


Working with EBRD

EBRD approach to Road Safety

Brussels, 3 June 2014



An intro to EBRD

European Bank for Reconstruction and Development




- IFI founded in 1991 to promote transition to market economies in 35 countries
- Invests across all sectors: Infrastructure, ICA, FI, Energy & Natural Resources, SME, etc.
- Owned by 64 countries and two intergovernmental institutions (AAA/Aaa rated)
- Combine donor funded Technical Cooperation, Policy Dialogue and Finance to overcome transition barriers
- Largest single investor in the region: In 2014, €8.9 billion invested in 377 projects
- Tailored financial options with public and private sector (incl. debt, equity, PPP, etc.)
- Principles: Transition Impact, Sound Banking, Additionality

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EBRD in the Transport Sector




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EBRD in the Road Sector



6 billion EUR invested in roads in 24 countries



EBRD added value:

- Separation of policy and management functions (Road Agencies)
- Introduction of commercial principles (PBMC) and PPP
- Capacity building on road safety
- User pays principles and tolling/ITS systems



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Some recent projects

Bosnia & Herzegovina <ul style="list-style-type: none"> • Brcko Bypass (29 m€, 2011) • Banja Luka Doboj (189 m€, 2012-2013) • Corridor Vc (25 m€, 2013) • Flood Repair and Upgrade (50m€, 2015) • BH Corridor Vc 2 (60 m€, 2015) 	Serbia <ul style="list-style-type: none"> • Road Rehabilitation Programme (100 m€, 2013)
Montenegro <ul style="list-style-type: none"> • Local Roads (5 m€, 2013) + (20 m€, 2015) 	Kosovo <ul style="list-style-type: none"> • Kije-Peje (35m€, 2015)
Albania <ul style="list-style-type: none"> • Levan Vlore (7,5 m€, 2012) • Fier-Vlore bypass (53 m€) • Local and Regional Roads (25 m€, 2013) • Milot-Morine PPP +15m€, 2016) 	Macedonia <ul style="list-style-type: none"> • Corridor X (107 m€, 2011) • National Roads Programme (74 m€, 2014) + (86m€, 2015)

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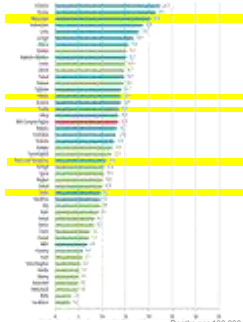
Why Road Safety?




The Observer (The Guardian), 9/12/2012

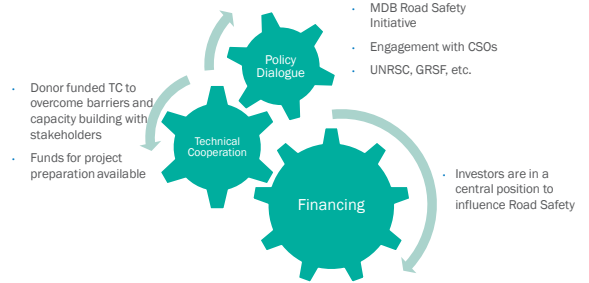
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Why Road Safety?

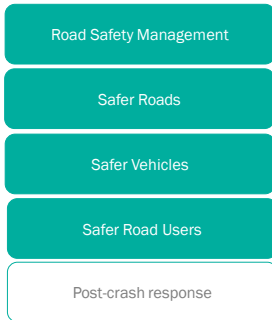


Source: WHO, http://www.who.int/data/assets/pdf_file/0015/43314/E92789.pdf

Our approach to deliver Road Safety



... in support of the Decade of Action



RSA requirements in our ESP



Performance Requirement 4

"The client will identify, evaluate and monitor the potential traffic and road safety risks to workers and potentially affected communities throughout the project life cycle and, where appropriate, will develop measures and plans to address them. For projects that operate moving equipment on public roads and other forms of infrastructure, the client will seek to prevent the occurrence of incidents and injuries to members of the public associated with the operation of such equipment.

The client will take into consideration relevant EU road and traffic safety management standards³, identify road safety measures and incorporate technically and economically feasible and cost-effective road safety components into the project design to mitigate potential road safety impacts on the local affected communities. Where appropriate, the client will undertake a road safety audit for each phase of the project and routinely monitor incident and accident reports to identify and resolve problems or negative safety trends. (...).



³ Consistent with the objectives of Directive 2008/96/EC of 19 November 2008 on Road Infrastructure Safety Management.

Capacity Building for project implementation ...



In parallel to Road Investments, EBRD can mobilize funds from its donors to support the implementation of their action plans:

- Assistance for ISO Certification of Road Agencies
- Assistance on preparation of Certification curricula for Road Safety Auditors
- Road Safety Action Plan/Strategy
- Organization of seminars/workshops
- Adoption of road safety legislation
- Introduction of targets and incentives in maintenance and PPP contracts
- Strengthening capacity of independent lead road safety agency
- Establishment of partnerships/initiatives with private sector



... and for project identification (?)



EBRD can help preparing and implementing a Pilot Programme on Road Safety Interventions

1. Donor Funded Consultants for the Identification of "quick wins". Possible utilization of inspection and rating tools (eg, IRAP)
2. Preparation of Road Safety Investment Plan and Procurement Strategy
3. Ensuring transfer of know-how
4. Financing the implementation of RSIP
 - Easier procurement and implementation
 - Flexible deal structure, including small loans (< 20 m€)



Engagement with CSOs



- In many projects EBRD has worked in partnership with EASST and other CSOs to raise awareness in local communities
- Safer Villages projects in Azerbaijan, Ukraine, Georgia and Moldova
- Awareness Campaigns are effective
- EBRD aims to leverage resources from private sector: Promoting CSR amongst private clients



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Challenges to deliver RS in the region



- **Understanding the impact of our investment** (traffic safety data and impact assessments)
- Awareness of the potential benefits of early RS intervention
- Technical standards and norms in many countries are old and outdated;
- **Lack of trained auditors** in the region
- **Stakeholder divergence** (EBRD clients are often road agencies)
- Road Safety focus **not restricted to technical aspects** → importance of awareness raising and building capacity in local communities



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Next step: Better understanding of the RSA challenge



Why?

- Assess RS certification systems applicable in WB countries
- Understand how principles of EU Directive can be better implemented in EBRD projects
- Identify a menu list of EBRD interventions in parallel to future projects in support of SEETO countries
- Raise awareness within public agencies and private sector (3 day- workshop in each country)



When? June-Sep 2015



Who? IMC Worldwide

How can you collaborate?

- Provision of key inputs
- Identification of key participants



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Thank you!



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