



**EGYPT:**  
**a national decade**  
**of action for road safety**  
**2011–2020**



**Egypt**



**World Health  
Organization**

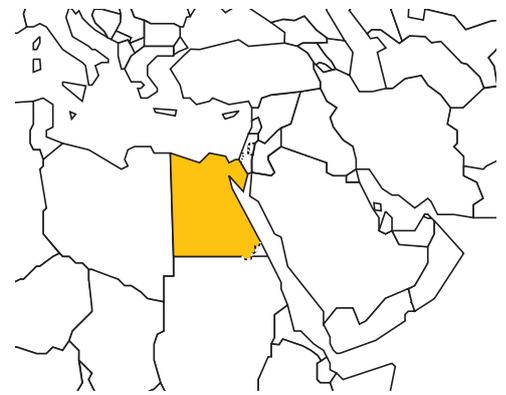
Regional Office for the Eastern Mediterranean

# EGYPT

Population: **75 497 913**

Income group: **Middle**

Gross national income per capita: **\$1 580**



INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	<b>National Council for Road Safety</b>
Funded in national budget	<b>Yes</b>
<b>National road safety strategy</b>	<b>Yes</b>
Measurable targets	<b>No</b>
Funded	<b>No</b>

NATIONAL LEGISLATION	
<b>Speed limits set nationally</b>	<b>Yes</b>
Local authorities can set lower limits	<b>No</b>
Maximum limit urban roads	<b>60 km/h</b>
Enforcement <sup>a</sup>	0 1 2 3 4 5 <b>6</b> 7 8 9 10
<b>Drink-driving law</b>	<b>Yes</b>
BAC limit – general population	<b>None<sup>b</sup></b>
BAC limit – young or novice drivers	<b>None<sup>b</sup></b>
Random breath testing and/or police checkpoints	<b>No</b>
Road traffic deaths involving alcohol	<b>—</b>
Enforcement <sup>a</sup>	0 1 2 3 <b>4</b> 5 6 7 8 9 10
<b>Motorcycle helmet law</b>	<b>Yes</b>
Applies to all riders	<b>No</b>
Helmet standards mandated	<b>No</b>
Helmet wearing rate	<b>70% Passengers<sup>c</sup></b>
Enforcement <sup>a</sup>	0 1 2 3 4 5 <b>6</b> 7 8 9 10
<b>Seat-belt law</b>	<b>Yes</b>
Applies to all occupants	<b>No</b>
Seat-belt wearing rate	<b>70% Drivers<sup>c</sup></b>
Enforcement <sup>a</sup>	0 1 2 3 4 5 <b>6</b> 7 8 9 10
<b>Child restraints law</b>	<b>No</b>
Enforcement <sup>a</sup>	<b>n/a</b>

<sup>a</sup> Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

<sup>b</sup> Drink-driving not defined by BAC limit.

<sup>c</sup> 2003, Ministry of Interior.

VEHICLE STANDARDS	
<b>Car manufacturers required to adhere to standards on</b>	
Fuel consumption	<b>No</b>
Seat-belt installation for all seats	<b>No</b>
ROAD SAFETY AUDITS	
Formal audits required for major new road construction projects	<b>Yes</b>
Regular audits of existing road infrastructure	<b>Yes</b>
PROMOTING ALTERNATIVE TRANSPORT	
National policies to promote walking or cycling	<b>No</b>
National policies to promote public transportation	<b>Yes</b>

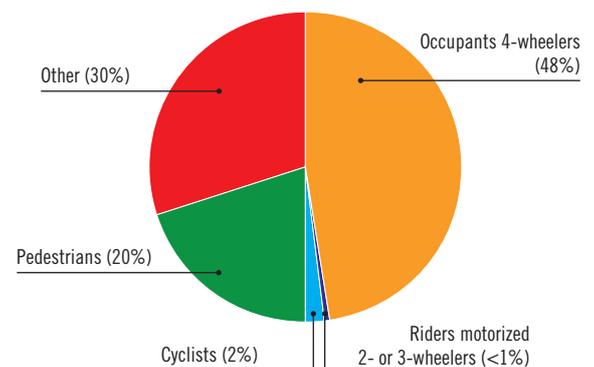
POST-CRASH CARE	
Formal, publicly available pre-hospital care system	<b>Yes</b>
National universal access number	<b>Yes</b>

