

Capacity review management findings and recommendations concerning key stakeholders



Technical assistance for a road safety program

ENG. TANIOS BOULOS
GENERAL DIRECTOR OF ROADS AND BUILDINGS





AGENDA

- ◆ Background
- ◆ Methodological approach
- ◆ Findings and Recommendations

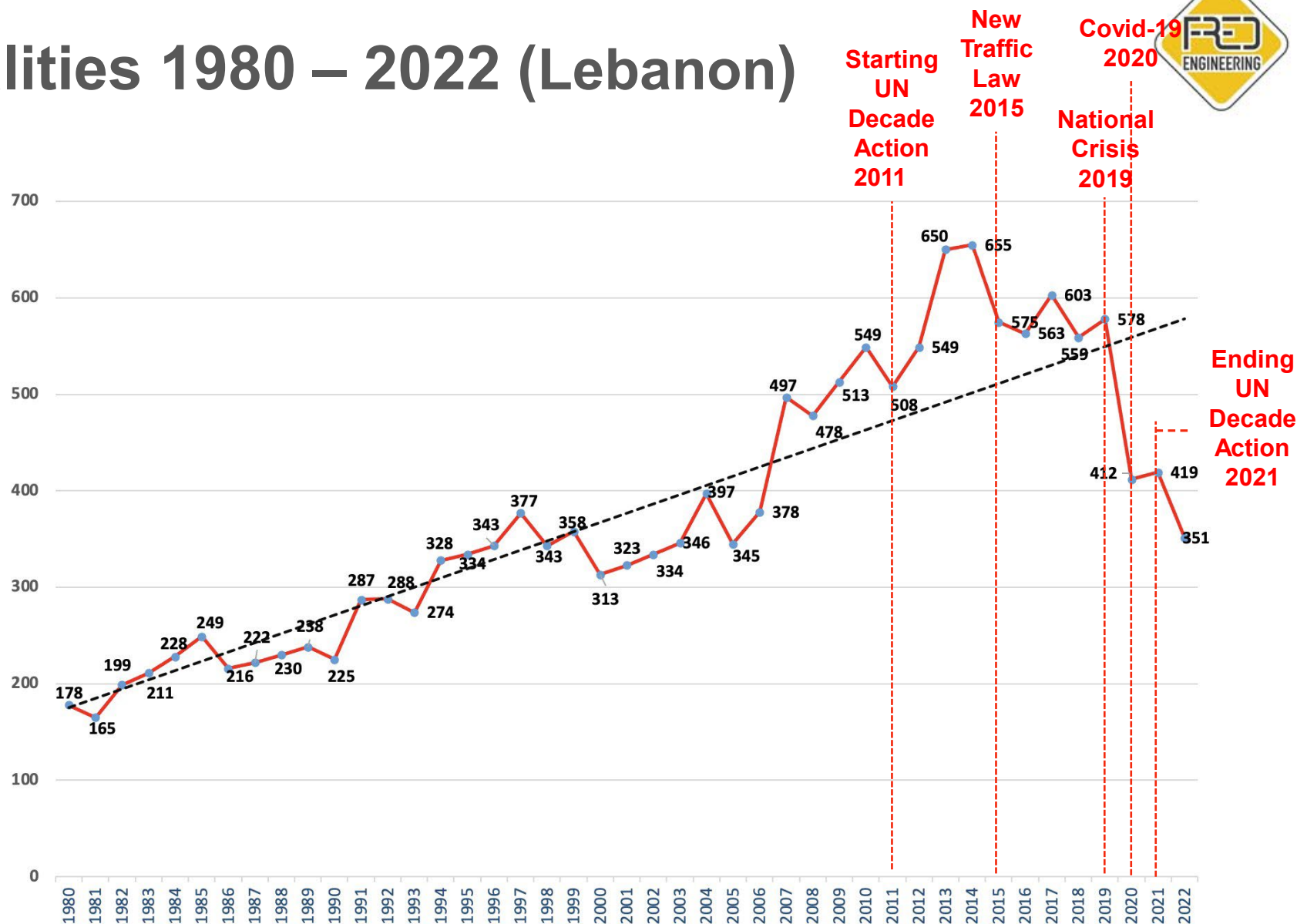


BACKGROUND

Road crash fatalities 1980 – 2022 (Lebanon)



