



The World Bank

iRAP IE the UNRSF Ten Step Plan for Safer Road Infrastructure in improving the safety performance of WB projects

Project Information Document/ Identification/Concept Stage (PID)

Concept Stage | Date Prepared/Updated: 10-May-2021 | Report No: PIDC232656

**BASIC INFORMATION****A. Basic Project Data**

Project ID	Parent Project ID (if any)	Environmental and Social Risk Classification Low	Project Name iRAP IE the UNRSF Ten Step Plan for Safer Road Infrastructure in improving the safety performance of WB projects
P175118			
Region	Country	Date PID Prepared	Estimated Date of Approval
OTHER	World	10-May-2021	
Financing Instrument	Borrower(s)	Implementing Agency	
Investment Project Financing	The International Road Assessment Programme (iRAP)	International Road Assessment Programme (iRAP)	

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PROJECT FINANCING DATA (US\$, Millions)**SUMMARY**

Total Project Cost	0.30
Total Financing	0.30
Financing Gap	0.00

DETAILS**Non-World Bank Group Financing**

Trust Funds	0.30
Global Road Safety Program	0.30

B. Introduction and Context

Country Context

In LMICs, the safety performance of road and transport infrastructure projects is highly dependent on the priorities of the country and the skills of the stakeholders involved in the planning, design, financing, construction and maintenance of the projects. Safe road design is not always optimized either due to a lack



of knowledge and appreciation of the importance of safety outcomes for all road users or because sufficient systems (design standards, training and national road safety policies and construction quality control) are simply not in place.

Tanzania is the first country selected to use **the Ten Step Plan for Safer Road infrastructure** which has been produced by the United Nations Road Safety Collaboration partners to support countries seeking to implement initiatives in relation to the “Improved safety of road infrastructure and broader transport networks”, the UN Convention on Road Traffic and Road Signs and Signals and the achievement of UN Member States Agreed Global Targets 3 and 4 for safer new and existing roads.

The Ten Step Plan will aim to build the institutional capacity and regulatory framework to support UN Targets 3 and 4 with specific objectives to deliver systematic improvements to national road safety policies (Step 4), national road design standards (Step 5), and training and accreditation (Step 6), at the national level.

This project will provide a comprehensive evaluation of the impact of the first global deployment of the UN Road Safety Fund supported Ten Step Plan for Safer Road Infrastructure in Tanzania with a focus on active World Bank projects.

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Sectoral and Institutional Context

Global Road Safety Facility competitively awarded through the Call for Proposals FY20 the proposed study which aims to reduce road traffic deaths and serious injuries through improvements in the knowledge of the project stakeholders and the standard of road safety engineering.

This small research and capacity building (ASA/study-type) activity will be carried out by the International Road Assessment Programme (iRAP). iRAP is the umbrella programme for Road Assessment Programmes (RAPs) worldwide that are working to save lives using a robust, evidence-based approach to prevent unnecessary deaths and suffering.



Relationship to CPF

This is a small grant funded activity supporting road safety in LIC context in Africa and as such is in line with CPFs of . African countries.

C. Project Development Objective(s)

Proposed Development Objective(s)

The overall project objective is to reduce road traffic deaths and serious injuries through improvements in the knowledge of the project stakeholders and the standard of road safety engineering.

Key Results

The research project will provide a comprehensive evaluation of the impact of the first global deployment of the UN Road Safety Fund supported Ten Step Plan for Safer Road Infrastructure in Tanzania with a focus on active World Bank projects. Key results include:

1. Analysis of fatalities and/or injuries: Analysis of reported fatalities and serious injuries will be undertaken at the local project level in order to evaluate the impact of the UNRSF Ten Step Plan for Safer Road Infrastructure. National and local road agencies will benefit from the analysis through improvements in the safety performance of World Bank projects in Tanzania and beyond.

2. Researchers, data administrators/managers and research users to be trained: It is estimated that up to 10 researchers, data administrators/managers and research users from local universities or institutes involved in World Bank projects will be supported. It is noted that the Ten Steps project aims to provide training to 100-150 stakeholders at the national level. This monitoring and evaluation project will provide support for additional participants from World Bank-financed projects to also participate in the Ten Steps capacity building.

3. Other Road Safety results:

- **Contribution to the United Nations Sustainable Development Goals (SDGs) and Global Road Safety Performance Targets.** The inclusion of national policy targets will be measured and the mechanism for monitoring upgrades on existing and new roads will be included in the Ten Steps outcomes.
- **Improved road design standards.** Through direct improvements identified in the World Bank corridors the number of potential improvements to local design standards (e.g. provision for vulnerable road users) will be measured.



- **National Road Safety Strategy.** Inclusion of training, knowledge and skill development outcomes in the national strategy will be recorded. Goals and objectives that support results-based financing partnerships inclusive of safety outcomes will be monitored.
- **Improved training and accreditation systems for road engineers and road safety auditors.** The presence of a sustainable, locally led capacity for ongoing project-level training will be recorded with associated numbers of people trained and ongoing use of the knowledge questionnaires developed.
- **Increased length of star rating assessments and/or number of road safety audits conducted.** Length of existing, road, light data, design star rating and audits will be monitored.

4. Other outcomes: Additional funding and leveraged investment, as the improved Ten Step plan will be available for the application by UNRSF, MDB, bi-laterals and LMICs direct in the future, and the knowledge questionnaires can be used as part of ongoing capacity reviews.

D. Preliminary Description

Activities/Components

This research project will seek to measure the changes in the knowledge and understanding of local World Bank project-level stakeholders undergoing training through the Ten Steps Plan. Recent and current corridor upgrades will be evaluated to measure the impact on before, design and after iRAP star ratings and fatality reductions.