DATA
<b>Reported road traffic fatalities (2007)</b>
<b>12 295<sup>d</sup></b> (70% males, 30% females)
<b>Reported non-fatal road traffic injuries (2007)</b>
<b>154 000<sup>e</sup></b>
<b>Costing study available</b>
<b>No</b>

<sup>d</sup> Health data, defined as died at the crash scene.

<sup>e</sup> 2007, Health data.

## DEATHS BY ROAD USER CATEGORY



Source: 2005, National Information Center for Health & Population

## TRENDS IN ROAD TRAFFIC DEATHS



REGISTERED VEHICLES	
<b>4 300 000</b> total (2008)	
Motorcars	<b>60%</b>
Motorized 2- and 3-wheelers	<b>19%</b>
Trucks	<b>18%</b>
Buses	<b>2%</b>
Other	<b>1%</b>

— Data not available.  
n/a Data not required/not applicable.

Data cleared by the Ministry of Health and Population.



## Introduction

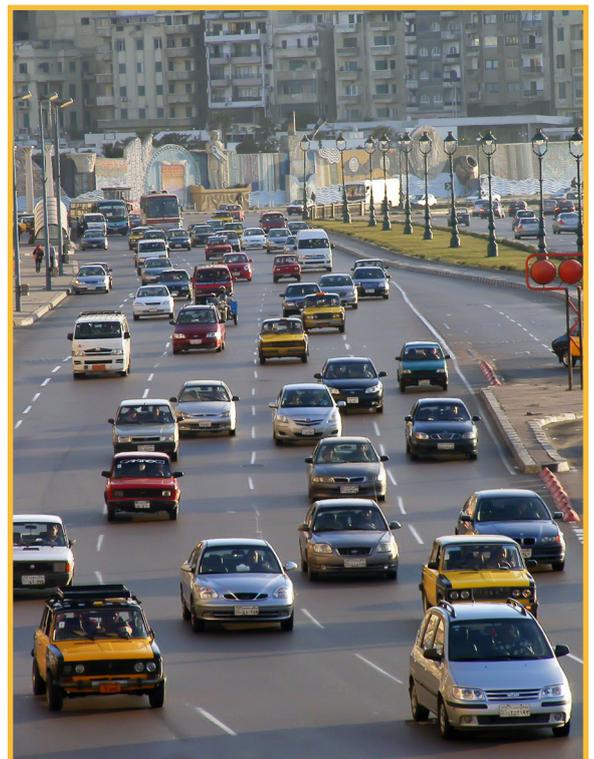
Across the world, road traffic crashes cause nearly 1.3 million deaths and injure millions more every year.

At the regional level, the Eastern Mediterranean Region (together with the African Region), has the highest death rate across the globe, equivalent to 32.2 per 100 000 population.

In 2009, the United Nations Secretary-General, in his report to the UN General Assembly, encouraged Member States to support efforts to establish a decade for road safety. The aim was to provide a time-frame for action to encourage political and resource commitments, both globally and nationally. A second decisive step was taken at the end of the same year when ministers meeting at the First Global Ministerial Conference on Road Safety approved the Moscow Declaration, which called for a Decade of Action for Road Safety. It was also agreed to hold a follow-up ministerial conference in 5 years time to review progress.

Then came the big step – in March 2010, when the UN General Assembly proclaimed a Decade of Action for Road Safety 2011–2020 (Resolution A/64/255) with a goal to “stabilize and then reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at national, regional and global levels”. The resolution calls upon Member States to implement road safety activities, particularly in the areas of road safety management, road infrastructure, vehicle safety, road user behaviour, road safety education and post-crash response.

