World Bank Guidelines and LMIC Research

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Innovation Workshop 2020 - Infrastructure Innovation to Achieve the UN Targets by 2030
Road Safety in the Environmental and Social Framework (ESF)

Part of the ESF
Road Safety Good Practice Note (GPN)

GPN developed to guide World Bank staff on how to assist clients in implementing the requirements.

Structured around:

✓ Preparation
✓ Implementation
✓ Operations
Road Safety in the Project Cycle
Vulnerable Users of Critical Importance

Pedestrians

Indonesia: 93% Fatalities Vulnerable

Cyclists

Kenya: 63% Fatalities Vulnerable

Motorcyclists

Uruguay: 70% Fatalities Vulnerable
Assessments: Institutions
Assessments: Infrastructure
Assessments:
Construction Safety
Assessments: Designs
The Safe System Approach:

- Increased Cycling and Walking
- Reduced Vehicle Travel
- Reduced Emissions and Air Pollution
- Fewer Crashes and Fatalities
- Safer, Healthier Environment for All
Appraising World Bank Projects (RSSAT)

> Input data (Excel data entry)

- Road design attributes
- Operating speeds
- Traffic volumes
- Crash data
- Pedestrian flow

> Outputs

- PSI – predicted fatality
- Economic benefit
- Absolute risk measures

> Built-in Research Data

- CMF data
- Speed fatality fx
- AADT fatality fx
- GDP, VSL – cost of death
Road Safety Requirements for WBG Transport Projects

Road Safety Screening and Appraisal Tool

Currently in use for appraising all transport (road and urban) projects

Economic Analysis

All roads projects must use safety benefits as part of economic analysis

RS Urban Mobility

All urban projects evaluate designs, And ensure baseline data

RS Component and indicator

All roads projects must have a RS component and indicator