

**iRAP Innovation Workshop, London  
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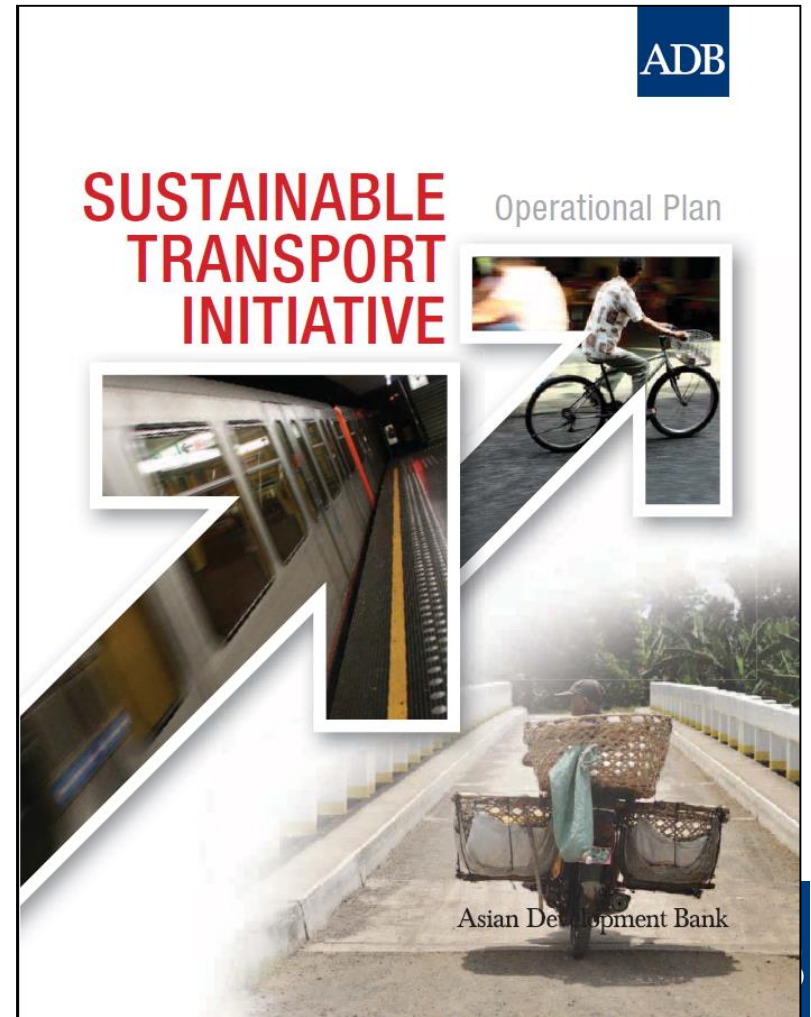
# **ADB's SUSTAINABLE TRANSPORT APPRAISAL RATING (STAR)**

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# Implementing ADB's Sustainable Transport Operational Plan

Need to monitor progress towards supporting *accessible, safe, environmentally-friendly, and affordable* transport



# Which rating system for MDBs?

- NATA
- LEED
- GreenLites
- ILAST
- STARS
- Envision
- Greenway
- Green Roads
- Invest
- CEEQUAL
- BE2ST



- None of these particularly suited our work as an MDB
- Needed to develop a system in-house

# STAR Principles

- **S**ustainable **T**ransport **A**ppraisal **R**ating

- To measure a project's contribution to delivering economic, social and environmental objectives

- Sustainable transport objectives

- Accounts for risk

- Partly guided, qualitative

- Ratings:

- Outputs:

- Aggregate rating of sustainability

- Separate ratings by dimension of sustainability

Score	Rating
7 to 10	Highly Sustainable
5 to 6	Sustainable
3 to 4	Moderately Sustainable
1 to 2	Marginally Sustainable
-1 to 0	Moderately Unsustainable
-2 to -4	Unsustainable
-5 to -10	Highly Unsustainable

