

INTEGRATED SAFEGUARDS DATA SHEET

IDENTIFICATION / CONCEPT STAGE

Report No.: ISDSC13954

Date ISDS Prepared/Updated: 14-Sep-2015

I. BASIC INFORMATION

A. Basic Project Data

Country:	World	Project ID:	P156251
Project Name:	International Road Assessment Program for Bloomberg Initiative for Global Road Safety		
Team Leader(s):	Dipan Bose, Tawia Addo-Ashong		
Estimated Date of Approval:	30-Sep-2015		
Managing Unit:	GTIGE	Lending Instrument:	Lending Instrument
Sector(s):	Urban Transport (50%), Rural and Inter-Urban Roads and Highways (50%)		
Theme(s):	Rural services and infrastructure (10%), Injuries and non-communicable diseases (60%), City-wide Infrastructure and Service Delivery (30%)		
Financing (in USD Million)			
Total Project Cost:	1.6	Total Bank Financing:	0
Financing Gap:	0		
Financing Source			Amount
Global Road Safety Program			1.6
Environment Category:	C - Not Required		

B. Project Development Objective(s)

To build capacity for road infrastructure safety management in selected countries and cities under the Bloomberg Initiative for Global Road Safety through the assessment and inspection of high risk roads.

C. Project Description

This project will focus on inspecting high risk roads, making recommendations for safe and economically feasible design solutions and building technical capacity to manage and improve road safety in client countries. This effort requires a systemic approach to share best practices on infrastructure safety management and design solutions that have demonstrated the ability to reduce fatalities and serious injuries in the event of a crash. The International Road Assessment Program (iRAP) is a diagnostic tool to survey high risk roads for different categories of roads users and subsequently provides recommendations to guide the detailed design of infrastructure related safety interventions. Using video images and road attribute characterizations, a baseline risk assessment is developed using iRAP's star-rating methodology which can be applied to the different road users -

vehicle occupants, motorcyclists, bicyclists, and pedestrians. The risk posed by the physical attributes, supplemented by the information on traffic speeds and volume, is translated into a star rating system which can be applied to each 100 m section of the road. The results from the survey further provides recommended guidelines for the designers on appropriate solution to mitigate the risk for each section along with cost and Benefit-to-Cost ratio information for each solution. The results can thus be used for overall identification of high risk sections in the network, solutions that can be implemented specific to a road user group and assist in developing an investment to maximize the impact on lives saved.

As part of this project, the focus on infrastructure safety will address the following issues:

1. Priorities for urban and inter-urban roads: While the priorities for inter-urban roads are speed management, segregation of motorized two wheelers, and reducing the risk of vehicle to vehicle collisions and run off crashes, urban priorities are more focused on vulnerable road users such as pedestrians and bicyclists. This project will aim at identifying solutions which can be applied for the specific context and applicable risk factors.
2. Meeting the functional requirements of the road network: Often roads may function under conditions different from the original design parameters. For instance, highways designed for cars may be used by a significant share of non-motorized traffic which requires that design solutions are adapted accordingly. Design solutions derived through iRAP recommendations not only aim to comply with highway codes and existing national guidelines but also address the functional requirements of the road and specially target all categories of road users.
3. Providing safe facilities accessible for vulnerable road user groups: As a significant portion of road fatalities include vulnerable road users (more than 50%), a core aspect of this project will be to develop solutions for the non-motorized road users. This project will help in sharing knowledge and solutions for the vulnerable group which has been proven elsewhere as effective measures.
4. Benchmarking of infrastructure safety and target setting. The project will develop capacity for the road and transport agencies to benchmark their road infrastructure assets in terms of safety ratings and develop cost effective investment plans to improve the overall safety of the assessed network.

The partnership is innovative and effective in terms of leveraging government spending on proven road safety interventions as a result of initiatives undertaken through the grant fund.

