

An Important Study debated by People's Assembly

Linking Development and Industrial security to new Traffic Law

The State is now heading for issuing a new traffic law under which all the loopholes in the currently applied one will disappear.

To issue this fresh law, the concerned bodies are studying and analyzing all the traffic law-related activities so that the new law would achieve its national aims.

Dr. Nader Riad, head of the division of pressure vessels manufacturers and fire extinguishers said the industrial activity comes at the top of activities with basic direct connection with the traffic law.

This is because the traffic law is the legislation that regulates movement on roads and governs the overall transport activities.

Transporting goods constitutes crucial input into the industrial system, thus coming to the fore the importance of paying attention to industry and its essential economic role and the necessity of providing, preparing and perfecting means of trading and transport so as not to negatively affect the load quality whether raw materials, production supplies or fully manufactured exported or imported products.

In addition, it is necessary to fulfill the industry's need of roads that facilitate movement on them without any impediments due to accidents and risks, which can only happen through traffic discipline and which is provided and enshrined in the traffic legislation.

Here also appears the importance of industry and its close connection with traffic discipline on the basis that it is industry that provides means of transport and their suitable tools to achieve security and safety and preserve the environment and these are all higher national objectives.

Dr. Nader Riad has compiled a study to be debated by the People's Assembly in this regard about the necessity of having the amended traffic law observe the issuance of qualitative transport licenses to fit the various applications of the transport operations.

This contributes to preserving the safety of individuals, commodities and roads. In this respect, it is important to pay attention to the type of the portable goods and how far they are dangerous for and have impact on the environment to maintain the safety and quality of the load on the one hand and prohibit any dangers, accidents and environmental pollution on the other hand.

In this issue, **Dr. Riad** cites three sectors from his viewpoint that are related to transport of the 20-foot and 40-foot containers, so "we find that the normal trucks are not fit for carrying these containers due to difficulty of technically fastening them well, thus failing to provide elements of security and safety, which poses risk to the driver and those in his company.

This emanate from the fact that the containers, due to hitting bumps or applying brakes, make a swinging movement thus the cabinet and everything inside it smash, not to mention the ensuing waste of the carried goods, road blockage and squander of time, effort and money.

Relevantly, Dr Nader demanded that qualitative license be issued for vans to be specially equipped for transporting these containers and this would not undermine these vans' service in ordinary transport.

This is because it is possible to undertake transport activities in the containers, which the vans are carrying and which enjoy good degree of protection as they are tightly sealed.

At this point, qualitative licenses could be issued for trails that carry containers in order to enhance this type of transport services and not to allow carrying these containers by ordinary trucks.

The second sector has to do with handling and transport of liquids and gases in reservoirs to meet the requirements of security and safety and warding off pollution. The study divides the liquids and gases into three types from this angle.

There are safe or low-dangerous gases and liquids and these do not pose a direct threat such as water and inert gases packed under low pressure.

The second type is the medium-dangerous gases and liquids and these pose an average threat such as chemicals, suffocating gases and petrol substances.

The third type is the highly dangerous liquids and gases such as Chloride, sodium hydroxide and other highly toxic gases packed under high pressures including liquid hydrogen and nitrogen.

According to the study, the transport of liquids and gases cannot be done by ordinary trucks that have on their roofs liquid or the gas reservoir especially these types of the A and B categories.

This comes in the light of the fact that these liquids and gases require trucks to be outfitted with special tools and to which qualitative licenses are issued that determines the type of liquids and gases they transport.

Also, cylinders of chloride and similarly dangerous ones and which are packed in smaller boxes than full reservoir can be transported by putting these boxes inside a tightly sealed container and fastening them tightly. Transport can also be done through issuance of a special license that sets the track and date of transport.

This license includes a stamp proving the mission was done on time following its accomplishment.

The third sector involves the haulage of radioactive materials and these have to be carried on vans specifically prepared for them and which shall be made under guard and special security measures.

Licenses of carrying these materials shall incorporate the tracks and times of their traffic.

The study also stresses vans and their fittings should be subjected to accurate technical tests to help maintain quality of the portables whether raw materials, production supplies or imported or exported products and at the same time ensure providing safety and security elements, non-pollution of the environment and averting any disasters or traffic troubles.