# STAR Construct

## Risk to Sustainability

- Design & evaluation risk
- Implementation risk
- Operational risk

## Environmental

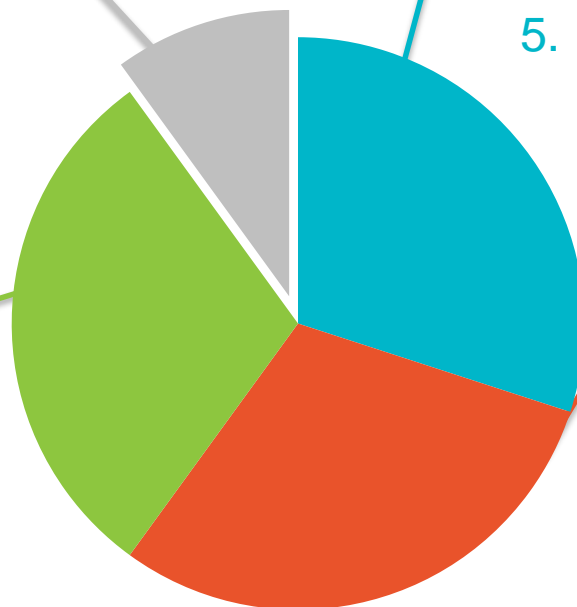
12. GHG Emissions
13. Air pollution
14. Natural & built environment
15. Resource efficiency
16. Climate resilience

## Economic

1. Efficiency: people & businesses
2. Quality & reliability
3. Fiscal burden
4. Employment
5. Wider economic benefits: cross-border, urban, rural

## Social

6. Basic accessibility
7. Safety
8. Affordability
9. Inclusion
10. Social cohesion
11. Employment



# Scoring: Step 1

## SOC-1 Basic Accessibility

Score	Descriptor	Measure
3	Very Strongly Positive	The project will lead to a major improvement in the accessibility of a large number of poor, vulnerable or excluded people to basic services
2	Strongly Positive	<i>In between moderate and very strong</i>
1	Moderately Positive	Transport users will perceive a step increase in the accessibility to basic services. The improvement is moderately positive because either: (i) few people benefit, (ii) the poor (poorest) will not benefit directly, (iii) the reduction in actual transport costs/times may be moderate, or (iv) accessibility is improved for secondary levels of services (e.g. higher education, large market etc.) but access to primary services is unchanged
0	Neutral/Marginally Positive	<i>Neutral, or in between moderate positive and moderate negative</i>
-1	Moderately Negative	A significant number of poor, vulnerable or excluded people will have somewhat lesser quality access to basic services
-2	Strongly Negative	<i>In between moderate and very strong</i>
-3	Very Strongly Negative	Accessibility to basic services for a large number of poor, vulnerable or excluded people will be severely impaired

*Drawing from your ratings above and from your experience of similar projects, how would you overall rate ... (circle answer)*

... the economic effectiveness of the project?

Rating	Highly Economically Ineffective	Economically Ineffective	Moderately Economically Ineffective	Marginally Economically Effective	Moderately Economically Effective	Economically Effective	Highly Economically Effective
Score	-3	-2	-1	0	1	2	3

... the social sustainability of the project?

Rating	Highly Socially Unsustainable	Socially Unsustainable	Moderately Socially Unsustainable	Marginally Socially Inclusive	Moderately Socially Sustainable	Socially Sustainable	Highly Socially Sustainable
Score	-3	-2	-1	0	1	2	3

... the environmental sustainability of the project?

Rating	Highly Environmentally Unsustainable	Environmentally Unsustainable	Moderately Environmentally Unsustainable	Marginally Environmentally Sustainable	Moderately Environmentally Sustainable	Environmentally Sustainable	Highly Environmentally Sustainable
Score	-3	-2	-1	0	1	2	3

... the risk to the sustainability of the project?

