

THE RESILIENT TRANSPORT COMMUNITY OF PRACTICE



RESILIENT TRANSPORT AT THE WORLD BANK

The World Bank Group already supports several projects that combine disaster risk management and transport, including over 50 projects worth upwards of US \$9.5 billion. Of these, approximately one third of the projects and 50 percent of the funds are financed by IBRD while the other two-thirds of the projects and 50 percent of the funds are financed by IDA. All but two of the total projects are active as of fiscal year (FY) 2016.

In addition to this, the Global Facility for Disaster Reduction and Recovery (GFDRR) has allocated 20 grants valued at more than US \$27 million to finance DRM-Transport engagements. The combination of grants and investment lending with Technical Assistance clearly shows that in spite of its recent structuring, the World Bank Partnership in Resilient Transport has grown significantly to the point that it is expected to be an organic cooperation among teams to the common goal of incorporating Climate Change and Disaster Risks into transport planning and operation.

WHAT IS THE RESILIENT TRANSPORT COMMUNITY OF PRACTICE?

With a growing transport and DRM agenda across the WB, the Resilient Transport CoP brings together members of the Climate Change Cross-Cutting Solutions Area (GFDRR), Social Urban Rural & Resilience Global Practice (GPSURR), and Transport and ICT GP (T&I GP), with the objective of creating a knowledge-sharing environment for DRM and transport sector specialists. This COP has principally developed since September 2016, with the aim at establishing professional sharing practices among multidisciplinary staff that provides Task Teams with a suite of cross regional best practices and grant funding for technical assistance.

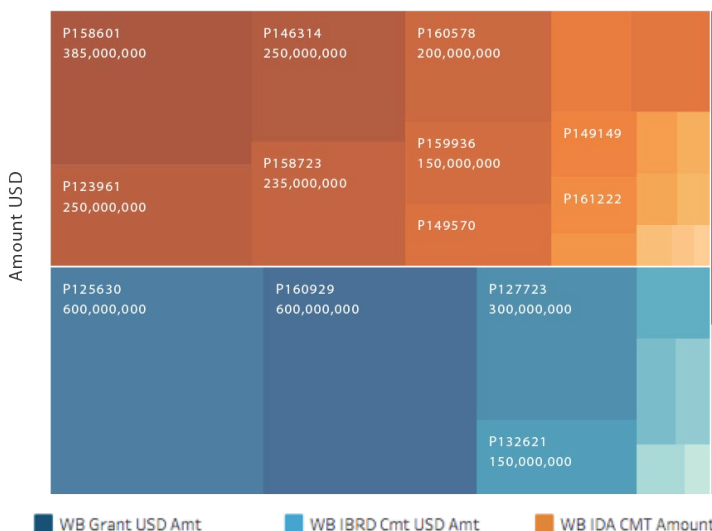
WORKING ACROSS GPs and CCSAs

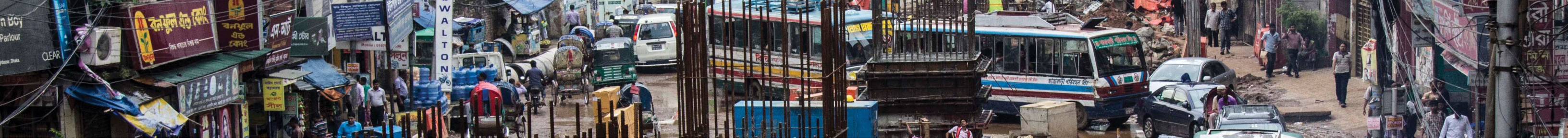
World Bank teams and client ministries cannot determine exactly when or which cities will be damaged natural hazard events and by what magnitude or type. They also can't necessarily know to what extent. However, homes, economic hubs, and the services that enable the people who use them still need to be built despite this uncertainty.

Fortunately, it is possible to know much about the nature of natural hazards, what assets are exposed to those hazards, as well as in what ways, and how to minimize impacts on societies. Disaster risks, therefore, are managed by way of informed decision making and probabilistic actions such that critical systems, including rail, bridges, and other transport services, can still be reliably available to communities when they are needed.

The Resilient Transport community is bringing together Disaster

Project Commitment and Grant *contains all projects within the Resilient Transport CoP.





Risk Management and Transport practices to more readily engage the World Bank in addressing disaster risks in the transport sector, through the implementation of policies and practices (e.g. weather monitoring, Early Warning Systems, structural interventions, among others). In addition, the Resilient Transport Community is applying methods of Decision Making under Uncertainty to inform decision making on project selection and investment prioritization

and in this way enhance the resilience of transport networks to climate change impacts.

The CoP aims to equip World Bank Task Teams with knowledge, funding, and network resources to help them work towards delivering resilient transport investments based according to teams' and clients' needs.

growth potential and economic and human development suffers. Yet the imperative to invest in infrastructure that is more efficient comes at a time when many governments are highly indebted and face competing priorities on their scarce resources.

transport infrastructure and systems. Extreme weather events like floods and landslides are expected to increase in frequency and intensity with detrimental impacts to transport infrastructure and services. Sea level-rise puts at risk coastal transport infrastructure and permafrost thawing reduces the stability of soils impacting transport infrastructure. At the same time, transport plays a crucial role in building climate resilient communities by providing connectivity to evacuate disaster areas, providing access to disaster relief and contributing to re-establishing pre-disaster conditions so economy and communities can quickly recover.

Incorporating Natural Hazards into Transport Planning and Operation Practices

Climate change puts at risks many of the investments to date in

WHAT HAS THE COP DONE?

