safe System Approach to road safety include motorcycle safety measures and effectively lower injuries and fatalities involving vulnerable users? .

The Terms of Reference for all studies (if needed) associated with the project and all other deliverables will be drafted so that the advice and other support provided is consistent with ESSs 1-10 and will be documented in the Environmental and Social Commitment Plan (ESCP).

The Project will prepare a Stakeholder Engagement Plan (SEP) and a Labour Management Procedures (LMP) prior to Project appraisal.

Areas where "Use of Borrower Framework" is being considered:

The use of the Borrower Framework is not being considered

ESS10 Stakeholder Engagement and Information Disclosure

Engagement will be undertaken to inform the analysis of the desk based review of accident data. Input will be sought from national experts and other stakeholders from the studied cities to identify localized factors that may not be identified from statistical data. In addition, the findings of the studies will be presented to stakeholders. The stakeholders for this Project include:

Ministries of Transport
Ministries of Interior
Ministries of Health
National Transport and Safety Authorities (NTSA)
National Highways Authorities
Urban and Rural Roads Authorities
Directorates of Occupational Safety and Health Services
Metropolitan Transport Authority
Council of Governors / Regional Representatives
Motorcycle associations
Sub-Saharan Africa Transport Policy Program (SSATP)

Due to the research/study nature of the project a simplified SEP should be prepared prior to project approval, focusing on gathering input and data for the study from relevant local and international partners, consultation of the draft project deliverable(s) with key road safety institutional and professional stakeholders and on dissemination of project results. The willingness of key government stakeholders to engage will be documented in the SEP. The Borrower will provide stakeholders with timely, relevant, understandable and accessible information, and consult with them in a culturally appropriate manner, which is free of manipulation, interference, coercion, discrimination and intimidation.

The SEP will also present a Grievance Mechanism (GM), which will be proportionate to the potential risks and impacts of the project which will need to be managed by WRI and ensure timely responses to any grievances raised.

All engagement will need to be undertaken in a manner which is COVID-19 secure and in line with national requirements for gatherings at the time of engagement. This will be informed by WHO's "COVID-19 Strategic Preparedness and Response Plan Operation Planning Guidelines to Support Country Preparedness and Response" (2020) and also the World Bank's "Technical Note: Public Consultations and Stakeholder Engagement in WB-supported operations when there are constraints on conducting public meetings" (March 20, 2020). This may involve the use of virtual meetings, smaller meetings or other measures as relevant.

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

The project will be implemented by the WRI in collaboration with Collaborative Sciences Center for Road Safety and locally based NGOs or country offices. As such all workers will be classified as Direct Workers. The use of consultants, contractors or community workers is not anticipated and there will be no primary supply chain. Given the nature of the project, the risk of labor abuses, in-migration and occupational H&S risks is considered to be low. Given that the project is research based the risk of Gender Based Violence is considered to be low. As part of the labor management procedures, WRI will be required to demonstrate that they and the other participating NGOs employ their staff in line with national law and the requirements of ESS2. This will include ensuring that all workers have contracts outlining the terms and conditions of their employment including hours of work, wages, overtime, rest periods, compensation and benefits; workers are subject to non-discrimination and equal opportunities, measures to mitigate against Gender Based Violence (GBV), forced and child labor is prohibited and that workers have access to a Grievance Redress Mechanism. In terms of OHS given the nature of the work, NGOs will need to demonstrate they have appropriate OHS policies in place to maintain a safe working environment, provide the necessary level of training and information, risk assessments are undertaken as required (e.g. for work related travel and the place of work), the ability to review of OHS performance and that there are accident and incident investigation and reporting requirements in place.

ESS3 Resource Efficiency and Pollution Prevention and Management

The standard is not relevant. The Project does not envisage water and energy use and no potential pollution is anticipated.

ESS4 Community Health and Safety

As no civil or infrastructure development activity is envisaged under the project, there is no potential health and safety risk or impact on communities as a result of direct activities. However, communities may benefit from improved road safety as a result of assessment through the identification of risk factors to inform policy decision

making. Given that the project is research based the risk of Gender Based Violence involving communities is considered to be minimal.

The research will incorporate Road Safety Audit (RSA) as an important element of improving road safety in relation to motorcycle safety measures. The study will be much broader, with expected outcomes providing many more recommendations regarding systemic measures related to road infrastructure improvements across the whole project cycle (such as for example: introducing more procedures, such as road safety assessments at the concept stage, road safety inspections of existing roads as part of the regular road maintenance, detailed investigations of road crashes involving motorcycles, certification processes for devices such as for example barriers to be safe for motorcycles, capacity building among road engineers to promote effective motorcycle safety solutions and introducing infrastructure safety assurance procedures into routine practices and many others.

The research will be based on safe system approach, it shall also address laws and regulations, traffic organization and management, speed management, capacity building, training, and other policies and measures proven to improve motorcycle safety. This research is expected to tackle the broad spectrum of potential recommendations related to the design elements and the road investment related road safety procedures. And its conclusions are expected to be adopted to improve motorcycle safety in a sustainable manner.

ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

TThe project activities do not envisage any land acquisition, restrictions on land use or involuntary resettlement. The study will not cover downstream impacts on land use planning.

ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources

The standard is not relevant. The proposed Project activities will not impact any biodiversity resources or known habitats.

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

The proposed research activities are limited to cities and the study will not include an assessment of downstream impacts on Traditional Local Communities.

ESS8 Cultural Heritage

Project activities do not involve any physical works so impacts to cultural heritage sites are not envisaged. The project also does not involve any components related to the use of cultural heritage.

ESS9 Financial Intermediaries

The standard is not relevant. The use of Financial Intermediaries is not being considered.

C. Legal Operational Policies that Apply

OP 7.50 Projects on International Waterways	No
OP 7.60 Projects in Disputed Areas	No

III. WORLD BANK ENVIRONMENTAL AND SOCIAL DUE DILIGENCE

A. Is a common approach being considered? No

Financing Partners

N/A

B. Proposed Measures, Actions and Timing (Borrower's commitments)

Actions to be completed prior to Bank Board Approval:

The following documents will need to be prepared (no Appraisal ESRS is required as the project is a stand-alone recipient executed trust fund):
1) Development of the Environmental and Social Commitment Plan (ESCP) for the Project.
2) Development of the Stakeholder Engagement Plan.
3) Labour Management Procedures (LMP)

Possible issues to be addressed in the Borrower Environmental and Social Commitment Plan (ESCP):

1) Requirements for monitoring and reporting on the management of environmental and social issues.
2) Commitment to ensure all project workers are employed in line with the requirements of ESS2.
3) Implementation of the Stakeholder Engagement Plan including any updates that will be needed.
4) Implementation of the Labour Management Procedures (LMP)
5) The WRI will ensure TORs (if needed) for any studies associated with the project and all resultant deliverables will be drafted so that the advice and other support provided is consistent with ESSs 1-10.

IV. CONTACT POINTS

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Borrower/Client/Recipient

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Implementing Agency(ies)

Implementing Agency: World Resources Institute (WRI)

V. FOR MORE INFORMATION CONTACT

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VI. APPROVAL

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