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New Public Policy and its Impact on Comprehensive Development Plan

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Abstract: The transportation sector is one of the most important and vital service sectors and directly related to all other economic and social sectors. The transportation network is considered to be the basis for a comprehensive development. The Egyptian government has implemented a comprehensive plan to develop the transportation system that includes all transport sectors, particularly the Roads and Bridges Sector (R&B Sector) where Egypt has witnessed in recent years a boom in these projects all over the country. The research problem revolves around the following main question; Why the Egyptian government has focused on developing this particular sector in the implementation of its Comprehensive Development Plan? And to what extent Public policies which are related to the R&B Sector affect Comprehensive Development plan? Through public policy making which aims to develop the R&B Sector, Egypt has established the National Project of Roads in June 2014. it divided into four phases, the paper will analysis the figures and achievements in each phase, although the public policies have an influential role in the implementation of the Comprehensive Development Plan in Egypt, the policies pursued by the Egyptian government towards the R&B Sector are noticeably significant and distinguish them from other development policies.

Keywords: Comprehensive Development Plan – Public Policy making - Roads and Bridges Sector.

1. Introduction

Public policy is considered an influential indicators in many areas inside and outside the framework of the state because it affects various sectors, and at the present time the focus is on the citizen's right to live a decent life and to live an administratively and politically stable life, and to be based on an economy that aims to achieve decent means, This means that indicators that are clearly connected with concrete policy problems or are coupled with particular policy tools are more usable than indicators that are only loosely coupled with particular problems or tools [1] This is in a legal framework in which the interests of the state and the interests of others are protected. Therefore, the goal of public policies is to achieve the interest of everyone within the framework of a state based on solid legal principles.

Public policies are set in a way that get benefits of comprehensive development, because the latter is one of the basic elements of stability and social and human progress and the balanced development of territorial socio-economic systems is possible in terms of ensuring the stability of human resources management [2].

Comprehensive development is concerned about developing all sectors through activities and processes that contribute to increase development within society. Among the development is the road and bridges sector in Egypt where President Abdel Fattah El-Sisi is interested in the national projects for roads and bridges to improve and raise their efficiency and to facilitate the movement, hence, Egypt has leaped in World Ranking of Road Quality, from 122th to 43th since 2013 until 2018, and then to 29th in 2019 [3].

The research aims at study the nature of public policies, learn about the stages of public policy-making towards the roads and bridges sector in Egypt, and exploring the impact of developing the roads and bridges sector in Egypt on achieving comprehensive development. The research methodology depends on qualitative method which focuses on studying the effect of Public Policies related to the R&B Sector in Egypt on achieving Comprehensive Development and improving the rest of the sectors. Additionally, there are other methods such as; Decision making approach. Regarding that the Egyptian political leadership pays great attention to the transport sector Research is divided into two main points followed by a conclusion as follow;

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- First: The Concept of Public Policies and its relation to the R&B Sector
- Second: The Comprehensive Development and the impact of developing the R&B Sector

First: The Concept of Public Policies and its relation to the R&B Sector

The concept of public policy has been appeared in the 1950s. In 1951, "Harold Laswell" has published a research paper in which he sought to establish a science based on the use of scientific analysis tools, and quantitative and qualitative data in order to find out the truth of the causes and consequences that affect or result from government decisions. [4] At the end of the sixties and the beginning of the seventies, it has been emerged a call for the need to focus on analyzing the outcomes of the political system, especially public policies. [5]

Hence, we will discuss the following points as follow; Definition of Public Policies, Public Policies Tools with application on the Ministry of Transportation, the stages of preparing and formulating Public Policies with application on the R&B Sector, and finally Elements of Implementation of Public Policies related to the R&B Sector.

