

MINISTRY OF TRANSPORT
TRANSPORT PLANNING AUTHORITY

INTEGRATED STUDY FOR THE DEVELOPMENT
OF
THE NATIONAL ROAD NETWORK
AND
TRANSPORTATION SYSTEM

With Special Emphasis on:

- 1) Toll Road Network
- 2) Cargo Depots and Distribution System
- 3) Mass Transportation
- 4) Transportation Information System
- 5) Traffic Safety

Updated

Tentative Scope of Work

Feb. 1990

I. INTRODUCTION

Transportation is the backbone of development. This is true for all development and economic activities such as industry, agriculture, commerce, etc. In some activities such as tourism, traveling itself becomes one of the main factors which affects its scale and development potential. Recognizing these facts, the Egyptian Government has been conducting several improvements and upgrading schemes for the National Transportation Network. But still there is a lot of work to be done to reach an acceptable international standard for the transportation services. Improving the transportation efficiency in Egypt will have substantial benefits to the national economy. Such benefits may include: 1) Energy saving, particularly petroleum, which can be exported for foreign currencies earning., 2) Improving the overall efficiency of industrial, agricultural and commerce activities by providing timely delivery of raw materials and products, specially for exportation oriented products. 3) Increase the Egyptian share of international tourism by providing comfortable transportation means, 4) Time saving which can be exploited in other economic activities and / or leisure.

The Transport Planning Authority (TPA) has conducted three phases of National Transport Studies completed in 1977, 1981 and 1984. These studies have dealt with all the modes of transportation, and thus their outcome has been limited to general recommendations for each transportation mode. The National Transport Studies has indicated that road transportation is the main transportation mode in Egypt. It shares about 90% of the freight transportation when expressed in tons and about 80% when expressed in ton. km. For passenger transportation, the share is more than 60% when expressed in Passenger. km. This is not the ideal case for a country like Egypt, where most of the population are concentrated in the Delta and the Nile Valley, thus much more share should be transported by Railways. Also, the waterways network with its lower transportation cost should be utilized to the maximum possible capacity. Due to organizational and budgetary

difficulties, the transfer of the still increasing road transportation to railways and waterways is not foreseen in the near future. This means that all efforts should be done to improve the road transportation system because such improvements will have considerable benefits for the Egyptian economy as a whole.

To this end, the Transport Planning Authority has decided to conduct an Integrated Study for the Development of the National Road Network and Transportation System. This study will deal with all the aspects of Road Transportation with the general aim of establishing a comprehensive plan for the improvement and upgrading of the road transportation system in Egypt. The importance of starting this study at the earliest possible time lies in the necessity to include the projects resulted from the study into the next five year plan which will start in 1992/1993

II. CURRENT SITUATION AND FIELDS OF EMPHASIS

According to "Egypt National Transport Study, Phase II, 1981", Egypt has more than 11,000 km. of main road network. These roads are classified into first, second and third classes (see Appendix I), but this classification is not according to international standards. To attain acceptable international standards, many improvements are required. This requested study will address the type, scale, and priorities of such projects to integrate and upgrade the road transportation in Egypt.

The required improvements may include: 1) Improvements in the design, construction and maintenance standards, 2) Improvements in the cargo transportation and distribution system, 3) Improvements in the economics of the system by the expansion of the toll roads network and other revenue inducing measures, 4) Improvements in the road mass transportation system with the aim of increasing the buses share against the intercity taxis,

5) Establishment of transportation information system for the collection and analysis of the data for future planning, and
6) Improvements in safety measures. The requested study will deal with all of these aspects within its frame of preparing a national road transportation master plan.

After the completion of Phase III of the National Transport Study in 1984, the Ministry of Transport has commissioned several studies related to road transportation. Each of these studies has dealt with specific aspects of the road transportation. These studies included:

a) Cairo - Assuit Highway Feasibility Study

Commissioned by the Roads and Bridges Authority and completed in 1986, this study included the planning and feasibility of constructing a new desert road between Cairo and Assuit on the Western side of the Nile Valley. The study has concluded that the new highway would generate sufficient economic benefits to justify its construction.

b) National Traffic Counting Project

Commissioned by TPA and completed in 1989, it has included:

1) The installation of 14 permanent traffic counting stations and 40 sample traffic counting stations for continuous counting operation, 2) Vehicle composition surveys, 3) Truck axle weight survey and 4) Occupancy survey.

c) Study of Transportation Economics

This study which is currently undergoing aims at:

1) Establishment of rational cost estimation methods,
2) Estimation of the government subsidy cost for transportation, and propose recommendations for improving transportation economics.

d) Study of Road Transportation

This study which is currently undergoing aims at:

1) Preparation of recommendations for solving the current problems of the road infrastructure, 2) Estimation of the investment required for the development of the road infrastructure, 3) Estimation of the future transportation fleet,

4) Estimation of the current capacity of the transportation fleet, and 5) Estimation of the present operation requirements of the transportation fleet.

