



Concept Environmental and Social Review Summary

Concept Stage

(ESRS Concept Stage)

Date Prepared/Updated: 01/14/2021 | Report No: ESRSC01822



BASIC INFORMATION

A. Basic Project Data

Country	Region	Project ID	Parent Project ID (if any)
Africa	AFRICA	P174516	
Project Name	Global Alliance of NGOs for Road Safety		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing		10/30/2020
Borrower(s)	Implementing Agency(ies)		
The Global Alliance of NGOs for Road Safety (the Alliance)	Global Alliance of NGOs for Road Safety (the Alliance)		

Proposed Development Objective

General

To generate research-based guidance and to develop global, regional and country road safety management capacity to support the sustainable reduction in road deaths and injuries in low and middle-income countries.

Specific

The objective of this proposed study is to conduct a research on the enabling environment of road safety civil society organizations in three sub-Saharan African countries: Ethiopia, Uganda and Zambia

Financing (in USD Million)

Amount

Total Project Cost	0.20
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B. Is the project being prepared in a Situation of Urgent Need of Assistance or Capacity Constraints, as per Bank IPF Policy, para. 12?

No

C. Summary Description of Proposed Project [including overview of Country, Sectoral & Institutional Contexts and Relationship to CPF]

This project will generate research-based guidance and develop global, regional and country road safety management capacity to support the sustainable reduction in road deaths and injuries in low and middle-income countries.



The extent of the project will be explored using the following five milestones:

Task 1: to conduct a desk review of NGOs' role in road safety and government-NGO relationships in the three selected countries in sub-Saharan Africa

Task 2: to assess the enabling environment (including surveys and in-depth interviews) through empirical research

Task 3: to analyze and synthesize the results into a framework that will characterize governments' roles in an enabling environment that is specific to road safety NGOs contributions

Task 4: to summarize the results into a report for practical implementation of the framework

Task 5: to prepare dissemination and capacity building workshops on multisectoral cooperation and priority areas based on the results of the research, including a separate focus from a government perspective and NGO standpoint in each of the three countries.

The project aims to deliver the following:

Deliverable 1: a desk review of NGOs' role in road safety in African LICs and government-NGO relationships in five African countries

Deliverable 2: an assessment of the enabling environment (surveys and in-depth interviews) through empirical research in Ethiopia, Uganda and Zambia.

Deliverable 3: a framework that characterizes governments' roles in an enabling environment that is specific to road safety NGOs' contributions

Deliverable 4: a report on practical implementation of the framework

Deliverable 5: One report and one capacity building workshop in each of the three countries on multi-sectoral cooperation and the priority areas determined by the research, including quick wins and best practice examples adapted to specific needs in the region (based on deliverables 3 and 4).

D. Environmental and Social Overview

D.1. Detailed project location(s) and salient physical characteristics relevant to the E&S assessment [geographic, environmental, social]

The Project had been designed to strengthen the enabling environment for road safety civil society organizations in three countries in sub-Saharan Africa namely Ethiopia, Uganda and Zambia. African countries face the highest risk of road traffic injuries, death and disability-adjusted life years (DALYs) lost. Globally, death rates in low income countries (LIC) are 3 times higher than in high-income countries. LICs face widely-understood road safety issues: rapid urbanization, poor safety standards, lack of enforcement, and a failure to use safety equipment. Some African countries have taken strong steps to address the road death pandemic, but overall, progress at the national and regional level to address road deaths and accidents across the continent is uneven. Action is hampered by gaps in responses, ranging from inadequate resources, a lack of focus, and ill-equipped emergency care systems for crash responses. In a recent member survey undertaken by the Global Alliance of NGOs for Road Safety (the Alliance) it was found that, while NGOs are well placed to assist in the design of local responses, they are often not consulted (Global Alliance of NGOs for Road Safety: Urgent Call to Action for Africa; Prioritize Road Safety Now, presented at the 1st African Road Safety Forum, November 2018).

The scope of the project is limited to undertaking an assessment of the enabling environment based on desk-based research and stakeholder engagement and developing a framework for an enabling environment for NGOs including



guidance for its implementation both written and in the form of a workshop. The enabling environment for NGOs is varied across the three countries but in all three countries civil society are able to work with Government to address issues related to community health and safety. There are no civil works funded under this project. The outcome is expected to be positive and to improve and strengthen the capacity to assess, manage and monitor road safety in the targeted countries including ongoing World Bank Projects.

D. 2. Borrower’s Institutional Capacity

The project will be implemented by the Global Alliance of NGOs for Road Safety based in Switzerland with support from locally based NGOs who form part of their network based in Ethiopia, Uganda and Zambia. None of the entities have experience in implementing the World Bank Environmental and Social Framework (ESF). However, this should not be critical given the minimal environmental and social impacts anticipated from the activities. If the scope of the project changes, the need and capacity to implement Bank’s ESSs will be assessed and an institutional strengthening plan will be suggested and agreed upon accordingly and included in the design of the project.