Approach: The project will include two key research components to answer the two research questions. At the inception of the project, a steering group will be formed to review and finalise a robust, evidence-based monitoring and evaluation framework. The framework will finalise issues including: data collection and analysis methods, survey questionnaire content, and ways in which issues such as participant attrition rates will be managed. The steering group will include key stakeholders and advisors with extensive experience in monitoring and evaluation study design and implementation.

Research Question:

- **Question 1:** How effective is the Ten Step Plan for Safer Infrastructure approach in improving the road safety skills and knowledge of local stakeholders involved in road transport projects in Tanzania and the standards that are deployed in those projects?
- **Question 2:** How effective is the Ten Step Plan for Safer Infrastructure approach in improving the safety performance (speed management, road design features, star ratings and casualty reduction) of transport corridor projects in Tanzania?

Proposed activities to address Research Question 1 (knowledge evaluation):



1. With the steering group, finalise the monitoring and evaluation framework and the World Bank project stakeholders to be engaged.
2. Perform baseline measurement of existing levels of knowledge and skills of people across a range of descriptive and road safety topics (such as: level of qualification and years of experience; awareness of global, national and local safety strategies and policies; awareness of road design standards, manuals and guides; understanding of road safety management, speed management, and infrastructure safety concepts; and skills and experience using existing tools and knowledge products from TARA, IRF, iRAP and the PIARC Road Safety Manual). This will include qualitative and quantitative approaches and include, for example, multiple choice questionnaires and structured personal interviews using structured and prompt questions. This baseline data collection will ideally be performed prior to the start of the Ten Steps capacity building program and when a new person enters the program (eg if a new engineer is appointed to a role). The data collection will be performed online and face to face (or by Zoom etc as needed).
3. Monitor changes in levels of knowledge and skill across the cohort by performing surveys in phases after each of the capacity building milestones is delivered in the related Ten Step project.
4. Analyse and evaluate survey findings and report on quantifiable changes over time based on the Ten Steps intervention. At the completion of each data collection phase, prepare a report summarising key findings and any recommendations for how the design and implementation of the Ten Steps could be enhanced.

Proposed activities to address Research Question 2 (safety performance of World Bank projects):

1. With the steering group, finalise the study design and the monitoring and evaluation framework.
2. Research and measure the way in which safety has (or has not) been embedded in historical road projects (such as, through provision of a dedicated budget, inclusion of measurable targets, inclusion of people with specific safety expertise, reference to design standards, manuals or guides, inclusion of activities such as audits or iRAP assessment, and implementation of safety measures such as sidewalks, crossings and speed limit adjustments) and their safety performance (such as iRAP assessment results, fatality and injury estimates, and actual crash data). Where necessary, primary data collection (e.g. performance of iRAP assessments of pre-construction, design and post-construction conditions) will be performed.
3. Identify and evaluate current or planned road upgrade projects (that have or are benefiting from GRSF / BIGRS activities pre-2020 and/or Ten Step capacity) with the same measures as the historical projects
4. Evaluate whether there is significant difference between the historic and current and planned projects, and the degree to which that is attributable to the impact of the Ten Steps project. Prepare a report summarising key findings and any recommendations for how the design and implementation of the Ten Step Plan could be enhanced, and how the current and active projects could be enhanced.



Environmental and Social Standards Relevance

E. Relevant Standards

ESS Standards		Relevance
ESS 1	Assessment and Management of Environmental and Social Risks and Impacts	Relevant
ESS 10	Stakeholder Engagement and Information Disclosure	Relevant
ESS 2	Labor and Working Conditions	Relevant
ESS 3	Resource Efficiency and Pollution Prevention and Management	Not Currently Relevant
ESS 4	Community Health and Safety	Relevant
ESS 5	Land Acquisition, Restrictions on Land Use and Involuntary Resettlement	Not Currently Relevant
ESS 6	Biodiversity Conservation and Sustainable Management of Living Natural Resources	Not Currently Relevant
ESS 7	Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities	Not Currently Relevant
ESS 8	Cultural Heritage	Not Currently Relevant
ESS 9	Financial Intermediaries	Not Currently Relevant

Legal Operational Policies

Safeguard Policies	Triggered	Explanation (Optional)
Projects on International Waterways OP 7.50	No	
Projects in Disputed Areas OP 7.60	No	

Summary of Screening of Environmental and Social Risks and Impacts

The environmental and social risk classification for this project is Low. The project will have negligible environmental risks and impacts at implementation and during its life cycle because there are no civil works or any associated infrastructure improvements. The project is likely to have an overall positive impact on the environment if the project strongly ties environmental sustainability and protection to improved road safety in Tanzania. This can be achieved by a decline in greenhouse gas emissions, energy conservation, resource



conservation, biodiversity protection and a reduction in pollution by means of a decrease in vehicle speed, improved regulatory instruments, careful and cautious infrastructure planning, optimal safe road surfaces and a decrease in dust and noise generation. The social risks are classified as low based on the nature of the activities which are focused on research, developing of an assessment and framework for implementation of the findings. The Project will not include any physical or civil works. The project will have a positive social impact by contributing to an improvement in road safety standards and through contributing to the enabling environment for civil society and multidisciplinary approaches. Due to the likely nature and scale of the workforce issues related to labor and working conditions are anticipated to be negligible. Minimal or negligible social risks or impacts are expected as a result of the activities or from activities that will be supported by the project in the future.

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Borrower/Client/Recipient

Borrower : The International Road Assessment Programme (iRAP)

Implementing Agencies

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