Rating	High	Medium	Low
Score	-1	0	1

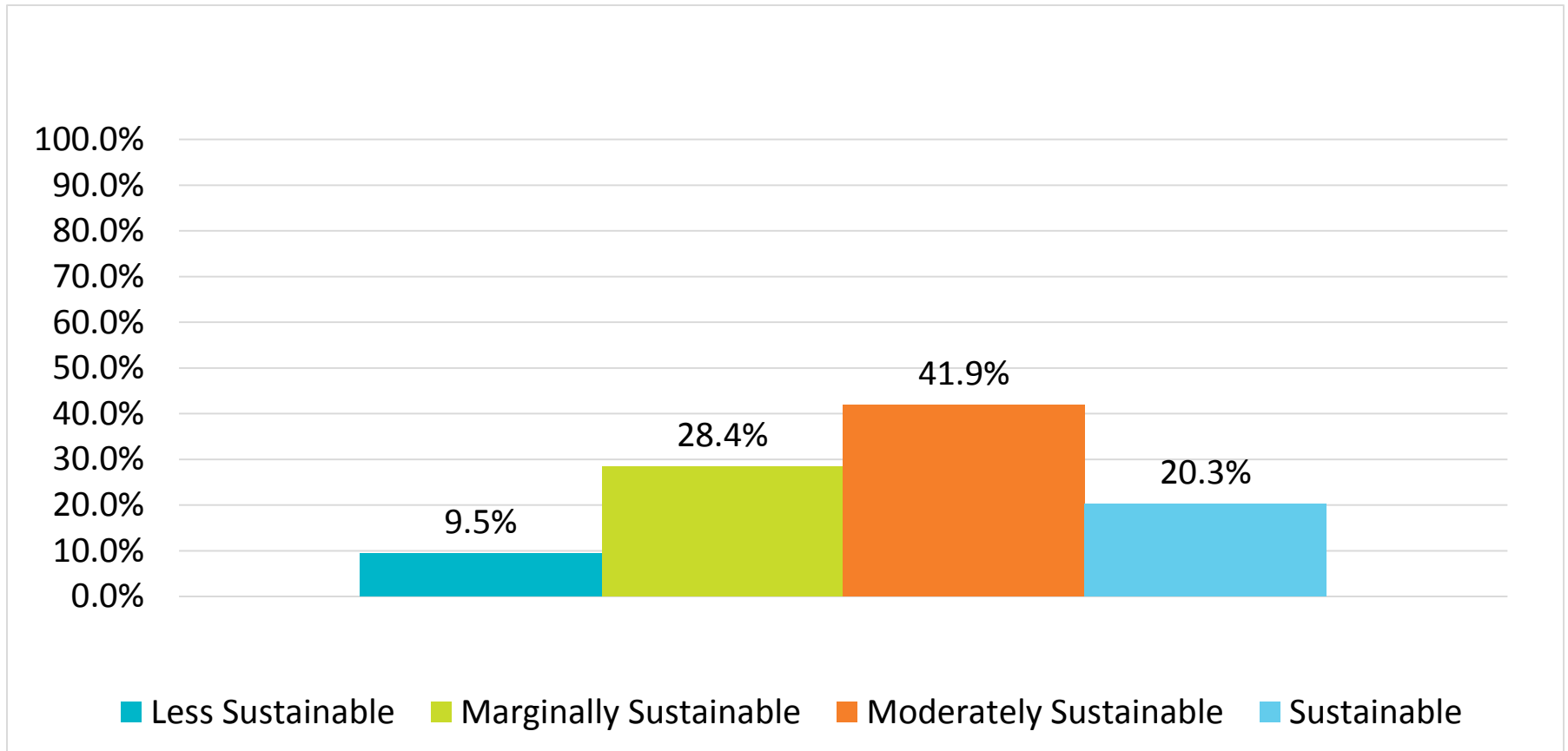
**Step 2**

# Step 3

Rating	Highly Unsustainable	Unsustainable	Moderately Unsustainable	Marginally Sustainable	Moderately Sustainable	Sustainable	Highly Sustainable
Score	-5 to -10	-2 to -4	-1 to 0	1 to 2	3 to 4	5 to 6	7 to 10

