



Bangladesh Road Safety Project (P173019)

SOUTH ASIA | Bangladesh | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2022 | Seq No: 1 | ARCHIVED on 21-Jun-2022 | ISR51945 |

Implementing Agencies: Bangladesh Police, Bangladesh Road Transport Authority, Directorate General of Health Services, People's Republic of Bangladesh, Road Transport and Highways Division, Ministry of Road Transport and Bridges, Roads and Highways Division

Key Dates

Key Project Dates

Bank Approval Date: 28-Mar-2022
Planned Mid Term Review Date: --
Original Closing Date: 30-Jun-2027

Effectiveness Date: --
Actual Mid-Term Review Date:
Revised Closing Date: 30-Jun-2027

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The Project Development Objective is to build road safety management capacity and achieve targeted reduction in traffic fatalities and serious injuries in Bangladesh.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

Components Table

Name

Multi-sectoral Road Safety Pilot Projects:(Cost \$108.30 M)
Priority Road Safety Investments:(Cost \$349.30 M)
Technical Assistance:(Cost \$69.40 M)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	--	<input type="checkbox"/> Satisfactory
Overall Implementation Progress (IP)	--	<input type="checkbox"/> Satisfactory
Overall Risk Rating	--	<input type="checkbox"/> Substantial

Implementation Status and Key Decisions

The project was approved by the World Bank Board on March 28, 2022, however, the project loan has not yet been signed. RTHD is preparing the revised DPP to address the comments from the Planning Commission. The loan signing of the project is expected in July 2022 upon ECNEC approval.



Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	☐ Moderate	--	☐ Moderate
Macroeconomic	☐ Moderate	--	☐ Moderate
Sector Strategies and Policies	☐ Moderate	--	☐ Moderate
Technical Design of Project or Program	☐ Moderate	--	☐ Moderate
Institutional Capacity for Implementation and Sustainability	☐ Substantial	--	☐ Substantial
Fiduciary	☐ Substantial	--	☐ Substantial
Environment and Social	☐ Substantial	--	☐ Substantial
Stakeholders	☐ Substantial	--	☐ Substantial
Other	☐ Substantial	--	☐ Substantial
Overall	☐ Substantial	--	☐ Substantial

Results

PDO Indicators by Objectives / Outcomes

Sustained reduction in traffic crash fatalities and serious injuries				
► Reduction in fatal crashes per year on the highway pilot corridors and mass-action treatment roads (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	30.00
Date	01-Mar-2022	--	14-Jun-2022	31-Mar-2027
Comments:	The indicator will include crashes that either cause victims to lose their lives at the scene of crash, and/or causes fatality from injury within 30 days of crash. The baseline for the indicator will be calculated based on 3-year average rate of fatal crashes on these sections measured during pre-pandemic duration.			

Improved road safety management capacity				
► National Road Safety Authority or equivalent is established and operational with adequate resource provision (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Not established	--	Not yet established	Road Safety authority or equivalent agency fully operational



Date	01-Mar-2022	--	14-Jun-2022	31-Mar-2027
Comments:	The indicator requires that an independent and legislated agency or authority is established in Bangladesh which will be responsible for performing all road safety management functions at the national level including establishing a secretariat to carry out inter-ministerial coordination.			

Intermediate Results Indicators by Components

Multi-sectoral road safety pilot projects				
▶ Multi-sectoral Safe Corridor Pilot Program on N4 and N6 highway section implemented (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Not implemented	--	Not yet implemented	Regular monitoring on the demonstration corridor commenced
Date	01-Mar-2022	--	14-Jun-2022	31-Mar-2027
Comments:	Multi-sectoral pilot program implies execution of interventions related to (i) infrastructure improvement to make highways safer, (ii) enhanced enforcement by police, and (iii) enhanced post crash care.(iv) awareness campaign launched to promote on-going road safety initiatives			
▶ Launch of the motorcycle ambulance program in urban pilot areas (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	23-Aug-2021	--	14-Jun-2022	01-Jan-2027
Comments:	Motorcycle ambulances mean motorcycles manned by trained emergency medical technicians and equipped with kits to stabilize crash victims			
▶ Development and launch of district road safety action plan in both pilot districts (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	23-Aug-2021	--	14-Jun-2022	31-Mar-2027
Comments:	The indicator implies that the District Road Safety Council must develop a road safety action plan including a corresponding investment plan with the approval of relevant stakeholders.			
▶ User satisfaction with road safety condition (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Not Available	--	Survey not yet conducted	Road user satisfaction rate increased by 50% compared to baseline results
Date	23-Aug-2021	--	14-Jun-2022	31-Mar-2027