The results of these studies will be available and will be used in the requested study.

The requested study will emphasize the following aspects in particular:

1- Toll Road Network

In 1985, Egypt has started the introduction of toll roads by transferring the Cairo / Alexandria Desert Road into a toll road. In 1987, the desert road Cairo / Belbis has been completed as a toll road. In 1989 another two toll roads were introduced, viz; Cairo / Ismailia / Port Said and Cairo / Ain Sukhna (See the attached map). If we add the Ahmad Hamdy Tunnel under the Suez Canal, that will make all the present toll road segments in the country. The success of introducing the toll road system in increasing the revenues of the Roads and Bridges Authority is an important factor toward the expansion of the toll road network to other possible roads. Also the current toll fares are not related to the length and cost of the road, which needs further investigation.

2- Cargo Depots and Distribution System

In Japan as well as many other countries, the cargo transportation system includes the construction of cargo depots outside the main cities where the transported cargo from ports using heavy trucks can be stored and then distributed into the cities using light trucks. This system eliminates the traffic of heavy trucks within the cities and transfer cargo storage to areas outside the cities where land is more available at lower cost. With the undergoing construction of Cairo Ring Road and the toll road system, the application of cargo depots will have clear benefits within the integrated cargo transportation and handling system.

3- Mass Transportation

In Egypt, the road public transportation of passengers is conducted by two modes: a) Scheduled buses run by public owned transportation companies, and b) Non-scheduled intercity taxis operated by private drivers. The flexibility of the latter mode resulted in the economically inferior trend of increasing the relative share of taxis at the expense of buses. The higher energy consumption (especially from the more expensive light petroleum products) and the shorter life of the taxis combine to reduce the economics of the intercity taxis mode. The requested study will develop proposals for increasing the buses share in road transportation.

4- Transportation Information System

Although the Roads and Bridges Authority has conducted the study titled " National Traffic Counting Project " mentioned above, a more comprehensive data and information system is needed for future planning and improvement of the road network. The requested study will produce proposals for a nation wide transportation information system, together with a modern transportation information center capable of collecting and analysing road transportation data.

5- Traffic Safety

The study will investigate the available safety measures and produce a plan for improving the safety of road transportation.

III. OBJECTIVES OF THE STUDY

- 1- Transportation survey and analysis
- 2- Traffic demand projection
- 3- Overall planning of road transportation network
- 4- Establishment of a national road transportation master plan
- 5- Study of the toll road network and the establishment of improvement standards for the existing and new roads.
- 6- Study of cargo transportation and distribution system with emphasis on cargo depots outside the cities

- 7- Study of road transportation information system with the aim of establishing a nation wide transportation information network
- 8- Study of road transportation safety requirements
- 9- Study of means to encourage car tourism to Egypt

IV. ORGANIZATION IN CHARGE OF THE STUDY

The Transport Planning Authority (TPA) will be in charge of the study. TPA will organize the counterpart team including representatives from the Roads and Bridges Authority and will provide liaison with other related organizations within and outside the Ministry of Transport. Appendix II gives a brief explanation about the composition and activities of the TPA.

V. SCOPE OF WORK

- 1- Review of previous studies
 - a- Updating of transport mode
 - b- Updating the maps of the road network
 - c- Updating road inventory data
- 2- Data collection and analysis
 - a- Traffic data collection
 - b- Passengers and Cargo data collection
 - c- Construction and operation costs
 - d- Present design, construction and maintenance standards
- 3- Road demand forecasts
 - a- National road network demand
 - b- Toll road network demand
- 4- Transportation demand forecasts
 - a- Buses fleet demand
 - b- Taxis fleet demand
 - c- Truck fleet demand
 - d- Cargo depots demand
 - e- Maintenance facilities and other operational and supporting facilities

- f- Manpower and training requirements
- 5- Overall road transportation master plan
 - a- Short term road plan
 - b- Long term road plan
 - c- Integrated transportation plan (passengers, cargo)
 - d- Toll road plan
 - e- Public transportation development plan
 - f- Safety improvement plan
 - g- Road design standard manuals
 - h- Recommendations for increasing car tourism to Egypt
- 6- Study of the feasibility of particular projects
 - a- Toll roads
 - b- Cargo depots
 - c- Transportation information center
- 7- Study of the transportation information development system
 - a- Information collection network
 - b- Information analysis system
- 8- Implementation plan

