Capacity review management findings and recommendations concerning key stakeholders

Technical assistance for a road safety program

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AGENDA

- Background
- Methodological approach
- Findings and Recommendations
BACKGROUND
Upward trend for last 40 years

Road fatality trend line 1980-2022.
Source: Secretariat of the NRSC
Some road fatality data hints

- 81% killed or injured in Lebanon
- 5 to 1 ratio of male to female fatalities
- 56% road crash fatalities occur on the primary road network
- 21% total road crash fatalities occur on the local road network
- 419 life yrs affected due to disability from RTC injuries per 100,000 people
- 23% motorcyclists’ deaths occur on the local road network

GRSF – World Bank Group - 2016
ISF road crash data 2018
Road crash fatalities

Fatalities per type of road

- **22.9%** International Roads
- **20.7%** Local Roads
- **56.4%** Primary Roads

Fatalities by user comparison chart

- 4 Wheeler
- 2 or 3 Wheeler
- Cyclist
- Pedestrian
- Other

ISF road crash data 2018

GRSF – World Bank Group - 2016

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Economic burden of road traffic casualties in Lebanon

US$ 748 million
5% / GDP
2004 – Swerod Study

US$ 2.3 billion
WHO 2016 data
2016 iRAP

US$ 175 million
Fatality: US$ 312,496
Serious injury: US$ 14,334
Slight injury: US$ 348
2020 – St. Joseph Univ. Study

Very high cost of road crash victims

Unknown real costs of road safety

Very high cost of road crash victims
Unknown real costs of road safety
Bencharking in the region

<table>
<thead>
<tr>
<th></th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013-2016)</th>
<th>Motorization Registered Vehicles/100,000 pop.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lebanon</td>
<td>1,090</td>
<td>559</td>
<td>18.1</td>
<td>6.68</td>
<td>-3.4%</td>
<td>31,072</td>
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</tbody>
</table>

GRSF – World Bank Group - 2016

https://www.roadsafetyfacility.org/country/lebanon
MPWT road maintenance budget (routine and periodic) shrank from US$150M (2018) to US$2M (2023)

MPWT currently ceased periodic and non-urgent routine maintenance on its highways and primary roads

Municipalities assumed responsibility of urgent minor maintenance on highway and primary roads sections which pass through Municipalities
Current situation in Lebanon

ECONOMIC CRISIS HAS SIGNIFICANTLY IMPACTED ON THE DELIVERY CAPACITY OF GOVERNMENT AGENCIES AT ALL LEVELS AND CIVIL SOCIETY STAKEHOLDERS

PARTICULARLY ROAD SAFETY ACTIVITIES
Application of actions based on the Safe System principles across the above-mentioned pillars will ensure a multi-sectoral approach.
Six World Report recommendations

WB recommendations to sustainably improve road safety

- Identify a lead agency in government to guide the national road safety effort
- Assess the problem, policies and institutional settings relating to road traffic injury and the capacity for road traffic injury prevention in the country
- Prepare a national road safety strategy and plan of action
- Allocate financial and human resources to address the problem
- Implement specific actions to prevent road traffic crashes, minimize injuries and their consequences and evaluate the impact of these actions
- Support the development of national capacity and international cooperation
Horizontal coordination

- Coordination between government stakeholders is very limited and focused on an issue-by-issue basis (only when the need arises)
- Currently the highest priority of stakeholders is the coordination with external funding agencies
Coordination - findings

Vertical coordination

- Coordination between 1,000 municipalities and central government agencies is very weak and ineffective.
- Municipalities manage road and road safety interventions independently from the central government and without any support or guidance.
- There is no representation of the municipalities in the NRS Committee.
FINANCING OF INTERVENTIONS AND RELATED INSTITUTIONAL MANAGEMENT FUNCTIONS ON A SUSTAINABLE BASIS USING A RATIONAL EVALUATION AND PROGRAMMING FRAMEWORK TO ALLOCATE RESOURCES TO ACHIEVE THE DESIRED FOCUS ON RESULTS

Road safety funding mechanisms should sufficient and sustainable
3 main funding sources for road safety interventions and management have been identified in Lebanon: general government revenue, international financial institutions and private investors.

Levels of public sector road safety investment in Lebanon is not readily identifiable, because many safety related expenditures are embedded in broader categories of expenditure across the transport, policing, health, and justice sector.

Not official estimation of the socio-economic costs of road crashes in Lebanon.
General Conclusions

- **Lack of governmental ownership and political will** which results in a lack of political concern and lack of interest in controlling national road safety performance matters.

- **Lack of community concern about road safety** which results in government agencies viewing it as a low priority.

- **Current structure and functions of the 3 entities do not deliver an effective lead agency**.

- **Absence of result focus** which leads to a failure to implement evidence-based strategies and actions.

- **Lack of accountability** by the Lead Agency and government stakeholder agencies which results in the absence of responsibilities.

- **Weak management capacity** of the Lead Agency and stakeholders which results in poor results.

- **Ineffective horizontal and vertical strategic coordination** which results in stand-alone and non-coordinated interventions and limited impact.

- **Insufficient, not sustainable and not well-targeted funding** which result in insufficient resources to implement actions.

- **Lack of/poorly developed monitoring and evaluation systems** which result in unknown outcomes and progress.

- **Limited research and knowledge transfer** which result in a poor evidence-based approach.
General Conclusions

- Within the Lead Agency and key stakeholder agencies, the road safety management framework in Lebanon can be considered very weak due to the issues presented.

- Most stakeholders presented as having a very weak capacity for institutional management, including lack of strategies/action plans, computerised systems to plan budgets, allocate resources to priorities demonstrated to produce results and monitor expenditure and outcomes.

- Generally, there is no vision other than to survive the crisis.
Thanks for your attention!