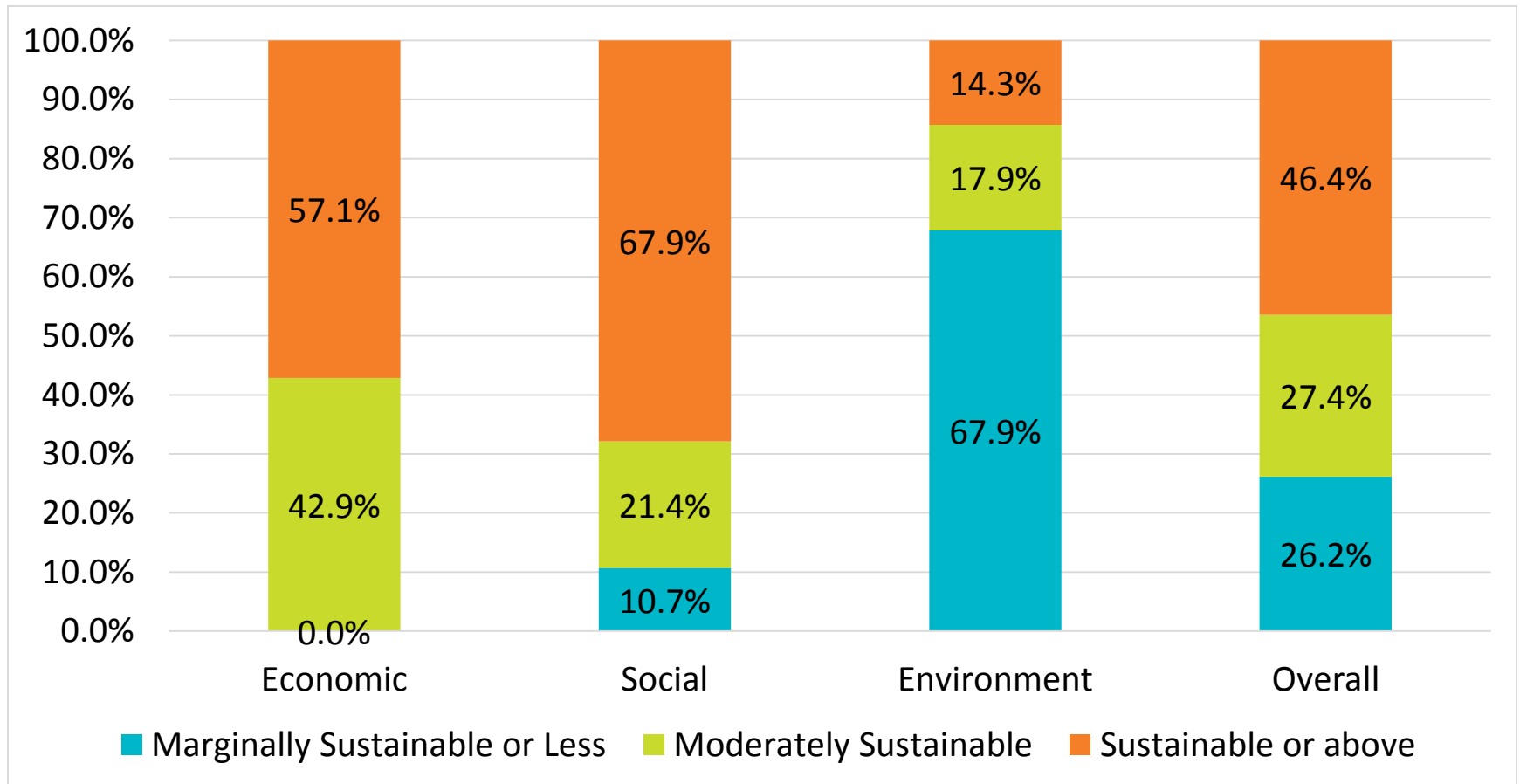


# STAR Preliminary Results (2012-2014 approved projects)



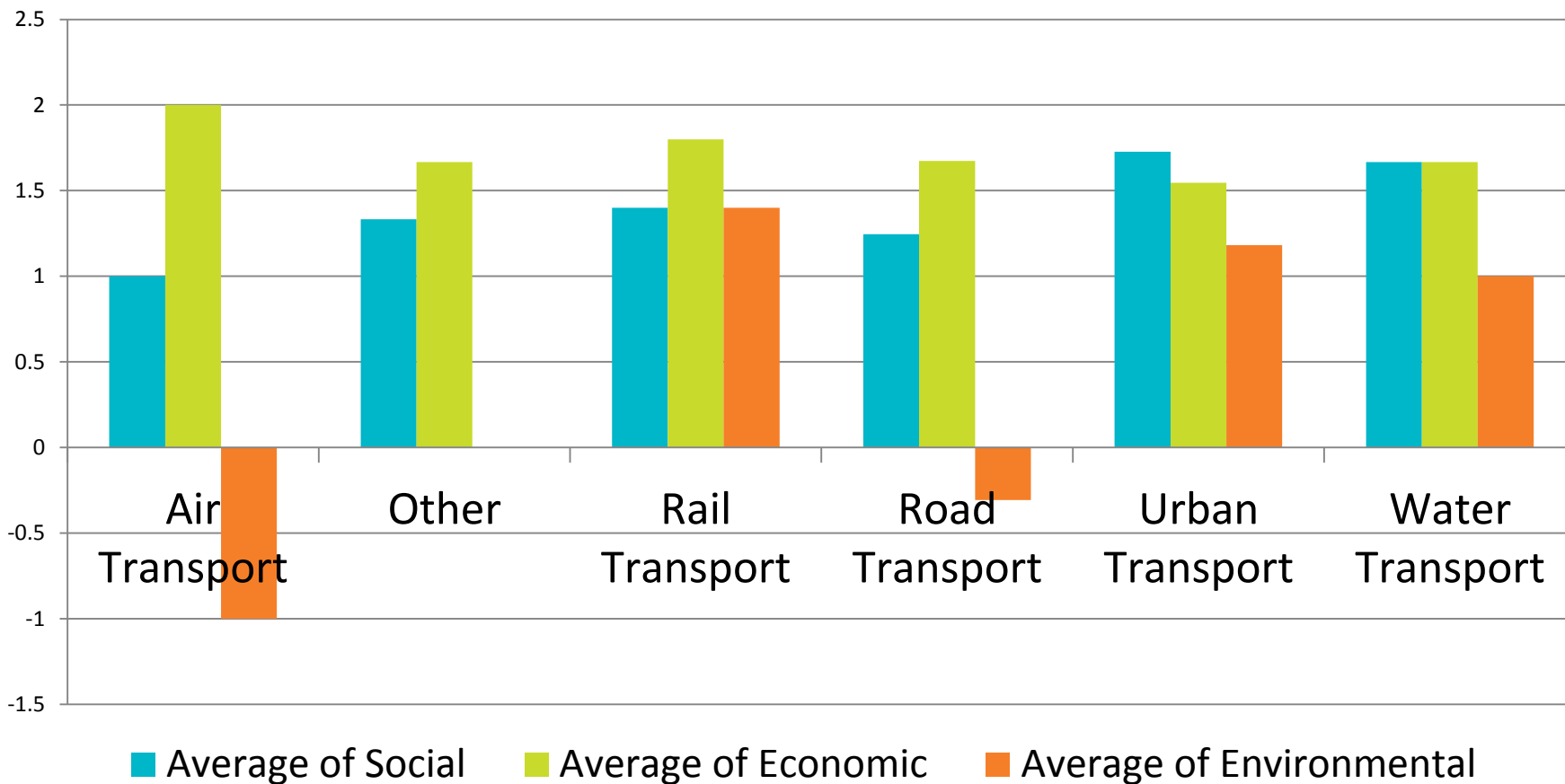
Note: not official ADB data

# Sub-Ratings by Objective (2014 approved projects)



Note: not official ADB data

# Ratings By Subsector



Note: not official ADB data

# Road project with high social score

## - Yunnan Pu'er Regional Integrated Road Network Development Project

### Social Sustainability

SOC-1 BASIC ACCESIBILITY

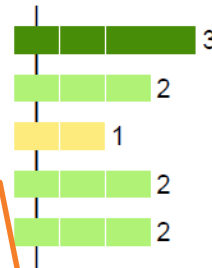
SOC-2 EMPLOYMENT

SOC-3 TRANSPORT AFFORDABILITY

SOC-4 SAFETY

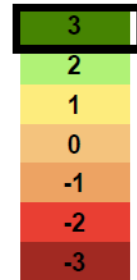
SOC-5 INCLUSION AND SOCIAL COHESION

Overall Social Inclusiveness Rating: **Highly Socially Inclusive**



2.0

SOCIAL RATING ⓘ



*“Likely negative impacts of improved speeds will be offset by good road design. Three-star ChinaRAP ratings will be achieved on all regional roads being upgraded/built.”*

**THANK YOU FOR YOUR  
ATTENTION**

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**ADB**