One year later, in March 2011, Egyptian national partners concerned with road safety, both governmental and nongovernmental, and in collaboration with WHO, agreed on a national decade of action and plan to be announced by the Government on 11 May 2011. The plan for the Decade was based on a revision of the 2007 strategy with regard to the national ministerial and NGO plans, together with the recommendations of the European Union twinning project for road safety in Egypt.



## Background

Road traffic injuries are a leading cause of deaths and hospitalization in Egypt. A community-based survey to estimate the burden of injuries in Egypt, conducted by the Ministry of Health and WHO, showed that road traffic crashes represent 62.9% of injury-related deaths and 34% of non-fatal injuries. Of all road traffic injuries, 70% occur in the economically productive age groups.

In 2009, WHO published the *Global status report on road safety*, the first global assessment of the road safety situation in 178 countries. In that report, Egypt ranked among the countries with the highest mortality rates, at 41.6 deaths per 100 000 population.

This report provided an important baseline assessment which helped in setting national priority actions for road safety in Egypt to address the following issues:

- need to strengthen the National Road Safety Council (national lead agency);
- high burden of road traffic injury: more than 12 000 deaths and 150 000 injuries in 2007;
- lack of related economic cost calculations;
- lack of national measurable targets;
- need for revision and strengthening of national legislation (e.g: child restraints, blood alcohol limits, etc).

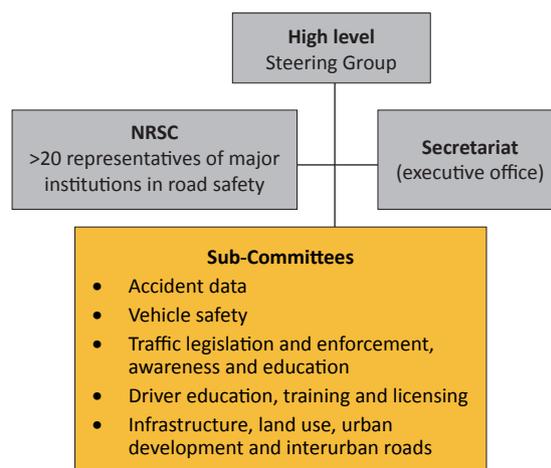




## National initiatives 1993-2010

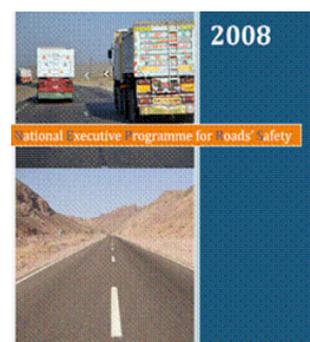
### 1993–2000

- 1993: First National Conference for Injury Control and Prevention held in Cairo, releasing the first publication on injuries: Injury in Egypt.
- 1994: Injury surveillance system implemented in Ministry of Health hospitals.
- 1996: National Injury Control and Prevention Committee formed by ministerial decree, including Ministry of Health, Ministry of Interior, Ministry of Education, General Authority for Roads, Bridges and Land Transport (GARBLT), Ministry of Transport and other concerned partners.
- 1997: Road traffic campaign implemented on selected roads (Ministry of Health, Ministry of Interior, GARBLT).
- 2000 Launch of Healthy Egyptians 2010 Initiative (Ministry of Health with USA Secretariat of Health), one of its objectives being to reduce road traffic morbidity and mortality.



### 2003: National Road Safety Council (NRSC)

The Council resides within the organizational structure of the General Traffic Department in the Ministry of Interior and reports to the Cabinet. It is formed of members from all concerned ministries including Ministry of Transport, GARBLT, Ministry of Health, Ministry of Education, nongovernmental institutions and WHO.



## 2007: National road safety strategy (2007–2009)

In 2007, the National Road Safety Council approved a strategy for road safety. Unfortunately, little was done to implement the strategy.