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**

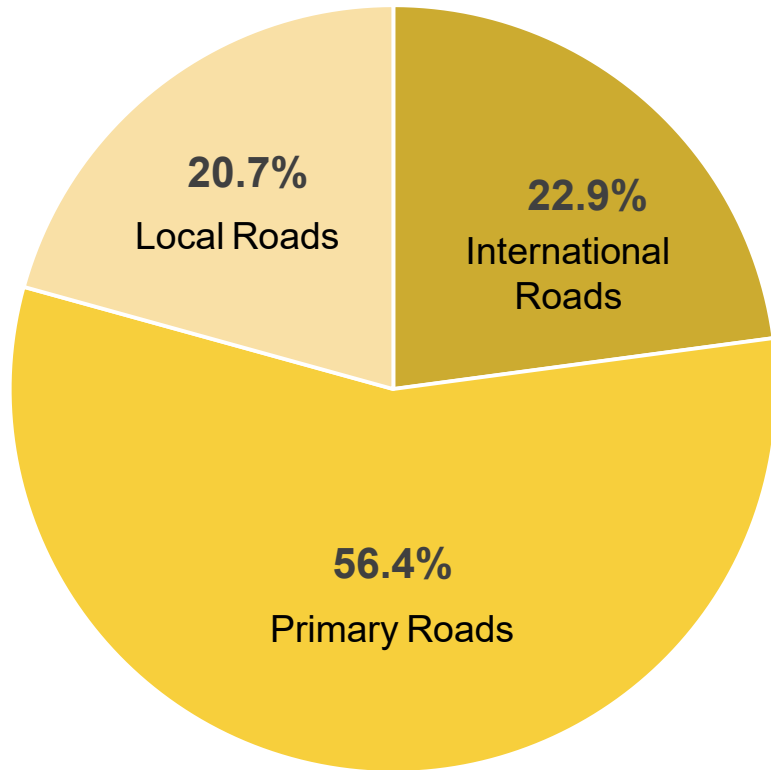
GRSF – World Bank Group - 2016

ISF road crash data 2018

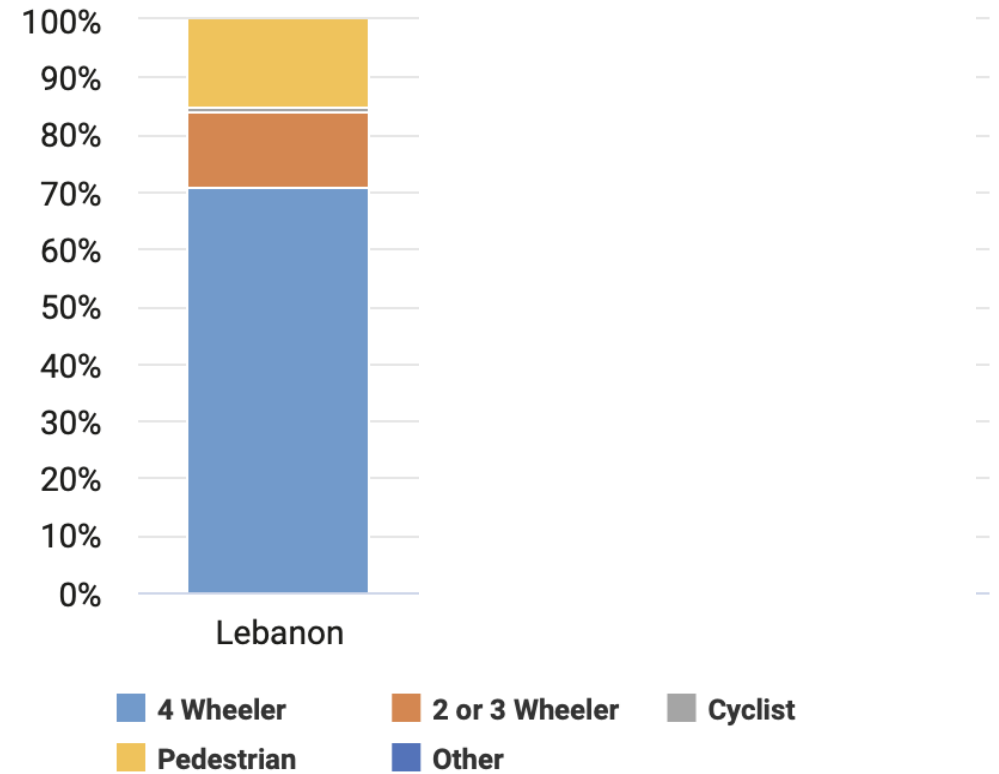
Road crash fatalities



Fatalities per type of road



Fatalities by user comparison chart



ISF road crash data 2018

GRSF – World Bank Group - 2016

Economic burden of road traffic casualties in Lebanon



US\$ 748 milion

5% / GDP

2004 – Sweroad 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**

Benchmarking in the region



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

GRSF – World Bank Group - 2016

<https://www.roadsafetyfacility.org/country/lebanon>

Impact of crisis on road safety related capacity (1/2)



- ◆ 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

- 1 Identify a lead agency in government to guide the national road safety effort
- 2 Assess the problem, policies and institutional settings relating to road traffic injury and the capacity for road traffic injury prevention in the country
- 3 Prepare a national road safety strategy and plan of action
- 4 Allocate financial and human resources to address the problem
- 5 Implement specific actions to prevent road traffic crashes, minimize injuries and their consequences and evaluate the impact of these actions
- 6 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 be sufficient and sustainable

Funding and resources allocation - findings



- ◆ 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



- ◆ **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!