

ECDC DRIVING POLICY

1. Vehicle accidents are one of biggest risks to ECDC person and contractors, ECDC is committed to reduce vehicle incidents and improve driving safety performance. Everyone working for ECDC is responsible to towards these goals.
2. ECDC driving policy applies to all ECDC personnel and contractors while driving or riding any vehicle for ECDC business. The policy including but not limited to cars, buses, trucks, heavy goods vehicles, tankers, off-road vehicles including forklift, and other vehicles used for ECDC.
3. It is mandatory that drivers must complete driver training and be certified, in addition, all ECDC drivers must have valid ECDC internal driving permit. All drivers must acquire Egyptian driving license for the class of vehicle that they are required to operate.
4. Fatigue Management training must be attended by all professional drivers.
5. All ECDC vehicles will be fitted with a vehicles monitoring system (VMS), carry equipment for use in emergencies and be maintained in accordance with the manufacturer's specifications.
6. Seat belts must be worn by all ECDC personnel and contractors driving or riding in a vehicle for ECDC business, at all times when vehicle in motion.
7. Mobile phone or other two-way communication devices must not be used while driving. The rule is that drivers must not use their mobile phone when engine is switched on.
8. Alcohol, drugs or any other substance or medication that can impair the ability to drive must not be used when driving for ECDC business and also at all times while driving a ECDC provided vehicle. The company will have the right to undertake random testing of personnel for alcohol.
9. The number of passengers in a vehicle must not exceed the manufacturer's specification for the vehicle.
10. No driver on Client business must exceed :
11. Official government speed limit (tarmac roads);
12. 60 kph (gravel, gatch, sand or sabkar roads);
13. Advised speed limits (e.g. 45 kph).

14. All journeys must be assessed for potential risks and a Journey risk assessment must be done prior to commencing the journey. Routine journeys will be risk assessed at least once per year or whenever the road condition changes.
15. Night driving should be authorized by a line manager and special precautions will apply. These include a lower speed limits, additional road marking (i.e. florescent cones for desert conditions), road hazard identification and improved communication. VMS records for staff undertaking night driving will be reviewed more rigorously against routine journey management records).
16. Vehicles used regularly for night driving must have a rotating light on the top of the cabin and carry florescent jackets for the driver and all passengers.
17. In the event of negligence or non-compliance with this policy, appropriate disciplinary action will be taken.



Fang Zheng
GM and Managing Director