



safe, clean, and affordable...
Transport for Development

The World Bank Group's
Transport Business Strategy 2008-2012



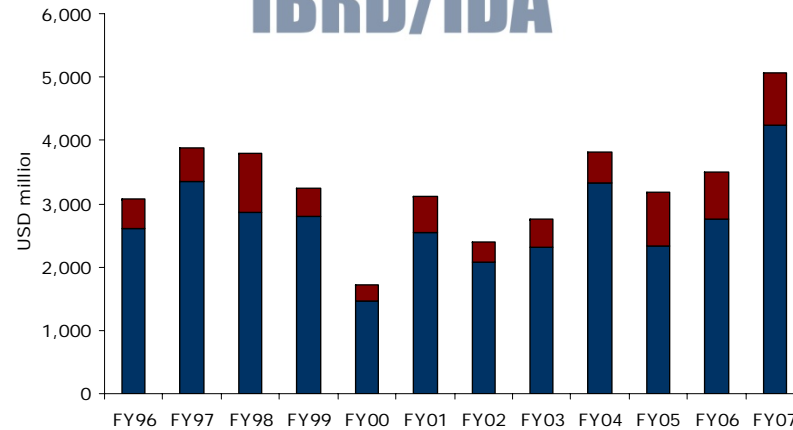
Facts sheet

- 1.2 billion of the world's poor still lack access to an all-weather road.
- Between 40 and 60 percent of people in developing countries live more than 8 km from a health care facility.
- Poor urban dwellers may spend up to 5 hours on daily commutes for lack of urban transport services.
- Every day, more than 3,000 people die from road traffic injuries with low and middle-income countries accounting for nearly 85 percent of the deaths and 90 percent of the injuries.
- Transport costs represent 9% of export values on average for developing countries, against 4% for developed economies.
- Transport accounts for 15% of global greenhouse gas emissions and is the fastest growing emissions sector.
- Over the next 20 years more cars may be built than in the entire 110-year industry history.



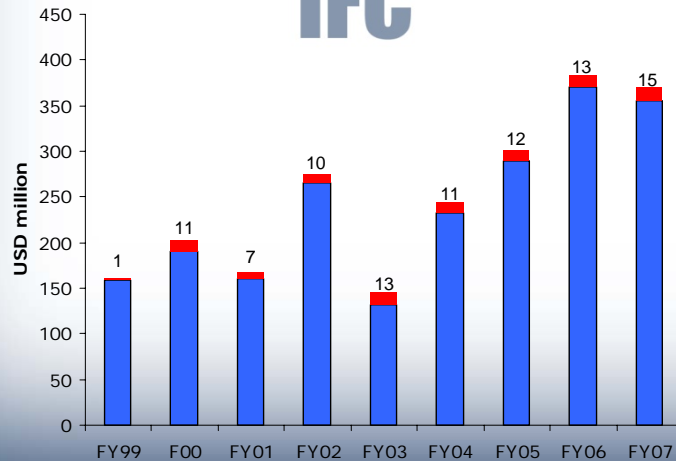
World Bank Group and transport

IBRD/IDA



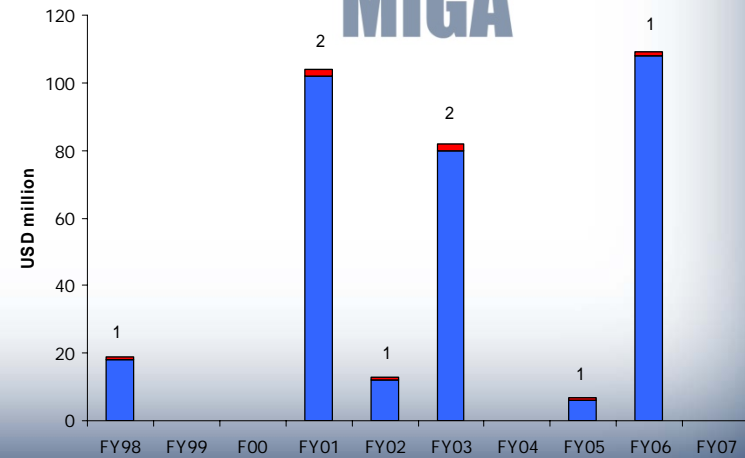
■ Dedicated transport projects ■ Non-dedicated transport projects

IFC



■ Number of Projects

MIGA



■ Number of Projects



Transport supports development when it:



■ Facilitates international trade



■ Makes cities work better



■ Opens up rural economies



■ Gives access to health, education & social services



■ Is safe, clean and affordable





Key drivers of the Business Strategy

Development Drivers

- MDG's
- Country 'ownership'
- Governance
- Focus on results
- Transport 'inclusion'

