

INTEGRATED SAFEGUARDS DATA SHEET

CONCEPT STAGE

Report No.: ISDSC1162

Date ISDS Prepared/Updated: 19-Feb-2015

Date ISDS Approved/Disclosed: 05-Mar-2015

I. BASIC INFORMATION

A. Basic Project Data

Country:	Pacific Islands	Project ID:	P151159
Project Name:	Pacific Island Regional Road Safety Project (P151159)		
Task Team Leader(s):	Christopher J. De Serio, Romain Pison		
Estimated Appraisal Date:	11-Jan-2016	Estimated Board Date:	29-Mar-2016
Managing Unit:	GTIDR	Lending Instrument:	Investment Project Financing
Sector(s):	Rural and Inter-Urban Roads and Highways (50%), Public administration-Transportation (50%)		
Theme(s):	Injuries and non-communicable diseases (25%), Managing for development results (75%)		
Financing (In USD Million)			
Total Project Cost:	10.00	Total Bank Financing:	10.00
Financing Gap:	0.00		
Financing Source			Amount
BORROWER/RECIPIENT			0.00
IDA Grant			10.00
Total			10.00
Environmental Category:	C - Not Required		
Is this a Repeater project?	No		

B. Project Objectives

The project development objective is to improve regional capacity for road safety management, and to strengthen the multi-sectoral coordination and integration of road traffic and crash data in the Pacific Island Countries and Territories.

C. Project Description

With a Regional IDA grant of US\$10 million equivalent, the proposed project would implement the following components:

Component A: Pacific Island Road Safety Observatory (PIRSO) – US\$4.7 million

The component will fund: (i) goods and services related to the establishment of a regional road safety observatory within SPC; (ii) technical assistance in conducting regional-level analysis using the iRAP method in select countries; and (iii) consultant services and capacity building related to Pacific Island Road Safety Observatory (PIRSO) staff, and national level transport departments. The regional road safety observatory will provide a platform to introduce effective multi-sectoral and multi-jurisdictional partnerships working at the regional and national levels to deliver a range of international good-practice road safety measures, as well as enable road policing to identify equipment, training, and other awareness interventions that will then be administered through specific national investment projects and/or bettered coordinated donor programs. The creation of the PIRSO facilitates a consistent, regional approach towards establishing appropriate institutional mechanisms, data collection, and information management processes and tools (e.g., unified data reporting format, collection and management methodologies, as well as performance indicators), with a focus on using crash and health data. The PIRSO will assist the participating PICs to collect road traffic fatality data and information (hospital and police data) and trauma records, complementary to other sources. The goal is to create a results-based road safety culture across governments in the region, which is supported by empirical evidence and through global knowledge sharing and dissemination of impacts.

The regional observatory will collect data on crashes and victims consistent with the International Road Traffic and Accident Database (IRTAD). The PIRSO will be aligned with IRTAD in applying existing methodologies to collect road crash data, and regional level analysis can elevate collaboration and benefit from economies of scale. In addition, consideration will be given to robust epidemiological research that can assess the magnitude and key determinants of road traffic injuries in the context of PICs and is essential to determining context-specific road safety initiatives that are relevant and affordable at the national level of the various participating PICs. Increased attention to routinely collected data (e.g., hospital information systems and police road traffic accident/crash statistics) to inform policy development and engineering practices is also paramount. The effective Monitoring and Evaluation (M&E) of data collection is also vital to ensure accountability, and to set the regional basis of M&E for subsequent national replication. The component will therefore assist in ensuring the sharing and monitoring of data and experiences across the region.

To consolidate a detailed database for PIRSO on the major roads of the targeted countries, a sub-component will finance a regional level analysis conducted on the basis of International Road Assessment Program (iRAP) surveys. This would form an initial basis of comparable iRAP results for subsequent replication at the national level. This would provide further data on regional issues and also help identify potential national level actions and institutional strengthening activities.