The scientific concept that have been presented for the definition of public policy are various like other concepts used in the social sciences, as there is no consensus among researchers on a specific definition of the concept of public policy, each researcher has a particular one depending on his/her view of it. [6]

Among these definitions are the following; defining Public Policies within the framework of legislation; the set of decisions taken by known actors with the aim of achieving a public purpose, defining Public Policies from the operational and application point of view; a meaningful action program that directs and guides actors dealing with a problem or issue of interest. [7] Gabriel Almond & et al define it as; Government actions to achieve their goal [8]. While "Thomas Day" defined public policies as; "All that the government does or does not do in a specific area. [9] "Guy Peters" defined it as; "The sum total of government activities that affect people's lives, whether the government carries out these activities on its own or through its delegates or agents" [10]. "Salwa Shaarawi" believes that public policies are; "the collection of plans, programs, laws and decisions issued by the government with the aim of organizing public affairs, or solving problems that concern a wide range of people [11]. Public policies are also defined as; "A set of decisions taken by known actors with the aim of achieving a public purpose. In this case, public policy is seen as a result obtained in the life of any society in terms of its correct interaction with the overall environment in which institutions, conferences, behaviors and relationships are formed [12].

As public policies express a decision or a group of decisions, they have certain characteristics, including the following [13]. It is a decision taken by the government, meaning that it chooses from alternative methods and a certain method to achieve the desired goals, the decision is characterised by stability, permanence or relative lack of change, as long as the public policy has not changed.

It is taken in consultation between all governmental and non-governmental officials, or at least it expresses their views. The implementation of the public policy is generic, and comprehensive on all members of society who are served by this policy, it is a dynamic process that is constantly evolving and changing.

So, the procedural definition of public policies is the stages that bind the government and its surrounding environment; the political decisions that start and branch from the organizational decisions; the governmental action or failure to act on public issues; the guide that government agencies are using to advance their programs; the official tool for organizing the lives of peoples, societies and organizations, and finally it is a future projects that the government intends to do [14].

The success of public policies and the achievement of their goals is related to their transformation from mere ideas to achievement, action and implementation. As public policies affect the behavior of individuals and seek to change social conditions particularly in R&B sector, and to achieve that impact and change, they adopt a set of tools, means and plans available to them in light of the surrounding environment and the existing circumstances, which are; [15] developing comprehensive strategic plans for national transport by preparing a comprehensive plan for each means of transport, taking into account the development of current and future demand and determining the necessary projects and their costs; modernizing all means of transport and its systems to keep pace with the latest technology; shaping priorities in transport policies according to financing programs and as determined by the studies of the comprehensive transport plan; setting financing policies for the road and bridges sector in line with the state's strategies and policies, maximizing the role of good governance for all bodies working in the road and bridges sector; developing the system of laws and legislations governing transport policies in line with the requirements of the comprehensive plan; focusing on developing human resources in the fields of transport, with an executive plan capable of qualifying the necessary qualified individuals for the requirements of modernizing transport sectors, and apply the foundations of value engineering to projects in all their stages.

The stages of the public policy development process in the R &B sector are as follows;

- A. Exploring and defining the problem and placing it on the government's agenda: Setting the agenda includes selecting issues that deserve objective

consideration in public policy-making and a distinction is made between two schedules of work:

- 1) A popular schedule: It is a list of problems and issues that the public is the most interested in, and their elements are often revealed by public opinion polls.

The institutional agenda: It includes items prepared by leaders or agencies of the government with high priority and it is assumed that they reflect the popular agenda, but it emphasises specific issues agreed upon [16].

And Egypt has suffered over successive years from the problems of the collapse of the road and bridges network, its non-conformity with specifications and the lack of maintenance, which made Egypt one of the ten most dangerous countries in the world as the number of accidents increased.

Table1: Shows the number of road accidents in thousands. [17].

Year	Number of Accidents
2014	14403
2015	14548
2016	14710

Based upon this table, it is clear that the number of accidents is very large. Thus, there is a problem in the existing roads and bridges sector.

- B. While defining the problem, there is a set of motives that led to road policies, which are considered as challenges as well as opportunities. The challenges were; the increase in the number of vehicles, especially trucks and trailers and population growth, and the opportunities were; after the official announcement of his victory, President Abdel Fattah El-Sisi pledged to be worthy of the people's trust, and established the Long Live Egypt Fund to support the economy and basic infrastructure projects.