To date, the CoP delivered the following:

Portfolio Stocktaking

Reached out individually to every Task Team Leader (TTL) in the transport global practice about the potential to make their investments climate resilient – leading to an estimated generation of 34% of climate co-benefits in FY 2017¹;

Resilient Transport Engagement Note

Developed a structured approach to increase resilience of transport systems at various phases of infrastructure life cycle;

Technical Assistance Program

Launched over 20 grant financed activities that are focused on operationalizing resilience in different elements of transport;

Knowledge Management Repository and Dashboard

This includes Terms of Reference (TOR) files, reports and examples of resilient transport initiatives in over 50 countries;

Initiated a global flagship report

This is a multi-regional, Social, Urban, Rural and Resilience (SURR), Transport & Information Communications Technology (T&I) and Small Island States Resilience Initiative (SISRI) / Climate Change Cross Cutting Solutions Area (CCSA) partnership on resilience in Small Island Developing States (SIDS) for launch at United Nations Framework Convention on Climate Change (UNFCCC) Conference of the Parties (COP23);

Tokyo Knowledge Exchange

Animated a community where over 100 staff working in more than 50 countries have expressed interest in a May Tokyo deep dive;

External outreach

This includes a blog series plus partnership with external agencies.

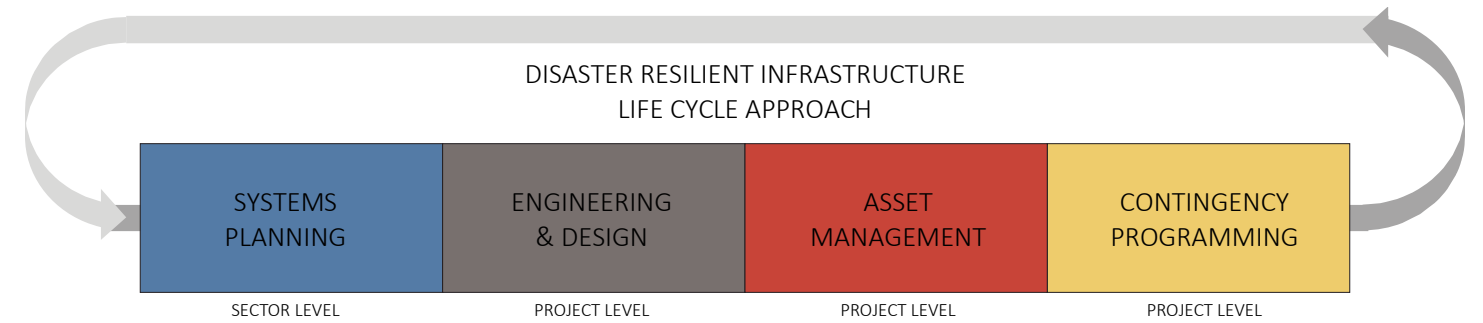
COMMUNITY CONSENSUS

Together, the Resilient Transport CoP has reached consensus on how World Bank Task Teams can work towards the development of Resilient Transport activities by identifying a series of engagements, based on experience, which can be incorporated into ongoing and future WB projects.

The resulting program is framed in terms of an infrastructure life cycle approach, keeping the CoP focus as an operational and practical one. Each of the life cycle phases – systems planning, engineering and

structural and systemic threats of climate and disaster risk.

The most recent stock taking data, which is not representative of the entire Resilient Transport portfolio, shows that the majority of the community's projects focus on systems planning, while focus is also given to Engineering & Design as well as Asset Management. To ensure that cities and countries can also adequately address situations requiring effective response mechanisms, for example when immitigable risks evolve into full-scale disaster situations, it



design, asset management, and contingency programming – offers an opportunity to intervene and invest in better information, integration, and innovation for transport infrastructure, such that the individual investments and the surrounding system can evolve to address the

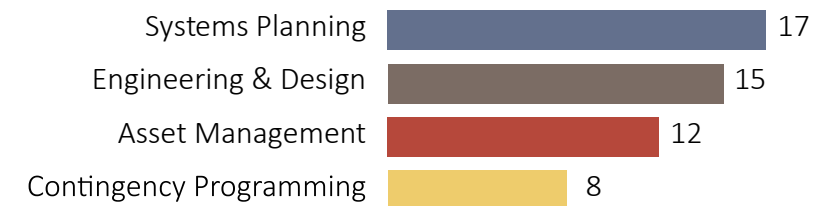
was also noted that it the development of Contingency Plans are an equally critical part of working towards Resilient Transport networks. It is paramount to integrate these various front lines so a holistic approach can be developed for the broad Resilient Transport topic.

WHY DOES THE COP MATTER?

The Resilient Transport Community of Practice aims at building a synergic initiative among DRM and Transport practitioners at the World Bank so best practices can be shared along with a sense of how they could be adapted to fit into different country and local contexts. As such, the CoP addresses two major challenges as follows:

The Global Infrastructure Challenge

Infrastructure is fundamental to economic development and plays a crucial role in determining the quality of life of individuals and societies. Across the world, inadequate and poorly performing infrastructure presents major economic and social challenges that governments and business need to address. Without the necessary infrastructure – from transport systems to electricity grids and water pipelines – economies cannot meet their full



¹ World Bank Group. April 2017. "Monthly Pipeline Climate Co-Benefits Assessment." Washington, DC.



COP RESOURCES

The Resilient Transport CoP offers a multitude of resources, including:

Funding

- Exploring use cases for project fundamentals and funding to be applied to more comprehensive projects
- Identifying fundraising opportunities from donors

Knowledge

- Thematic blog posts
- Knowledge exchange events
- Portfolio and knowledge management dashboard
- Online repository of publications, TORs, and other program documents

Network

- Access to other teams who can serve as informal, need-based mentors
- Information about consultants, who offer expert knowledge and experience
- Informal review process

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