



# EGYPT

## ROAD SAFETY

### THE FACTS

Population: **80, 410, 017** (CAPMAS, 2011)  
 Income group: **Lower-middle**  
 Road Traffic Death Rate : **8.8 per 100,000 population** (CAPMAS, 2011)  
 Road Traffic Deaths: **7, 115** (MOHP, 2011)

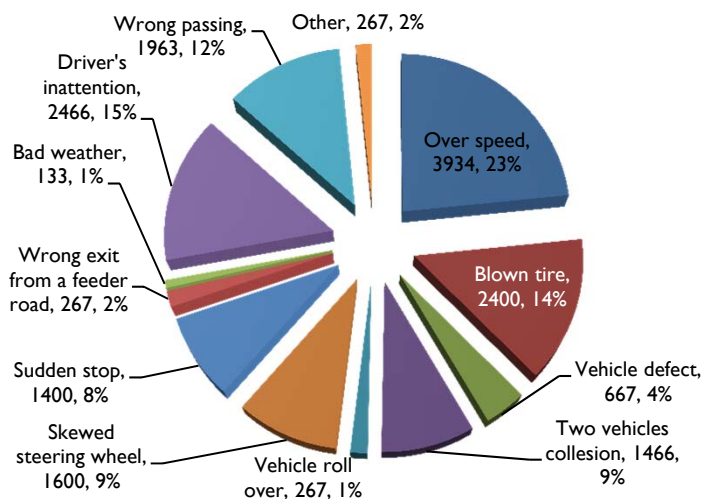
*Every year around 12,000 Egyptians lose their lives as a result of a road traffic accident. Thousands are non-fatally injured with some resulting long-term disability. Unless addressed urgently, road traffic collisions will continue to increase to become one of the top leading causes of death by 2030.*

The WHO's *Global Status Report on Road Safety* ranked Egypt as a country with one of the highest rates of mortality due to road traffic crashes.

In response, WHO Egypt is currently collaborating with national stakeholders for implementing the **National Decade of Action for Road Safety 2011-2020** and the **Road Safety in 10 Countries (RS10) Project** where Egypt is the only country in the region to be included in the project.

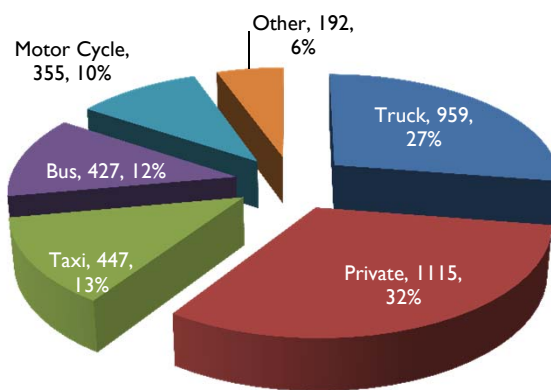
- The overall objective of the National Decade of Action for Road Safety in Egypt is the reduction of road fatalities injuries and disabilities by 2020.
- The overall objective of RS10 in Egypt is to support the Egyptian government to implement good practices to reduce deaths and injuries due to road traffic collisions. The project funded by Bloomberg Philanthropists focuses on speeding, and seat-belt wearing in both Greater Cairo "Ring Road", and Alexandria Corniche and Gamal Abdel-Nasser Road.

NUMBER & PERCENTAGE OF MAIN CAUSES OF CRASHES IN EGYPT, 2011



Source: CAPMAS, 2011

NUMBER & PERCENTAGE OF CRASHES BY VEHICLE TYPE IN EGYPT, 2011



Source: CAPMAS, 2011

#### International Consortium Partners:

**WHO** Responsible for overall coordination of the project; providing technical support to elements relating to social marketing, enforcement operations, legislative review, procurement of enforcement equipment and road safety data system development.