Defining and formulating public policies for roads and bridges: This phase requires a high degree of understanding, perception, and flexibility in extrapolating information and exploring possible alternatives to solve the problem, as after identifying the problem and knowing the motives that led to the formulation of policies, a set of policies in the field of roads were formulated and adopted. Some plans are prepared by the Ministry of Planning within the framework of the sustainable development within the framework of Egypt Vision 2030, and the Ministry has adopted a participatory approach with ministries and various sectors in preparing these policies, which came as follows; developing the infrastructure of roads and bridges networks in order to be appropriate compared to the growth rates and meet the needs of the demand for road transport;

raising and developing the road network capabilities and maximizing the optimum utilization of the current capabilities; increasing the capacity and ability of the current roads and bridges due to the increasing demand for transporting passengers and goods; and completing the construction of a group of bridges on the Nile to facilitate the link between East and West.

C. Road Policies Assessment:

Whereas, through the number of accidents that took place between 2014 and 2019, this was clear through the following table:

Table 2: Shows the number of accidents [18].

Year	Number of accidents
2017	11098
2018	8480
2019	9992

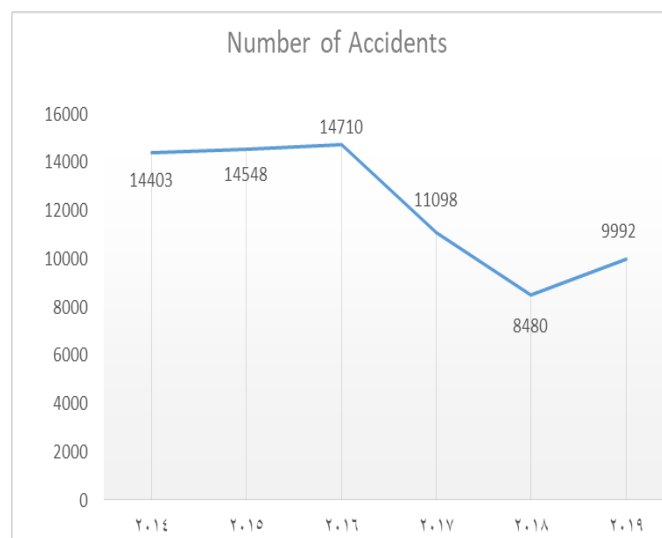


Fig.1: Shows the number of Accidents during 2014 -2019.

It is clear through the two previous tables a noticeable decrease in the accident rate between the years 2016/2017/2018 as between the years 2017/2018 there was a decrease in the accident rate of 23.6%, due to the state's caring in the road network in order to achieve a comprehensive development strategy. In addition to the decrease in the number of accidents, the new roads provided about 27% of the time for everyone who passes through them.

Also, it saves 35% of fuel and daily saves 500 million pounds that was lost in the congestion of old roads, and it increases

investment opportunities on both sides of the new roads by 40%.

It is remarkable that the number of accidents has been increased in 2019 due to lack of awareness towards traffic rules by drivers, so the Egyptian government has been enacted a new regulation for all violators, and increased the traffic fines to avoid these further accidents particularly and decrease the number of accidents generally,

25% of the area of Egypt was revived, or about 250 thousand square kilometers. This area was uninhabited due to the lack of roads for the Egyptians to reach, and it increased the road capacity to transport goods from 800 tons to 2000 tons per day [19].

The process of implementing public policies is based up on a set of elements that are actively involved in the implementation process. Several such policy implementation Strategies (PIS) may be available in addition to the presence of supporting factors, mechanisms and requirements that must be identified [20]. It becomes clear that with recognizing the problem and identifying it, the decision maker can formulate alternatives to solve the problem and make a comparison between these alternatives to choose the appropriate one that fits the circumstances and conditions of the state.

Therefore, the best public policies are characterized by the following [21], clarity of goals and order of priorities according to their relative importance, be supported by a deep understanding of causes, trends, opportunities, and challenges, It is developed in effective consultation with all stakeholders with an interest in the policy or those involved in its implementation, drawing an attention by focusing on meeting the needs of citizens and what fits them, based on a realistic understanding of the effectiveness of the various tools, and the capabilities of the institutions and departments concerned to achieve the desired results.