Comments:	This indicator will measure the satisfaction of road users of the improved investments on safety			
► Roll-out of free ambulance services accessible through a toll-free number (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Not established	--	Motorcycle ambulance service not yet launched	Ambulance services fully operational in at least 2 district hospitals and upazilla health complexes along pilot highways
Date	01-Mar-2022	--	14-Jun-2022	31-Mar-2027
Comments:	The indicator will measure the deployment of a free ambulance service via a toll-free number and upgraded emergency care services in selected jurisdictions in district hospitals, and Upazila Health Complexes (UHC) along the two national highway corridors.			
► Improved incident response times on N4 and N6 highways (Minutes, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	30.00	--	30.00	20.00
Date	01-Mar-2022	--	14-Jun-2022	31-Mar-2027
Comments:	This indicator measures the Emergency service response time for ambulances has reduced to 20 minutes on the selected highway corridors.			

Priority Road Safety Investments				
► Number of Police Stations recording and managing crash data using the developed system (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	20.00
Date	23-Aug-2021	--	14-Jun-2022	31-Mar-2027
Comments:	This indicator will demonstrate the extent to which crash data is being used by police			
► Gender-disaggregated data collection on road crashes (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	15-Mar-2022	--	14-Jun-2022	01-Jan-2027
Comments:	This indicator would require that all crash data related information is recorded with gender information available for the victim			
► Trauma registries and trauma system improvement programs (TSIP) implemented in district hospitals (Number, Custom)				



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	4.00
Date	23-Aug-2021	--	14-Jun-2022	31-Mar-2027
Comments:	This indicator will measure the implementation of trauma registries and trauma system improvement programs (TSIP) in district hospitals in the districts with high road crash fatality based on the WHO Injury Surveillance and Trauma Quality Improvement guidelines.			
► Number of km with enhanced highway patrol capacity and surveillance equipment (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	23-Aug-2021	--	14-Jun-2022	01-Jan-2027
Comments:	This indicator would measure the number of km of national highway patrolled by highway police with adequate training and equipment resources as provisioned under the project.			
► Share of trained bus employees reporting on intervening during an incident or taking action to improve female users' safety (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	50.00
Date	30-Mar-2022	--	14-Jun-2022	01-Jan-2027
Comments:	Share of bus employees, who took training on preventing sexual harassment in public transport provided by the program, reporting on intervening during an incident of sexual harassment or taking action to improve female users' safety such as suggesting a different seat or stopping ahead of a dark bus stop.			
► Portion of the surveyed mass action program network implemented with safety recommendation (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	50.00
Date	01-Mar-2022	--	14-Jun-2022	31-Mar-2027
Comments:	This indicator measures percentage of mass-action plan network with elimination of high-risk sections by engineering intervention as identified in the assessments			

Technical Assistance

► National Road Safety Program launched along with budget allocated for a multi-year investment plan (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	01-Mar-2022	--	14-Jun-2022	31-Mar-2025
Comments:	This indicator measures that a country-owned multi-year national program on road safety is developed and launched. The national program should be multi-sectorial with time-bound targets developed in line			



with the UN and SDG targets and based on crash-data analytics. The national program should include a investment strategy that is approved by all relevant stakeholder ministries.				
► Gender Strategy and Action Plan implemented (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	30-Mar-2022	--	14-Jun-2022	31-Mar-2027
Comments:	The indicator will measure the development and launch of a comprehensive gender action plan across the transport sector			
► Share of project-related grievances received that are processed within the stipulated service standards (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	80.00
Date	23-Aug-2021	--	14-Jun-2022	01-Jan-2027
Comments:	The indicator measures the functionality of the grievance redress mechanism for the Project. Standards for different type of grievances to be setup as a part of the GRM processing protocols.			