The activities focused on road infrastructure safety and capacity buildings will include:

Part 1. Identification and Assessment of High-Risk Roads in Project Cities

a. Development of a work plan and identification of the road network to be assessed in the following Project cities:

- i. Accra, Ghana
- ii. Addis Ababa, Ethiopia
- iii. Bandung, Indonesia
- iv. Bangkok, Thailand
- v. Bogota, Colombia
- vi. Fortaleza, Brazil
- vii. Ho Chi Minh, Vietnam
- viii. Mumbai, India
- ix. São Paulo, Brazil

- x. Shanghai, China

- b. Carrying out of baseline iRAP assessments of the road networks and of assessments of road designs, and training of road agencies on infrastructure safety management in the following priority Project cities:
 - i. Ho Chi Minh, Vietnam
 - ii. Mumbai, India
 - iii. Addis Ababa, Ethiopia
 - iv. São Paulo, Brazil
 - v. Shanghai, China
 - vi. Accra, Ghana
 - vii. Fortaleza, Brazil
 - viii. Bangkok, Thailand

Part 2. Survey and Evaluation of High-Risk Road Network in Project Countries

- a. China
 - i. Provision of technical support and strategic advice to the Research Institute of Highway on iRAP methods and assessment.
 - ii. Carrying out of baseline and design assessments of the Wuhan ITDP (Anlu), Xiangshan, Tianjin, Anhui, and Xiaogan road projects supported by the World Bank.
 - iii. Training of government officials in identifying high risk roads and designing and building safe roads.

- b. Philippines
 - i. Provision of technical and training support to Department of Public Works and Highways staff to undertake design and post-construction Star Rating assessments of road safety demonstration corridors.
 - ii. Provision of technical and strategic training and support to Philippine partners as they prepare and undertake development bank-financed, government-financed and private sector projects.

- c. India
 - i. Carrying out of Star Rating and Safer Roads Investment Plan analyses and reporting for World Bank project roads in Uttar Pradesh and Tamil Nadu.
 - ii. Carrying out of Star Rating and Safer Roads Investment plan analyses and reporting for up to 2,000 kilometers of World Bank project roads.
 - iii. Provision of training and technical support to the implementation of existing iRAP results in Karnataka, Gujarat, Assam, Kerala, Rajasthan, Uttar Pradesh, and Tamil Nadu.

- d. Thailand
 - i. Identification, together with the Thailand government and development partners, of corridors that are soon to be upgraded.

- ii. Development of an iRAP Thailand project plan for 2017-2019 that includes the identification of a local technical lead agency and plans for an initial assessment of up to 3,000 kilometers of high-risk roads as a demonstration assessment.

D. Project location and salient physical characteristics relevant to the safeguard analysis (if known)

Not Applicable

E. Borrower's Institutional Capacity for Safeguard Policies

Not Applicable

F. Environmental and Social Safeguards Specialists on the Team

Hocine Chalal (GENDR)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/ BP 4.01	No	This initiative is rated as environmental risk category C as there are no civil works or other activities to be undertaken which would have social or environmental impacts. Likewise, none of the safeguards policies are triggered as project activities have no implications for these policies.
Natural Habitats OP/BP 4.04	No	
Forests OP/BP 4.36	No	
Pest Management OP 4.09	No	
Physical Cultural Resources OP/ BP 4.11	No	
Indigenous Peoples OP/BP 4.10	No	
Involuntary Resettlement OP/BP 4.12	No	
Safety of Dams OP/BP 4.37	No	
Projects on International Waterways OP/BP 7.50	No	
Projects in Disputed Areas OP/BP 7.60	No	

III. SAFEGUARD PREPARATION PLAN

Appraisal stage ISDS required?: No

IV. APPROVALS

Team Leader(s):	Name: Dipan Bose, Tawia Addo-Ashong	
<i>Approved By:</i>		
Safeguards Advisor:	Name: Glenn S. Morgan (SA)	Date: 24-Aug-2015

Practice Manager/ Manager:	Name: Maria Marcela Silva (PMGR)	Date: 02-Sep-2015
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¹ Reminder: The Bank's Disclosure Policy requires that safeguard-related documents be disclosed before appraisal (i) at the InfoShop and (ii) in country, at publicly accessible locations and in a form and language that are accessible to potentially affected persons.