Second: Comprehensive Development and the impact of improvement R&B Sector

Development is a process of comprehensive or partial continuous improvement and it is a participatory process [22]. Also, development is an economic, social, cultural, political and administrative process, not just economic achievements, it is a fundamental thing for every human society, in order to achieve the goals of people and society especially achieving a better standard of living or life, “the development based on the primacy of economic growth, the World Bank has moved to embrace a conception which elevates the poorest as the focus of development policy and which relativises the importance of economic growth” [23].

There are many definitions of comprehensive development, including the following; the ability to create a radical, quantitative, qualitative and structural change in the surrounding environment, which is an economic, social and

political system, another definition of comprehensive development is; a multi-dimensional historical transformation on economic, political and social structures that deals with the national culture and is driven by internal forces and not just in response to the desires of external forces, and it takes place within the framework of political institutions that have an acceptance and that allow the continuity of development [24].

Through these definitions, the authors have concluded that comprehensive development is a societal process that aims to create a set of structural transformations by directing the efforts of conscious individuals and joining them by stimulating their productive capacity. Also, comprehensive development seeks to focus on all that society Inadequacies and to identify weaknesses in all sectors and fields, whether social, political or economic, and work to exploit the energies of individuals in a manner that addresses weakness and shortcomings in these sectors.

To ensure the continuity of the development process in society, it must be depending on providing financial support that contributes to the continuity of development projects; community acceptance for the development process through their participation in planning, implementing and managing development projects and their sense of ownership of those projects; providing a successful administrative staff who has the ability to efficiently manage development projects from within the community members themselves; creating a good relationship with government agencies by emphasizing the importance of the role of civil societies, which complements the role of government agencies in the development process, and finally consolidating several competent institutions to maintain and enhance social stability and security through optimizing social capital within the society [25].

Therefore, The R &B sector witnessed a great jump as the most important achievements of this sector in Egypt until June 2019 were the implementation of 4,500 km of the National Roads Project. Additionally, the Ministry of Transport confirmed that the road sector in Egypt is witnessing a great development in light of the political will in support of the development and modernization of all transportation fields in the Delta and in Upper Egypt. The Ministry of Transport is currently implementing 7 motorway roads on the Nile in order to achieve comprehensive development in Upper Egypt. In addition, it is imperative to continue implementing projects according to high quality measurements and timelines, because road and bridge projects have importance in comprehensive development events, as with the great jump that was achieved in the road and bridges sector, it had a great impact on Egypt's progress in the field of quality roads in classifying international competitiveness [26].

Roads are the lifeblood as most countries of the world which have achieve developmental jumps in their economy have mainly focused on implementing good infrastructure and a

linking road network between different regions serving commercial and tourist traffic within the country.

Roads and bridges projects occupy the first initiative in 2014 for their role in comprehensive development projects and to achieve higher rates of development and growth by securing the movement of passengers and goods between all cities, villages and proposed new development areas. Additionally, these projects could open new doors for job opportunities and motivate the national economy by attracting the massive investments.

Consequently, the state aimed to link all governorates of the

republic with each other not only through new main and fast hubs but also internal roads that reach the pivotal roads and link urban centers with each other's, as well as raising the efficiency and development of already existing roads.

Now the authors will address the main projects which have occurred in Egypt as follow:

1- Bridges Projects that have been implemented

Egypt has witnessed many achievements in the road and bridges sector in Egypt, which is one of the most prominent national projects in the country, in order to facilitate the movement of citizens and limit the distance between the governorates, in a way that guarantees resolving the traffic congestion crisis and linking most of Egyptian governorates with each other, the most important of which are;

Table.3: Shows the number of Bridges projects from 2016-2020.