**Road:** Improving geometric and structural design and review of safety measures in relation to road design and maintenance of roads.

**Vehicles:** Improving condition of vehicles, competency of technical inspection, numbers of driving schools, and review of regulations pertaining to commercial drivers.

**Awareness:** Reviewing and updating educational content for safety on the roads in schools, awareness-raising through the mass media, and creation of a website for the National Council for Safety on Roads.

**Ambulance:** Improving vehicle rescue and ambulance stations as well as improving effective communication in these stations.

## 2008: Twinning Project for Enhancing Road Safety in Egypt (2008–2010)

**Objective:** Establish an integrated transportation system that is safe, effective, interconnected and reliable.



Federal Ministry  
of Transport, Building  
and Urban Affairs

### Implementation areas:

- Coordination of national road safety activities and legislative reform
- Support GARBLT's capacity-building efforts and integrated road safety plan of action
- Upgrade of road safety management system
- Development of improved road crash database

In late 2009, the EU twinning project supported implementation of the subcommittee work under the NRSC to strengthen the role of the lead agency, including data, vehicle safety, legislation, infrastructure, land use and urban development, as shown on page 5.

## 2010: RS10 Project

Egypt is one of 10 countries included in the Road Safety in 10 countries (RS10) project funded by Bloomberg Philanthropies. The project is implemented by national partners with technical support provided by a consortium of road safety partners. The partners in Egypt are WHO (in the lead), the Global Road Safety Partnership, the International Injury Research Center of Johns Hopkins University and the Association for Safe International Road Travel (ASIRT).



## **Objectives**

- Develop model programmes which address speed management and seat-belt use that can be replicated in other sites in Egypt;
- Improve the quality of road traffic injury data through the implementation of a road traffic “accident” database as well as through injury surveillance in hospitals, community-based surveys and improved death certification;
- Raise public awareness through an appropriate social marketing campaign;
- Strengthen the road safety capacity of multisectoral professionals through appropriate training programmes;
- Stimulate the involvement of nongovernmental road safety organizations; and
- Monitor and evaluate the impact of the interventions.

## **Activities during the first phase (2010–2011) of the project**

- Reviewing and revising road safety legislation;
- Enhancing enforcement of road safety regulations;
- Advocating and raising public awareness about the high burden of traffic injuries and the potential for improving road safety;
- Training key personnel on road safety planning, risk factor assessment and enforcement of road safety legislation;
- Strengthening nongovernmental organizations to conduct advocacy and awareness raising;
- Providing equipment to assist in addressing risk factors;
- Improving road traffic injury and fatality data systems; and
- Conducting studies to monitor and evaluate impact of interventions.

## **Implementation areas**

- Interventional activities for two risk factors (in Egypt: speed – seat belt use) over a 5 year period in two pilot sites (in Egypt: Greater Cairo ring road – Alexandria)
- Development of road safety data management

# National Decade of Action for Road Safety 2011–2020

## Objectives

The overall objective of the Decade of Action for Road Safety in Egypt is the reduction of road fatalities, injuries and disabilities by 2020. This can be achieved through:

- development and implementation of sustainable road safety strategies and programmes;
- reduction of road fatalities by 2020;
- strengthening the management infrastructure and capacity for technical implementation of road safety activities at the national level;
- improvement in the quality of national data collection;
- monitoring progress and performance for a number of pre-defined indicators at the national level;
- encouraging increased funding for road safety, and better use of available resources, including working to ensure the inclusion of a road safety component within road infrastructure projects.

To achieve these objectives, road safety partners in Egypt developed a joint national plan for the Decade of Action for Road Safety based on the global plan of action. A summary follows.

## Summary of the national decade 2011–2020

### **Pillar 1: Road safety management**

Encourage the creation of multi-sectoral partnerships and designation of lead agencies with the capacity to develop and lead the delivery of national road safety strategies, plans and targets, underpinned by the data collection and evidential research to assess countermeasure design and monitor implementation and effectiveness.