Performance-Based Conditions

Data on Financial Performance

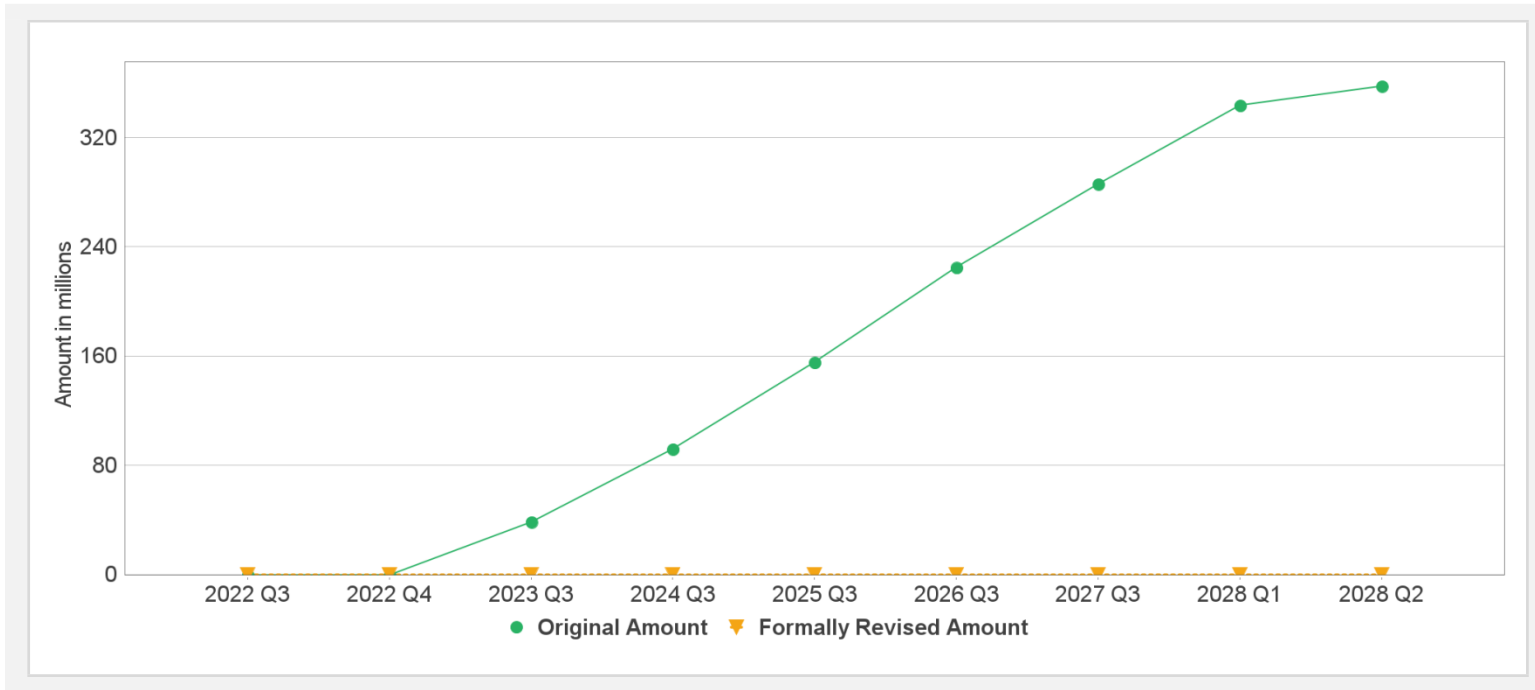
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P173019	IDA-70590	Not Effective	USD	358.00	358.00	0.00	0.00	353.99	0%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P173019	IDA-70590	Not Effective	28-Mar-2022	--	--	30-Jun-2027	30-Jun-2027

Cumulative Disbursements



Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.