It should be noted that the project forecasts close cooperation with local and national governments in the selected countries to obtain broad analysis of the CSO/NGO environments and multisector cooperation’s and potential. However, the regional character of the research and innovative nature of this study does not foresee formal endorsements by each government at this stage. As such, no assessment has been made of the capacity of the three countries to implement the Project.

II. SCREENING OF POTENTIAL ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

A. Environmental and Social Risk Classification (ESRC)

Low

Environmental Risk Rating

Low

The environmental risk classification for this project is Low. The project will have negligible environmental risks and impacts at implementation and during its life cycle because there are no civil works or any associated infrastructure improvements. The project is likely to have an overall positive impact on the environment if the project strongly ties environmental sustainability and protection to improved road safety in the three countries. This can be achieved by a decline in greenhouse gas emissions, energy conservation, resource conservation, biodiversity protection and a reduction in pollution by means of a decrease in vehicle speed, improved regulatory instruments, careful and cautious infrastructure planning within national parks, optimal safe road surfaces and a decrease in dust generation and noise.

Social Risk Rating

Low

The social risk classification for the project is low under the World Bank ESF based on the nature of the activities which are focused on research, developing of an assessment and framework for implementation of the findings. The Project will not include any physical or civil works. The project will have a positive social impact by contributing to an improvement in road safety standards and through contributing to the enabling environment for civil society and multidisciplinary approaches. Due to the likely nature and scale of the workforce issues related to labor and working conditions are anticipated to be negligible but will be addressed through the requirement for ESS2 to be met. Minimal or negligible social risks or impacts are expected as a result of the activities or from activities that will be supported by the project in the future.

Public Disclosure



B. Environment and Social Standards (ESSs) that Apply to the Activities Being Considered

B.1. General Assessment

ESS1 Assessment and Management of Environmental and Social Risks and Impacts

Overview of the relevance of the Standard for the Project:

The project includes standalone technical assistance activities funded by a small grant from a recipient executed trust fund.

From a social perspective the Project is likely to result in beneficial outcomes associated with community health and safety; notably reduced fatalities and DALYs as a result of road traffic accidents and associated socio-economic benefits. These may include ability to remain in the workforce and reducing the burden of health care (costs and time) by other members of the family. In addition, improved enabling environments contribute to engagement in line with ESS10 for stakeholder engagement. The willingness of key stakeholders including government stakeholders to engage will be considered in the SEP and political economy issues addressed in the various deliverables including the framework that characterizes governments' roles in an enabling environment.

The environmental benefits of this project can be positive if the improved enabling environment also associates road safety with environment sustainability and protection. This can be achieved through the use of Environmental Impact Assessments for future road safety policy. EIAs are a powerful tool to evaluate the environmental aspects of a project or policy, while road safety audits are critical to assess the implementation of safety. The use of the EIA could ensure a range of environmental aspects and concerns are taken into account enabling the road safety audit techniques to develop further. Therefore, utilizing an EIA in the early stages of road safety policy formulation may bring both safety and environmental concerns together and facilitate sustainable development within the Global Alliance's agenda. The assessment activities for this project should consider an analysis and an evaluation of how the enabling environment of road safety civil society organizations could be expanded to include the synergistic effects of mutual reinforcing environmental protection and sustainability measures associated with roads and traffic.

The Terms of Reference (ToR) for any studies that are conducted for this project will be drafted so that the advice and support provided is consistent with ESSs 1-10 and will be documented in the Environmental and Social Commitment Plan (ESCP).

Areas where "Use of Borrower Framework" is being considered:

The use of the Borrowers Frameworks are not being considered for this project.

ESS10 Stakeholder Engagement and Information Disclosure

The recipient will prepare a Stakeholder Engagement Plan (SEP) for the activities being undertaken. Engagement is a key element of the Project in terms of the assessment of the enabling environment for NGOs in each country; development of a framework for multisectoral cooperation; and development of practical implementation measures. As such, the SEP should be prepared prior to approval by the World Bank and will need to be updated throughout the project based on the outcomes of the previous stages of engagement. The SEP should include stakeholders who will



be engaged, the approach to engagement including the methods that will be used and timing and outline how the outcomes will be used to inform project design. The SEP will also present a Grievance Mechanism (GM), proportionate to the potential risks and impacts of the project.

The Borrower will provide stakeholders with timely, relevant, understandable and accessible information, and consult with them in a culturally appropriate manner, which is free of manipulation, interference, coercion, discrimination and intimidation. The SEP will be applied to all activities being undertaken. As such, TOR will need to refer to the requirements of the SEP to ensure that meaningful engagement is undertaken with all stakeholders.

All engagement will need to be undertaken in a manner which is COVID-19 secure and in line with national requirements for gatherings at the time of engagement. This may involve the use of virtual meetings, smaller meetings or other measures as needed.

B.2. Specific Risks and Impacts

A brief description of the potential environmental and social risks and impacts relevant to the Project.