Name of Bridge	Connected to	Length	Cost in Egyptian pound	Opening Year
Aswan reservoir axis	The new bridge connects the eastern city of Aswan with the beginning of the western desert road "Aswan - Cairo" across the Nile River, the eastern agricultural road "Aswan - Cairo", and the "Aswan - Abu Simbel" road.	5.4 km and a width of 30 meters	20 billion	2020
Al Kaws axis	It connects the eastern desert road to the western desert road, "Cairo – Aswan "cross Nile River and the Western Agricultural Road (Cairo - Aswan) north of the city of Kaws, Qena governorate This axis contributes to facilitating traffic movement and developing industrial zones west and east of the Nile, as well as creating new urban communities by connecting the main road network from the eastern desert road to the western desert road, in addition to stimulating tourism	19 km	1.3 billion Egyptian Pounds	2020
Kalabsha axis	It is located on the Nile, north of Aswan Governorate It will contribute to creating a new transverse axis to connect the western Cairo - Aswan desert road to the eastern Cairo - Aswan agricultural road, and create new urban, industrial and agricultural communities west and east of the Nile, and contribute to supporting tourism development in Aswan Governorate.	23 km	One Billion pounds	September 2019
Rod El Farag Axis Bridge	It connects north and east Cairo to the "Cairo - Alexandria" desert road at km 39, and this axis has great importance in linking the north and east of Cairo, Qalyubia and the ring road to the areas of western Cairo through the Cairo-Alexandria desert road and the cities of Sixth of October and Sheikh Zayed to Matrouh and El Alamein without going through the heart of Cairo	600 km	6 Billion	May 2019

Tahya Misr Bridge	It connects East Cairo with its West, and extends from the Ring Road to the West through the Western Nile Branch and the top of Al Warraq Island, the Eastern Nile Branch, all the way to the Shubra area in the east. and it consists of 12 flyovers, and a width of 67,3 meters	17,2 km	Part of Rod El Farag Axis Bridge	2019
June 30 Axis	The corridor starts from the south of Port Said, passing the international coastal road "Port Said - Damietta" and extends southward at Km 94, "Cairo-Ismailia Desert Road" This axis has great importance, it is the main transport hub that serves the implementation of projects to develop the Suez Canal Corridor, accelerate development rates on both sides of the Suez Canal Corridor, and develop Egypt's ports (East and West Port Said - Damietta - Alexandria - Arish - Gulf of Suez) together, in addition to that It contributes to increasing the connection between Sinai and the Delta by linking the axis with the tunnels of the Suez Canal, which contributes to accelerating the rates of development, raising the components of the surrounding areas on both sides of the road financially and economically, and creating new development opportunities that contribute to increasing the Egyptian national income and providing job opportunities	95 km long and 80 m wide	5.2 Billion pounds	2019
Regional Ring Road	It works to link the governorates of Lower Egypt by completing the sectors of the regional ring, and linking it to the east and west of the Nile It links Ain Sokhna Road, New Cairo, Madinaty, Suez Road, Badr City, Ismailia Road, Tenth of Ramadan City, Belbeis, Zagazig, Benha, Menouf, Sadat City, Alexandria Desert Road, Sixth of October City, Wahat El Bahareya Road, Road Faiyum, Dahshur, Badrasheen, Al-Tabin	400Km	497.5 Million pounds	2017
Gerga axis	It connects the eastern desert road to the west, and is located on the Nile in Sohag Governorate And it contributes to linking the main roads axes east and west of the Nile represented by (Cairo / Aswan east of the Nile) road (Sohag - Red Sea), (Cairo - Aswan Agricultural Road west of the Nile) and (Cairo / Assiut / Sohag / Aswan desert road to the west)	10 km long and 21 meters wide	497.5 Million pounds	2017
Talkha Axis	It includes several bridges, including a bridge on the Nile with a length of 630 meters and a width of 21 meters, a bridge at the top of the railway with a length of 1174 meters and a width of 19 meters, a bridge over the Mansouriya canal with a length of 950 meters and a width of 19 meters, and a bridge over the Jamasa tributary of 440 meters in length and 19 meters in width. Bridge at the top of the bank, 101 meters long and 21 meters wide.	2.85 Km	441.5 Million pounds	2016

An unprecedented renaissance has occurred and witnessed in all Egyptian governorates in the field of roads, and since 2014 the decision to create a national road plan was an awareness of the importance of modern paved roads not only in eliminating traffic congestion, but because it is one of the pillars of real and desired development in the governorates of Egypt. And it is thus one of the factors that

attract new investments to any country, in addition to that the new roads have ended the state of isolation and marginalization that the provinces suffered from, and will even strive to preserve the lives of citizens as a result of traffic accidents caused by bad roads.

The New China News Agency - Xinhua - stated that Egypt's achievement of a leap in the world ranking of road quality is due to its adoption of the national road construction project, which has so far resulted in the construction of about five

Table 4: Shows the roads and bridges constructed until 2018 [29].

