



Project Information Document/ Identification/Concept Stage (PID)

Concept Stage | Date Prepared/Updated: 04-Feb-2021 | Report No: PIDC227139

**BASIC INFORMATION****A. Basic Project Data**

Project ID	Parent Project ID (if any)	Environmental and Social Risk Classification	Project Name
P174516		Low	Global Alliance of NGOs for Road Safety
Region	Country	Date PID Prepared	Estimated Date of Approval
OTHER	World	04-Feb-2021	
Financing Instrument	Borrower(s)	Implementing Agency	
Investment Project Financing	The Global Alliance of NGOs for Road Safety (the Alliance)	Global Alliance of NGOs for Road Safety (the Alliance)	

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PROJECT FINANCING DATA (US\$, Millions)**SUMMARY**

Total Project Cost	0.20
Total Financing	0.20
Financing Gap	0.00

DETAILS**Non-World Bank Group Financing**

Trust Funds	0.20
Global Road Safety Program	0.20

B. Introduction and Context

Country Context

African countries face the highest risk of road traffic injuries, death and disability-adjusted life years (DALYs) lost. Globally, death rates in LICs 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.

In the last two decades, civil society has played an increasingly influential role in policy development and service delivery worldwide. Road safety NGOs play a vital role in social dialog, in creating modern urban



spaces, in capacity building, drawing attention to lessons already learned, and highlighting good practice in all road safety areas. Multidisciplinary partnerships with strong leadership and active representation of civil society can help countries to integrate best practices that will save lives.

In LICs, however, NGOs' operations are often limited or not consistent with international standards due to the environment that they operate in. Some African countries have taken strong steps to address the road death pandemic, but overall, progress at the national and regional levels across the continent is uneven and largely off track. Action is hampered by gaps and shortcomings in responses, ranging from inadequate resources, a lack of focus, and ill-equipped emergency care systems for crash responses. In a recent member survey, it is found that, while NGOs are well placed to assist in the design of local responses, they are often not consulted.

Responding to this challenging environment, Global Road Safety Facility awarded a proposal through Call for Proposals FY19 which aims to strengthen the structures that enable NGOs' integration and participation in road safety projects on local, national, and regional levels.

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Sectoral and Institutional Context

This is a small research and capacity building (ASA/study-type) activity funded by the Global Road Safety Facility (GRSF) grant and following competitive selection of grants received in response to the FY2019 call for proposals.

Recipient is a Global NGO specializing in road safety with some local research and NGO partners pre-identified in the respective African countries.

Relationship to CPF

This is a small grant funded activity supporting road safety in African context and as such is in line with CPFs of all African countries.

C. Project Development Objective(s)

Proposed Development Objective(s)

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

Key Results

Project's overarching goal is to develop tools that will have the potential to strengthen the enabling environment for road safety civil society organizations in the three selected African countries. Civil society organizations (CSOs) and nongovernmental organizations (NGOs) play a pivotal role in road safety governance at both national and global levels. This project will focus specifically on enabling progress toward two of the Voluntary Global Performance Targets for Road Safety Risk Factors and Service Delivery Mechanisms (voluntary targets) agreed by UN Member States:

1. Progress toward voluntary target 1: to establish a comprehensive multisector national road safety action plan with time-bound targets; measured by implementation of an appropriate national action plan and processes with time-bound targets for reductions in fatalities and injuries.

Strengthening the enabling environment for CSOs/NGOs will facilitate governments':

- Consultations with multisector stakeholders
 - Cooperation with road safety NGO
2. Progress towards voluntary target 2: to accede to one or more of the core road safety related UN legal instruments;

Fostering the enabling environment for CSOs/NGOs will enable them to increase their monitoring and advocacy efforts to encourage their governments to accede to each road safety-related UN legal instrument.

D. Preliminary Description

Activities/Components

Key activities proposed under the project:

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.

Environmental and Social Standards Relevance

E. Relevant Standards

ESS Standards

Relevance

ESS 1	Assessment and Management of Environmental and Social Risks and Impacts	Relevant
ESS 10	Stakeholder Engagement and Information Disclosure	Relevant
ESS 2	Labor and Working Conditions	Relevant
ESS 3	Resource Efficiency and Pollution Prevention and Management	Relevant
ESS 4	Community Health and Safety	Relevant
ESS 5	Land Acquisition, Restrictions on Land Use and Involuntary Resettlement	Not Currently Relevant
ESS 6	Biodiversity Conservation and Sustainable Management of Living Natural Resources	Relevant
ESS 7	Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities	Relevant
ESS 8	Cultural Heritage	Not Currently Relevant
ESS 9	Financial Intermediaries	Not Currently Relevant

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Legal Operational Policies

Safeguard Policies	Triggered	Explanation (Optional)
Projects on International Waterways OP 7.50	No	
Projects in Disputed Areas OP 7.60	No	

Summary of Screening of Environmental and Social Risks and Impacts

The project includes standalone technical assistance activities funded by a small grant from a recipient executed trust fund and has been rated Low in terms of Environmental and Social Risks and Impacts. 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. The social risk classification for the project is low 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.

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Implementing Agencies

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