Where we started: little evaluation evidence

Transport represents 16% of MDB lending, but only 0.4% of impact evaluations cover Transport.
What is DIME?

DIME
Development
Impact
Evaluation

conduct
rigorous research
generate
actionable data
and evidence
inform
real-time decisions
increase
policy effectiveness

Agriculture
Fragility
Governance
Transport
Energy...
Government officials say they used the IE to...

THE POWER OF IMPACT EVALUATIONS

DIME's yearly surveys show that our approach secures an enormous amount of policy influence, with clients identifying at least four major decisions per project having been guided by data and evidence from the impact evaluation.

- 100% improve their monitoring and evaluation function (better indicators, more capacity, and better data systems).
- 82% make improvements to program design (better delivery mechanism, more efficient modalities, better quality and outreach).
- 58% adopt the arm of the experiment or new delivery mechanism that was proven most effective.
- 68% scale up or scale down.
A simple idea

Identify problems

Test alternatives

Adopt solutions
### Percentage and Number of IEs

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>16%</td>
<td>33</td>
</tr>
<tr>
<td>Governance</td>
<td>15%</td>
<td>30</td>
</tr>
<tr>
<td>Agriculture</td>
<td>14%</td>
<td>28</td>
</tr>
<tr>
<td>Social Protection</td>
<td>9%</td>
<td>19</td>
</tr>
<tr>
<td>Health, Nutrition &amp; Population</td>
<td>9%</td>
<td>18</td>
</tr>
<tr>
<td>Finance, Competitiveness &amp; Innovation</td>
<td>8%</td>
<td>16</td>
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<tr>
<td>Social, Urban, Rural &amp; Resilience</td>
<td>7%</td>
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</tr>
<tr>
<td>Water</td>
<td>4%</td>
<td>9</td>
</tr>
<tr>
<td>Jobs &amp; Development</td>
<td>3%</td>
<td>7</td>
</tr>
<tr>
<td>Environment &amp; Natural Resources</td>
<td>3%</td>
<td>7</td>
</tr>
<tr>
<td>Education</td>
<td>3%</td>
<td>6</td>
</tr>
<tr>
<td>Macroeconomics, Trade &amp; Investment</td>
<td>2%</td>
<td>5</td>
</tr>
<tr>
<td>Energy</td>
<td>2%</td>
<td>5</td>
</tr>
<tr>
<td>Poverty</td>
<td>1%</td>
<td>3</td>
</tr>
<tr>
<td>Digital Development</td>
<td>1%</td>
<td>3</td>
</tr>
</tbody>
</table>

### Development Financing Amount (USD million)

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount (USD million)</th>
<th>Of which WB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Digital Development</td>
<td>$6,700</td>
<td>$4,502</td>
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<tr>
<td>Transport</td>
<td>$892</td>
<td>$846</td>
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<tr>
<td>Governance</td>
<td>$1,539</td>
<td>$1,433</td>
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<tr>
<td>Agriculture</td>
<td>$1,373</td>
<td>$1,201</td>
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<tr>
<td>Social Protection</td>
<td>$462</td>
<td>$441</td>
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<tr>
<td>Health, Nutrition &amp; Population</td>
<td>$808</td>
<td>$806</td>
</tr>
<tr>
<td>Finance, Competitiveness &amp; Innovation</td>
<td>$997</td>
<td>Of which WB $963</td>
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<tr>
<td>Social, Urban, Rural &amp; Resilience</td>
<td>$1,190</td>
<td>Of which WB $1,067</td>
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<tr>
<td>Water</td>
<td>$103</td>
<td>$60</td>
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<tr>
<td>Jobs &amp; Development</td>
<td>$687</td>
<td>All WB</td>
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<tr>
<td>Environment &amp; Natural Resources</td>
<td>$540</td>
<td>All WB</td>
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<tr>
<td>Education</td>
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<td>Of which WB $66</td>
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<tr>
<td>Macroeconomics, Trade &amp; Investment</td>
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<td>Of which WB $60</td>
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<tr>
<td>Energy</td>
<td>$125</td>
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<tr>
<td>Poverty</td>
<td>$80</td>
<td>All WB</td>
</tr>
</tbody>
</table>
26 Ongoing ieConnect IEs

Ethiopia: (1) Hawassa Industrial Park Community IE; (2) Creating a Transport Data System to Evaluate Improvements to Transport Efficiency & Road Safety; (3) Ethiopia Expressway; (4) Evaluating the Impact of Urban Corridor Improvement in Addis Ababa

Guinea-Bissau: (5) Rural Transport Project: Impact Evaluation on Women’s Access to Essential Services and Economic Opportunities

Iraq: (6) Iraq Transport Corridor Project

Kenya: (7) smarTTrans: Road Safety in Kenya; (8) Evaluating the Impact of Transport Corridors in Eastern Africa