**Global Road Safety Partnership** Responsible for capacity development.

**Association for Safe International Road Travel** Responsible for engaging the NGOs in Egypt and working with the media to promote road safety

**Johns Hopkins University** Responsible for ongoing monitoring and evaluation of the project.

\*All consortium partners provide technical support to the country throughout the implementation of the program.

#### National Partners:

**Citizens of Egypt** (key beneficiary)  
 Ministry of Health and Population  
 Traffic Police

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

Central Agency for Public Mobilization and Statistics (CAPMAS)

Egyptian Red Crescent

Egyptian Society for Road Safety

Union for Road Traffic Injuries

Other Civil Society Organizations

Ministry of Education  
 Universities and Research centers  
 Other universities, government and non-government organizations

#### Contact:

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## KEY OBJECTIVES

### RS10 Project

- Develop model programmes addressing speed management and seat-belt use allowing replication in across Egypt.
- Improve the quality of road traffic injury data through implementation of a road traffic “accident” database, injury surveillance in hospitals, community-based surveys and accurate death certification.
- Raise public awareness through effective social marketing campaigns.
- Strengthen the road safety capacity of multi-sectoral professionals through appropriate training programmes.
- Support the role of NGOs and road safety organizations in advocacy for road safety.
- Monitor and evaluate the impact of the interventions.

### The National Decade of Action for Road Safety 2011-2020

- 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.

#### LATEST FIGURES FROM STUDY SITES (GREATER CAIRO RING ROAD AND ALEXANDRIAN RING ROAD), 2011

- Around 16% of drivers & 4% of passengers wear seatbelts
- On the Greater Cairo Ring Road, around 52% of front seat passengers are child passengers, of which 8% wear seatbelts, 2.5% use child restraint. In Alexandria Courniche Road, the figures are 47%, 3.4% and 3.6% respectively
- On the Greater Cairo Ring Road, around 22.6% violate the speed limit. The top violators are large trucks, 2<sup>nd</sup> minibuses, 3<sup>rd</sup> private vehicles, 4<sup>th</sup> small trucks and 5<sup>th</sup> taxis.
- 39.5% violate the speed limit on the Alexandrian Courniche Road. The top violators are buses, 2<sup>nd</sup> private vehicles, 3<sup>rd</sup> taxis, 4<sup>th</sup> minibuses and 5<sup>th</sup> large and small trucks.

## KEY ACHIEVEMENTS

- Formation of multi-sectoral working group with high level coordination and collaboration, and revitalizing the role of the National Road Safety Council as the national body for coordination of road safety activities.
- Procurement and installation of 24 speed and left-lane cameras in the Ring Road. This is the first time to install these cameras in the Middle East, with complete automation of the violation from offence to court ruling.
- Building capacity with MOHP and WHO HQ HMN to develop injury surveillance and vital registration systems and crash data reporting systems
- Conducted observational studies in Greater Cairo and Alexandria governorates on speed and seatbelt
- Development of social marketing and communication strategies and currently developing media campaigns

## CHALLENGES

- Delays of implementation given country's political situation, especially in enforcement of road safety legislation.
- Frequent changes in leadership of main stakeholders particularly in the Ministry of Interior and MOHP.

Source: Johns Hopkins University, WHO, Ministry of Interior, CAPMAS, 2011

- Communication with partners, particularly consortium partners, attributed to lack of resident representatives.

## ACTIVITIES TO BE IMPLEMENTED & FUTURE PLANS

- Revisions of existing road safety legislation are currently in progress and are led by National Road Safety Council.
- Enhancing enforcement of road safety legislation through speed cameras.
- Implement a targeted, visible and monitored public awareness campaign.
- Engage NGOs to advocate for the priority legislation changes.
- Continue to improve injury and fatality data systems.
- Monitor and evaluate impact of interventions.

## LESSONS LEARNT

- The importance and value of engaging with multiple stakeholders.
- Addressing issues through collaborative and interactive measures.
- Establishing national ownership and responsibility for problems enhances sustainable solutions.
- Perseverance for implementation despite difficult situations is vital.