



The World Bank

iRAP IE the UNRSF Ten Step Plan for Safer Road Infrastructure in improving the safety performance of WB projects (P175118)

Concept Environmental and Social Review Summary

Concept Stage

(ESRS Concept Stage)

Date Prepared/Updated: 05/06/2021 | Report No: ESRSC01905



BASIC INFORMATION

A. Basic Project Data

Country	Region	Project ID	Parent Project ID (if any)
Tanzania	AFRICA EAST	P175118	
Project Name	iRAP IE the UNRSF Ten Step Plan for Safer Road Infrastructure in improving the safety performance of WB projects		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing		10/30/2020
Borrower(s)	Implementing Agency(ies)		
The International Road Assessment Programme (iRAP)	International Road Assessment Programme (iRAP)		

Proposed Development Objective

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.

Financing (in USD Million)	Amount
Total Project Cost	0.30

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]

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. By measuring the effectiveness of the Ten Step plan (using both qualitative and quantitative research methods) improvements can be identified and implemented for future deployments. The outcomes of the research will directly



support the reduction in road traffic deaths and serious injuries through improvements in the standard of road safety engineering on the existing multi-million-dollar World Bank funded investments underway.

D. Environmental and Social Overview

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

World Health Organization (WHO) estimated road traffic deaths in Tanzania (2016) to amount to 16,252. 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. 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 International Road Assessment Programme (iRAP) star ratings and fatality reductions.

This is a research project which 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. Which include: (i) P150937 - Dar es Salaam Urban Transport Improvement Project (BRT expansion); (ii) P123134 - Dar es Salaam Metropolitan Development Project; IDA and NDF; (iii) P159489 - Tanzania Strategic Cities Project (TSCP) Second Additional Financing; and (iv) Ten Step Plan for Safer Infrastructure - Tanzania, UN Road Safety Fund (via UNECA). All are urban development and transport improvement projects being implemented in cities in Tanzania.

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. The findings will be disseminated to local partners and national agencies direct via knowledge articles and case studies.

D. 2. Borrower's Institutional Capacity

International Road Assessment Programme (iRAP) is the umbrella programme for Road Assessment Programmes (RAPs) worldwide that are working to save lives. iRAP will be implementing the project in partnership with local researchers. None of these entities have experience in implementing the World Bank Environmental and Social Framework (ESF). However, the environmental and social impacts anticipated from the activities – which is a research project - are low. If the scope of the project changes, the need and capacity to implement Bank's ESSs and Occupational Health & Safety (OHS) aspects will be assessed and an institutional strengthening plan will be suggested and agreed upon accordingly and included in the design of the project. The research findings on environmental and social risk management will be assessed to ensure that they are materially consistent with the principles of the ESF.



The research project will work closely with the United Nations Road Safety Fund (via UNECA) as well as the International Road Federation (IRF), Permanent International Association of Road Congresses (PIARC) and Government stakeholders which include Tanzania National Roads Agency (TANROADS), the Tanzania Rural and Urban Roads Agency (TARURA) and the Ministry of Works, Transport and Communications involved in World Bank funded projects, research institutions, Non Governmental Organizations (NGOs), World Bank and industry stakeholders in Tanzania.

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 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.

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, 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 but will be addressed through the requirement for ESS2 to be met. 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.

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:

From a social perspective the Project is likely to result in beneficial outcomes associated with community health and safety; notably reduced fatalities and 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. In addition, improved enabling environments contribute to engagement in line with ESS10 for stakeholder engagement.



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

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).

Areas where “Use of Borrower Framework” is being considered:

None

ESS10 Stakeholder Engagement and Information Disclosure

To guide implementation of the project and consultations during the undertaking of the activities, the project will a Stakeholder Engagement Plan (SEP) prior to appraisal of the project. Stakeholder engagement will be an integral part of planning and undertaking the research financed by this project. The SEP will focus 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 in Tanzania and on dissemination of project results.

It will also form part of monitoring and evaluation process and dissemination of research findings. As such, the SEP should be prepared prior to approval by the World Bank and will need to be updated throughout the project based on the outcomes of the previous stages of engagement. The SEP should include stakeholders who will be engaged, the approach to engagement including the methods that will be used and timing and outline how the outcomes will be used to inform project design. The SEP will also present a Grievance Mechanism (GM), proportionate to the potential risks and impacts of the project.

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.

All engagement under the project will need to be undertaken following World Health Organizations (WHO) COVID-19 protocols on Infection Prevention and Control (IPC) and in line with national requirements for gatherings at the time of engagement. This may involve the use of virtual meetings, smaller meetings or other measures as needed.



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 research project will work closely with the United Nations Road Safety Fund (via UNECA) as well as the IRF, PIARC and iRAP delivery teams, Government stakeholders, research institutions, NGOs, World Bank and industry stakeholders in Tanzania. 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. As part of the Environmental and Social Commitment Plan, the project implementers will be required to demonstrate that they employ their staff in line with national law and the requirements of ESS2.

ESS3 Resource Efficiency and Pollution Prevention and Management

ESS 3 is not relevant as there are no civil or infrastructure works or anticipated resource use and pollution and, therefore, it is unlikely that any environmental impacts of this nature will emerge or develop throughout the project lifecycle.

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 implementation of activities associated with the Project. Stakeholder engagement in the project might lead to a possible spread of the COVID-19. However, all engagement under the project will be undertaken following the World Health Organizations (WHO) COVID-19 protocols on Infection Prevention and Control (IPC) and in line with national requirements for gatherings at the time of engagement.

ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

The project activities do not envisage any land acquisition, restrictions on land use or involuntary resettlement.

ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources

ESS 6 is not relevant as the project activities do not involve any works that may impact biodiversity conservation and sustainable management of living natural resources.

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

ESS 7 is not relevant as the project activities will not be undertaken in parts of the country with presence of communities that meet the criteria of ESS 7.



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 use of financial intermediaries is not anticipated.

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

None

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.

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

The ESCP will need to include the following measures:

- 1) Requirements for monitoring and reporting on the management of environmental and social issues.
- 2) Implementation of the Stakeholder Engagement Plan including any updates that will be needed.
- 3) TORs for all studies (if needed) 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.
- 4) Commitment to ensure all project workers are employed in line with the requirements of national law and ESS2.

Public Disclosure



IV. CONTACT POINTS

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Borrower/Client/Recipient

Borrower: The International Road Assessment Programme (iRAP)

Implementing Agency(ies)

Implementing Agency: International Road Assessment Programme (iRAP)

V. FOR MORE INFORMATION CONTACT

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VI. APPROVAL

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