Global Trends

- Trade growth
- Urbanization
- Motorization
- Climate change
- Transport & health
- Increase private participation

Bank Strategies

- Africa Action Plan
- Infrastructure Action Plan
- Approach to MICs
- GAC Action Plan
- Gender Action Plan
- Proposed SFCC



2008-2012 Transport Business Strategy



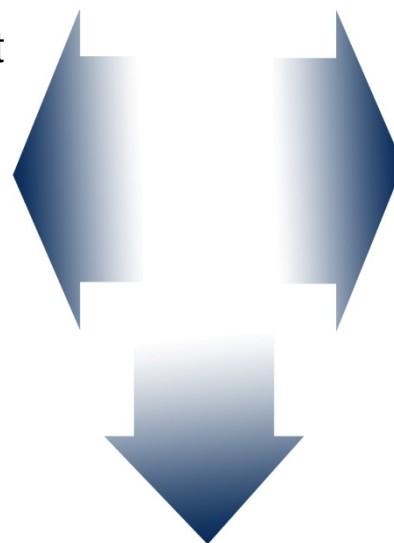
Transport Business Strategy 2008-2012

Strategic focus

- Wider developmental impact
- Deeper treatment of sustainability principles
- Extensive attention to governance
- Social inclusion and global impacts

Process adjustments

- Capturing Bank Group synergies
- SDN Integration
- Measuring results and sharing knowledge



Sustainability in transport: key policy issues

- | | |
|-------------------------------------|----------------------------------|
| ■ Public and private roles | ■ Inclusive transport policy |
| ■ Performance of SoEs | ■ Transport safety & security |
| ■ Preserving value of public assets | ■ HIV/AIDS transmission & health |
| ■ Transport pricing | ■ Emissions and climate change |
| ■ Private participation | ■ Governance and anti-corruption |
| ■ Competition and regulation | |



1 Create the conditions for increased support for transport investment and governance

- To channel and catalyze more resources, from all development partners and the private sector, towards investments in transport assets, infrastructure and services
- The increase in lending will be matched by greater attention to governance, and strategies and policies necessary to meet the objective of sustainable transport: the Governance and Anti-Corruption action plan (GAC) will guide analytical work and country dialogue
- Institutional development will remain a core element of WBG support to the sector in all Regions



2 Deepen engagement in the roads and highways subsector

- The performance and affordability of freight and passenger road transport services that use road infrastructure
- The need to make roads safer for all their users, and for those non-users put at risk by them
- The implications of the high proportion of transport-related greenhouse gas emissions
- The transport-related transmission of HIV/AIDS through major road construction sites and new road corridors



3 Increase engagement in the urban transport subsector

- To make cities more efficient and more livable, especially for the poor
- Increase investment in and efficiency of urban transport in general and public transport in particular
- Enhance coordination with Urban Development strategy
- Analytic and advisory services will support:
 - capacity and institution building in city transport governance
 - interaction of land-use and transport
 - mobilization of the private sector to deliver public services
 - private vehicle traffic/demand management
 - the needs of pedestrians and other non-motorized transport forms
 - financing of urban transport

4 Diversify engagement in transport for trade

- Increasing support for public and private infrastructure to overcome physical or quality transport bottlenecks to trade in goods and services
- More diversified lending for investment in non-road transport infrastructure railways, ports, inland waterways, airports, to help develop multi-modal transport logistics chains for enhanced competitiveness
- Support transport and logistics strategies that address non-physical barriers: encourage greater private sector participation
- Develop regional transport projects particularly when these can help improve service and cost to landlocked countries
- Corridor approaches will be adopted for the diagnosis of needs and design of strategies for major trade routes





5 Transport and climate change: control emissions and mitigate impact

- Curbing greenhouse gas emissions through supply and policy-induced modal shift
- Mitigation of climate change impacts from transport services
- Adaptation to climate change in terms of infrastructure sustainability
- Support to adoption of carbon savings technology



Process adjustments

- **Process adjustment 1:** Increase the proportion of Bank transport lending made through program approaches
- **Process adjustment 2:** Enhance the quality of policy dialogue and sharing of transport knowledge
- **Process adjustment 3:** Improve monitoring and evaluation
- **Process adjustment 4:** Capture synergies across sectors and Bank Group instruments



Next steps

- **Dissemination of the Business Strategy**
- **Production of Operational Guidelines for Implementation:**
 - Comprehensive Economic Assessment of Transport Operations (FY09)
 - Freight Transport for Development (FY08-09)
 - Transport, Energy and Climate Change (FY08-09)
 - A Framework for Urban Transport Projects: Operational Guidance for World Bank Staff (FY08)
- **Implementation progress reporting**



safe, clean, and affordable...
Transport for Development

The World Bank Group's
Transport Business Strategy 2008-2012