Capacity building associated with the development of the PIRSO for staff in road departments and policy making divisions, including staff training related to data collection and processing at both the regional and national levels, is considered in the component costs. Training will link international good practice for the design, implementation, operation, and maintenance of road safety infrastructure with the data that will be available through the PIRSO. Based on the results of the technical diagnostic, a technical module for road safety engineering may also be developed.

Component B: Road Safety Legislation and Enforcement – US\$2.7 million

Component activities to be financed include: (i) technical assistance in developing a regional, scope-based set of sample legislation for countries to consider adopting; (ii) police and stakeholder training in the latest road safety technologies; and (iii) utilization of the road safety database for improved decision making at the national level. With the support in the field and at the national level, the existing police organizations within the International Road Policing Organization (RoadPOL) and the Pacific Islands Chiefs of Police (PICP), will develop a regional approach to improve the governance of road safety police enforcement and can leverage ‘twinning’ arrangements and peer-to-peer agency reviews. Road safety campaigns, targeting speeding, drink-driving, as well as failure to use seatbelts and helmets would be the key topics of the awareness programs to be further developed. These campaigns will be adapted to the national challenges as needed.

The component is one of the cornerstones for establishing evidenced based policy making on road safety management and improving road safety outcomes, as it requires cross-sector engagements in key government agencies such as the police, Ministries of Health, Education and Justice, as well as non-governmental organizations.

Component C: Health Services and Post-Crash Care – US\$1.5 million

The component is intended to benefit the regional health sector by fostering dialogue on the health portfolio across the Pacific Island Region, with common standards to be applied at the national level. It would therefore finance:

- (i) Technical assistance to conduct a diagnostic of trauma capabilities and emergency care to identify capacity and shortfalls. The main emergency medical response services in the PICs suffer from inadequate means to effectively respond to accidents/crashes. Partnerships between transport and health sectors (both at the Bank level and PICs levels) will help to evaluate emergency response capacity. The component may draw upon the Pacific Islands Emergency Management Alliance (PIEMA) as a support mechanism and organization for the Regional Disaster, Emergency and Health aspects; and
- (ii) National level road safety awareness campaigns will also be included to raise public knowledge on the main causes of road traffic injuries and trauma while increasing the understanding of road safety in general.

Component D: Implementation Support and Regional Coordination – US\$0.9 million

The component will provide resources to support regional partnership arrangements between SPC (the implementing agency), PIRSO, IRTAD, RoadPOL, and the PICP. The component would help regional inter-agency coordination to more efficiently implement a road safety strategy across the Pacific Region. A results-focused road safety strategy, with a clear definition of roles and responsibilities, supported by improved cross-sectoral capacity to manage road safety, will be required.

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

The Secretariat of the Pacific Community (SPC) is located in Suva, Fiji. The project is primarily

institutional capacity building and technical assistance, with only minor investments in Information Communication and Technology related goods acquisition.

E. Borrowers Institutional Capacity for Safeguard Policies

While SPC has some limited exposure to implementing IDA-financed projects, the investments are not expected to require preparation of stand-alone safeguard instruments.

F. Environmental and Social Safeguards Specialists on the Team

Nicholas John Valentine (GSURR)

Ross James Butler (GSURR)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	No	No civil works are anticipated at this stage.
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	Yes	OP 4.10 has been triggered, acknowledging that the geographical coverage of the operation will be in countries where the policy is ordinarily triggered (i.e. Papua New Guinea, Solomon Islands, Timor Leste and Fiji) based on analysis by the EAP Regional Safeguards Secretariat. The use of local languages in public awareness campaigns will be duly considered when appropriate.
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

A. Tentative target date for preparing the PAD Stage ISDS: 30-Oct-2015

B. Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing¹ should be specified in the PAD-stage ISDS:

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.

The project is considered to be an environmental Category C, related document preparation is not foreseen at this time.

IV. APPROVALS

Task Team Leader(s):	Name: Christopher J. De Serio,Romain Pison	
<i>Approved By:</i>		
Safeguards Advisor:	Name:	Date:
Practice Manager/ Manager:	Name:	Date:

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