Road	The longest roads from 2013 to 2014 in km	The longest roads from 2017 to 2018 in km	The new roads during the two periods
Giza	5969	7082	1113
Beni Sauif	2712	3832	1120
Faiyum	3001	4329	1338
Minya	5855	6780	925
Asyut	5861	5943	82
Qena	6180	6675	495
Aswan	5360	5565	205
Luxor	5453	5493	40
New Valley	3516	3727	211
Red Sea	7331	8327	996
Matrouh	6321	8501	2180
Cairo	27967	32090	4123
Alexandria	9264	10424	1160
Port Saeed	1071	1150	79
Suez	3524	4633	1109
Dumyat	3164	4662	1498
El- Dakahlya	4852	5756	904
El- Sharkia	7475	9898	2423
El- Qalyoubia	3240	2607	633
Kafr El-sheikh	4546	6623	2077
El- Garbia	4228	5358	1130
El- Menoufya	3007	4348	1341
El- Behera	893	9125	193
Ismailia	3181	3963	782
North Sinai	5682	5740	58
South Sinai	5698	7390	1692

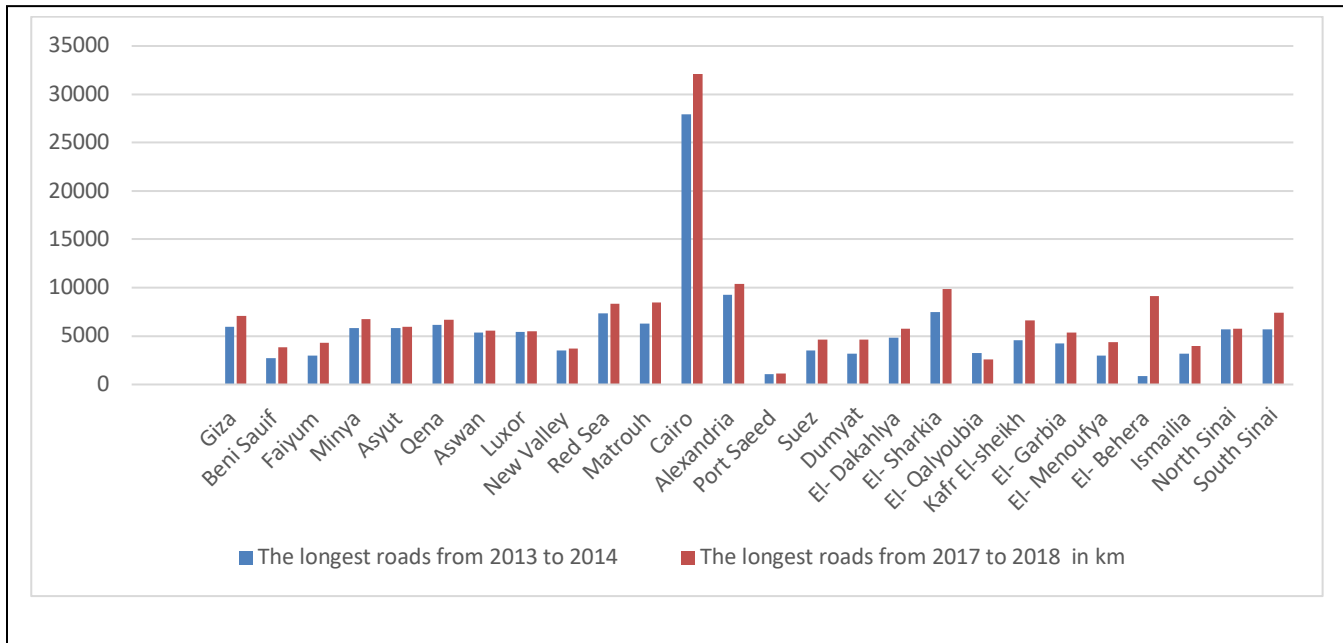


Fig.2: Shows the differences in longest roads constructed between 2013-2014 and 2017-2018

Through this diagram, it is clear that the Cairo governorate acquired a large percentage of the total new roads that were implemented over the past five years. Of the total 25,1 thousand km of new roads that were implemented during the period from 2013-2014 until 2017-2018, Cairo's share came with 4,123 km, increasing the length of its roads from 27,967 km in 2013-2014 to 32,090 km by the end of 2018.