Liberia: (9) Liberia Road Safety Impact Evaluation

Malawi: (10) Health Impacts of Emergency Response and Post-Crash Medical Care in Malawi

Mozambique: (11) The Route for Development: Complementary Effects of Improved Roads and Agricultural Extension Services

Nepal: (12) Connecting the Dots: The Impact of Enhanced Bridge Connectivity

Nicaragua: (13) Enhancing Female Participation in Household Decision-Making for Improved Impacts of Rural Roads; (14) Slow down! Pilots to Decrease Speeding and Incidence of Fatal Traffic Accidents at “Critical” Road Spots

Nigeria: (15) Impact Evaluation of the Rural Access and Mobility Project

Pakistan: (16) The Impacts of the Peshawar-Torkham Expressway Corridor and Complementary Investments on Trade, Firms, and Welfare; (17) Understanding the Impacts of CAREC Corridor Investments in Pakistan on Connectivity and Local Economic Development

Rwanda: (18) Impact Evaluation of Rwanda Rural Feeder Roads; (19) Lake Victoria Transport Program Rwanda Corridor

Senegal: (20) Constructing Africa’s Cities: Measuring and Enhancing Construction Worker Welfare in Dakar; (21) Measuring and Enhancing Mobility in Dakar

South Africa: (22) Matching Youth to Jobs: A Randomized Controlled Experiment in South Africa


Tunisia: (26) Impact of Highway Upgrading on National Integration and Local Economic Development

Brazil: (1) Rio de Janeiro Gender Segregated Public Transport; (2) Pavuna Transport Subsidy

Colombia: (3) The Impact of a Targeted Fare Subsidy Program on Public Transportation Use and Labor Market Outcomes

Peru: (4) Impact Evaluation of the Peru Support of the Subnational Transport Program
ieConnect for Impact

• Partners: WB Transport GP, DIME, DFID, EU, AfDB, IsDB, ADB, IADB, JICA

• Inform & transform investments in transport

Urban Mobility 7
Road Corridors 14
Road Safety 10

Rural Roads 6
Gender 8
FCV 18
Lack of data is a major shortcoming for transport

Data constraints can be overcome by **scaling up the use of new technologies, big data, remote sensing, and crowdsourcing.** Technology must not be a boutique business for the transport sector.
How are we different?

- **Project**
  - not just whether but how

- **Country**
  - data ecosystem to transform planning and returns on investment

- **Region**
  - understand trade and migration dynamics

- **Sector**
  - common framework for greater learning
1. Increase project effectiveness

Not just **WHETHER** a BRT cause higher employment

But also **HOW**: what pricing policy or labor market linkages

maximize the impact of the BRT on jobs?
Urban Mobility

Dar es Salaam Bus Rapid Transit (BRT) System

Evaluating BRT investments: Impact of mass transit on labor market linkages and quality of life

Understanding cost of displacement and pricing strategies for gentrification and inclusive urban growth

Using randomized experiments with multiple subsidies
Triple difference strategy (before-after, with-without, close-far)
Structural modeling to estimate general equilibrium impacts
2. Create better institutions for transport policy

• Not just evaluate an investment
• But also how to create country-wide
  • institutional coordination mechanisms and
  • data ecosystem
to transform transport policy
Build partnerships through multi-year research co-production to guide the country’s economic transformation.

Overall Impact of LWH
GAFSP, Ministry of Agriculture

Impact of Irrigation
UC-Berkeley, 3ie, IGC, Ministry of Agriculture

Feedback Matters
One Acre Fund

Commitment and Savings
Savings and Cooperatives Organizations (SACCOS)

Rural Feeder Roads
EU, USAID, Netherlands, Transport Development Authority

Market Listing and Price Surveys
Innovations for Poverty Action, Ministry of Infrastructure

DIME-EU Partnership for Evidence-Based Policy-Making
EU, Ministry of Agriculture

Lake Victoria Corridor
ieConnect, JICA
Ministry of Infrastructure

Tomato (Fresh) Prices in Rwanda - 4th quarter of 2016

Price (RWFs)
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- 1100

Difference from average (RWFs)
- 300
- 200
- 100
- 0
- -100

Feeder road rehabilitation increases HH income in remote villages by $74 or 27% of household income.
3. Economics of transport at regional level

- Not just work at project or country level
- But also create the data infrastructure to understand the dynamics of trade and migration across geographical space
The economics of infrastructure investments for production and trade

- Value of connectivity across East Africa Trade Zone
- Industrial zones
- Urbanization
- Rural transformation
- Migration
- Trade
4. Global framework for learning

Offer a common framework for faster learning in the transport sector

1. Create standards for use and availability of data in multiple country settings

2. Develop a greater understanding on how to maximize returns to transport investments

3. Document how mobility and transport are engines of development and contribute to the SDGs
Thank You

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