ESS2 Labor and Working Conditions

The project will be implemented by the Alliance in collaboration with member NGOs in the three countries. As such all workers will be classified as Direct Workers. The use of consultants, contractors or community workers is not anticipated and there will be no primary supply chain. Given the nature of the project, the risk of labor abuses, immigration and occupational H&S risks is considered to be low. As part of the Environmental and Social Commitment Plan, the Alliance will be required to demonstrate that they and the other participating NGOs employ their staff in line with national law and the requirements of ESS2. This will include ensuring that all workers have contracts outlining the terms and conditions of their employment including hours of work, wages, overtime, rest periods, compensation and benefits; workers are subject to non-discrimination and equal opportunities, forced and child labor is prohibited and that workers have access to a Grievance Redress Mechanism. In terms of OHS given the nature of the work, NGOs will need to demonstrate they have appropriate OHS policies in place to maintain a safe working environment, provide the necessary level of training and information, risk assessments are undertaken as required (e.g. for work related travel and the place of work), the ability to review of OHS performance and that there are accident and incident investigation and reporting requirements in place.

ESS3 Resource Efficiency and Pollution Prevention and Management

There are no civil or infrastructure works or anticipated resource use and pollution and, therefore, it is unlikely that any environmental impacts of this nature will emerge or develop throughout the project lifecycle. Conversely, resource efficiency and pollution prevention can be an integral part of road safety. Successful enforcement of road safety regulatory instruments such as vehicle standards and speed reduction are known to reduce noise, air pollution emissions and fatalities. The environmental performance of vehicles, a safer road system, encouraging safe and environmentally friendly attitudes and behavior may well reduce road fatalities. An evaluation of the enabling environment of road safety civil society organizations ability to improve and support road safety regulatory instruments and their enforcement should be considered for inclusion in the research activities.



ESS4 Community Health and Safety

As no civil or infrastructure development activity is envisaged under the project, there is no potential health and safety risk or impact on communities as a result of direct activities. However, communities may benefit from improved road safety as a result of the development and implementation of a framework which creates an enabling environment for NGO participation. ToRs will need to include a requirement to define the situation in which civil society could function and develop effectively, enabling them to support road safety improvements in Africa.

ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

The project activities do not envisage any land acquisition, restrictions on land use or involuntary resettlement.

ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources

The project will not impact biodiversity conservation or effect the sustainable management of living natural resources. However, the project could enhance biodiversity protection indirectly. It is believed that some road traffic accidents are connected with large animal collisions in national parks. Upgrade plans for roads through these areas or potential new road infrastructure could adversely affect traffic safety. Road safety should consider the implications of road infrastructure through these areas and provide effective solutions such as wildlife crossings or animal crossing zones, lower speed limits, improved road surface wearing material, community engagement and education or avoid infrastructure development in sensitive areas. The positive effects of environmental protection and sustainability on road safety should be considered in the assessment of the enabling environment.

ESS7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities

Despite the presence of communities that meet the criteria of ESS7 in some of the countries where the activities will be implemented, interactions with these communities is not anticipated. In the event of engagement with such communities or peoples special considerations to meet the needs of these groups would need to be considered.

However, any TOR as well as the SEP, should take into consideration the differentiated needs and risks faced by communities that meet the requirements of ESS7 (as well as other vulnerable groups). The assessments and subsequent development of an NGOs enabling framework should be inclusive of these groups in relation to road safety issues.

ESS8 Cultural Heritage

Project activities do not involve any physical works so impacts to cultural heritage sites are not envisaged. The project also does not involve any components related to the use of cultural heritage.

ESS9 Financial Intermediaries



The use of financial intermediaries is not anticipated.

C. Legal Operational Policies that Apply

OP 7.50 Projects on International Waterways	No
OP 7.60 Projects in Disputed Areas	No

III. WORLD BANK ENVIRONMENTAL AND SOCIAL DUE DILIGENCE

A. Is a common approach being considered? No

Financing Partners

N/A

B. Proposed Measures, Actions and Timing (Borrower’s commitments)

Actions to be completed prior to Bank Board Approval:

The following documents will need to be prepared (no Appraisal ESRS is required as the project is a stand-alone recipient executed trust fund):

- 1) Development of the Environmental and Social Commitment Plan (ESCP) for the Project.
- 2) Development of the Stakeholder Engagement Plan covering all the target countries.

Possible issues to be addressed in the Borrower Environmental and Social Commitment Plan (ESCP):

The ESCP will need to include the following measures:

- 1) Requirements for monitoring and reporting on the management of environmental and social issues.
- 2) Commitment to ensure all project workers are employed in line with the requirements of ESS2.
- 3) Implementation of the Stakeholder Engagement Plan including any updates that will be needed.
- 4) The Alliance will ensure TORs for all studies associated with the project and all resultant deliverables will be drafted so that the advice and other support provided is consistent with ESSs 1-10.

IV. CONTACT POINTS

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Borrower/Client/Recipient

Public Disclosure



Borrower: The Global Alliance of NGOs for Road Safety (the Alliance)

Implementing Agency(ies)

Implementing Agency: Global Alliance of NGOs for Road Safety (the Alliance)

V. FOR MORE INFORMATION CONTACT

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VI. APPROVAL

Task Team Leader(s): Sudeshna Mitra
Practice Manager (ENR/Social) Iain G. Shuker Recommended on 14-Jan-2021 at 12:45:4 GMT-05:00