3. Road projects that have been implemented until June 2019

About 4,500 km have been completed in the first and second phases of the National Roads Project, by implementing the ministries of Defense, Transport and Housing, and included the following roads [30]:

- Development of Wadi Al-Natroun-El Alamein Road, with a length of 135 km and a cost of EGP 1,920 billion.
- The construction of the first phase of the middle ring road with a length of 22 km and a cost of EGP 536 million.
- Duplicate the tunnel-Shat-Ayoun Moussa road, with a length of 33 km and a cost of EGP 128 million.
- Duplicating Upper Egypt-Red Sea Road (Sohag-Safaga), with a length of 180 km, at a cost of EGP 448 million.
- Duplicate the first stage of Sheikh Fadl-Ras Ghareb Road, with a length of 90 km and a cost of EGP 317 million.

- Developing the Cairo-Suez road in the distance from the regional ring road to Suez, with a length of 70 km and a cost of EGP 1,185 billion.
- Construction of the road from Minya to Sheikh Fadl-Ras Ghareb Road, with a length of 55 km and a cost of EGP 585 million.
- Construction of the Northern Arch Road from the Regional Ring Road (Belbeis - Benha - Alexandria Desert Road) with a length of 90 km and a cost of LE 8.2 billion.

The Egyptian government has directed investments of about 2 billion and 727 million pounds in roads and bridges during the fiscal year 2019/2020, as the government pays great attention to the transport sector in light of the directions of the political leadership, which is the most growing economic sector affected by the efficiency of transportation networks and means.

4. Conclusions

Development is considered one of the basic elements for social stability and progress. Comprehensive development is concerned with developing all sectors and among these sectors is the road and bridges sector which are the basis of development as they motivate and develop the wheel of the economy and production in the country in general. Also, they provide great job opportunities during their implementation. In addition to the huge investments that are pumped into their construction. They also facilitate the movement of trade, travel and link the regions to each other. This is in addition to creating new development fields, achieving a comprehensive development strategy, as well as making optimal use of

human, economic and natural resources and creating a space to attract investments and residents to promising new development areas.

Egypt is preparing to enter a new phase in establishing roads with international specifications to be one of the most important pillars of development and contribute to facilitate traffic and transporting goods between different governorates. Road and bridges projects are the routes of development in Egypt resulting in the horizontal expansion of the population and the transportation of goods according to the plan of sustainable development 2030.

The road network in Egypt has witnessed a remarkable development during 2018 and 2019 as the road network was developed in addition to adding thousands of kilometers of new roads forming an infrastructure that helps the advancement of many different sectors.

The transport and communications sector has witnessed a major jump through achievements. the Ministry of Transport has implemented a number of important and huge projects, including the establishment, development, renewal and modernization of all elements of the transportation system, including means and networks represented by roads, bridges and axes up the Nile.

Serious efforts made by Egypt to reduce road accidents, these efforts were successful, and the evidence is that the number of deaths resulting from road accidents decreased by 44% during the year 2020.

The results of the investments that were pumped on roads and bridges during the past four years were evident in the last two years from 2018 to 2020, with a decrease in road accident deaths by 5% in 2018-2019 and by 44% in 2019-2020, as well as an increase in the rate of change in investment over Roads and bridges from 2018 to 2020 for 97%, the rate of change in the number of road traffic deaths decreased to 46%.

During the past five years, Egypt has turned from one of the most stepping countries on the roads, to reach the 29th rank in the world in the field of road quality and safety as a result of the extra-large development projects that have occurred in the field of roads, bridges and tunnels which are in line with international and international standards.

Through this, it is clear that the achievements in the roads and bridges give a message of reassurance to the world that there is a strong infrastructure in Egypt, and that the stage of construction and development continues in various fields.

The number of projects that are being implemented in the recent period aimed at building, developing Egypt confirms that the clear determination and challenge of the political system, the official sponsor of all national projects that target the real construction and development process of the Egyptian state that has begun to return to its natural path. In the recent period, whether on the Arab, African or global map.

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