**1.1** Strengthen National Road Safety Council and national subcommittees

**1.2** Implement a unified standardized crash database to be collected by all sectors

**1.3** Strengthen national death registration system

**1.4** National participation in the International Road Traffic Accident Data (IRTAD) database

**1.5** Support NGO declaration on road safety



## **Pillar 2: Safer roads and mobility**

Raise the inherent safety and protective quality of road networks for the benefit of all road users, especially the most vulnerable (e.g. pedestrians, bicyclists and motorcyclists). This will be achieved through the implementation of road infrastructure assessment and improved safety-conscious planning, design, construction and operation of roads.

- 2.1** Implement road safety impact and road safety audit inspection
- 2.2** Remedy deficiencies in elements of engineering design
- 2.3** Capacity-building of road safety engineers
- 2.4** Strengthen and implement legislation related to general roads



## **Pillar 3: Safer vehicles**

Encourage universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies.

- 3.1** Application of motor vehicle safety regulations in line with the United Nations World Forum for the Harmonization of Vehicle Regulations (WP 29)
- 3.2** Addressing issues related to vehicle condition

#### **Pillar 4: Safer road users**

Develop comprehensive programmes to improve road user behavior. Sustained or increased enforcement of laws and standards, combined with public awareness/education to increase seat-belt and helmet wearing rates, and to reduce drink-driving, speed and other risk factors.

**4.1** Strengthening the awareness of road users towards road safety using the RS10 implementation of social marketing and awareness campaigns in selected sites as a country model to be extended nationally

**4.2** Undertaking technical checks for vehicle licences

**4.3** Establishing national standards for driving schools

**4.4** Upgrading and enforcement of driving test

**4.5** Development and strengthening of educational programmes

**4.6** Involving mass media

**4.7** Making appropriate use of the internet

**4.8** Addressing the rights of vulnerable road users

**4.9** Strengthening legislation relating to commercial road transport

**4.10** Strengthening laws, standards and evidence-based rules for the use of seat belts, helmets and child safety equipment

**4.11** Strengthening awareness of school students with regard to road safety

#### **Pillar 5: Post crash response**

Increase responsiveness to post-crash emergencies and improve the ability of health and other systems to provide appropriate emergency treatment and longer term rehabilitation for crash victims.

**5.1** Strengthening pre-hospital care

**5.2** Development and improvement of hospital emergency departments for care of the injured and assessment of the quality of care through the implementation of good practices related to care and quality assurance.

**5.3** Strengthening national disability activities, including coordination with the United Nations Joint Project for Realization of the Rights of Persons with Disabilities in Egypt.





Ministry of Health Egypt - <http://www.mohep.gov.eg/>

Ministry of Interior - <http://www.moiegypt.gov.eg/arabic/default>

Ministry of Education - <http://www.emoe.org/>

Ministry of Transportation - <http://www.mts.gov.eg/>

Ministry of International Cooperation - <http://www.mic.gov.eg/>

Egyptian Red Crescent - <http://www.egyptianrc.org/>

Egyptian Society for Road Safety - <http://saferoadsociety.com/>

World Health Organization Regional Office for the Eastern Mediterranean - <http://www.emro.who.int/>

European Union - [http://europa.eu/index\\_en.htm](http://europa.eu/index_en.htm)

United Nations - <http://www.un.org.eg/>

Johns Hopkins Bloomberg School of Public Health <http://www.jhsph.edu/>

Global Road Safety Partnership <http://www.grsproadsafety.org/>

Association for Safe International Road Travel <http://www.asirt.org/>

Central Agency for Population Mobilization and Statistics - <http://www.capmas.gov.eg/>

National Road Safety Council (NRSC)

General Authority for Roads, Bridges and Land Transport (GARBLT)

Egyptian Road Safety Federation (ERSF)

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# Partners in the National Decade of action for Road Safety 2011-2020