VI. TECHNICAL TRANSFER

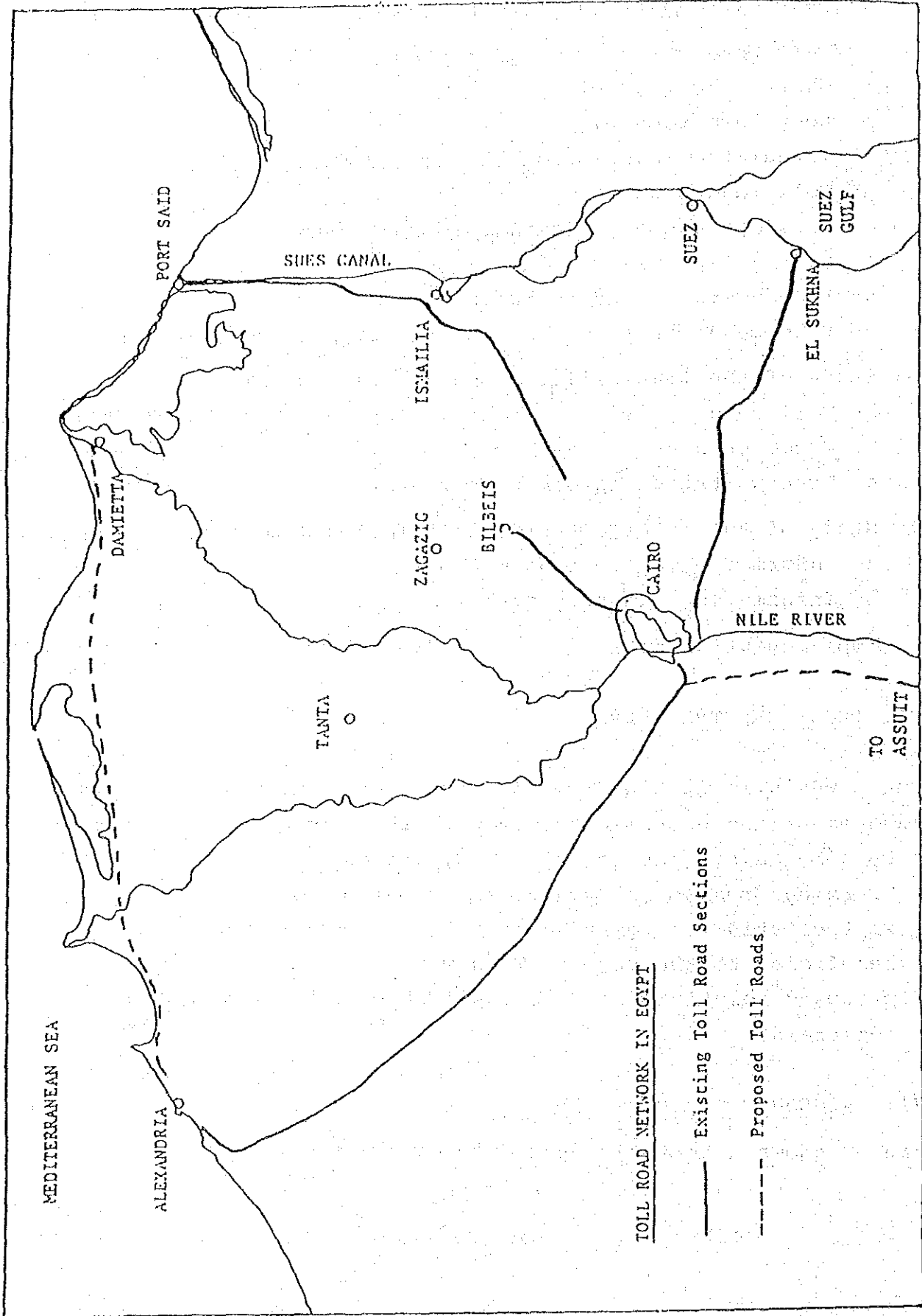
The study will include the aspects of the transfer of technical, management and economic know-how to the Egyptian side through:

- On job training during the study period
- Training program in Japan for key personnel
- Participation of Egyptian consultants wherever possible and beneficial to the study. This will also insure that the proposed solutions will be applicable within the Egyptian constraint.

VII. SCHEDULE OF THE STUDY

Fig. 2 shows a tentative schedule of the study.

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Appendix I

The Main Road Network

Road Class	Width of Carriageway(s)			Total
	> 7m (usually 7.5m)	6m	< 6m ¹⁾	
Primary Roads				
Divided highways	586.5 ²⁾	14 ²⁾	1.2 ²⁾	601.7
First class roads	1,792.7	1,567.2		3,359.9 ⁵⁾
Secondary Roads				
Divided highways	5.4 ²⁾	1.6 ²⁾		7.0
Second class roads	199.9	2,623.9 ³⁾	515.8	3,339.6 ⁶⁾
Tertiary Roads				
Divided highways	32.4 ²⁾			32.4
Third class roads	515.5	2,164.4	1,094.7	3,774.6
Total Dual Carriageways	624.3	15.6	1.2	641.1
Total Single Carriageways	2,508.1	6,355.5	1,610.5	10,474.1
Total Network Length	3,132.4	6,371.1	1,611.7	11,115.2
Total Carriageway Length	3,756.7	6,386.7	1,612.9	11,756.3

Notes: 1) Usually 5m, occasionally 4m.

2) Both carriageways with same width.

3) 117.1 km has width of 6.3 - 6.6m.

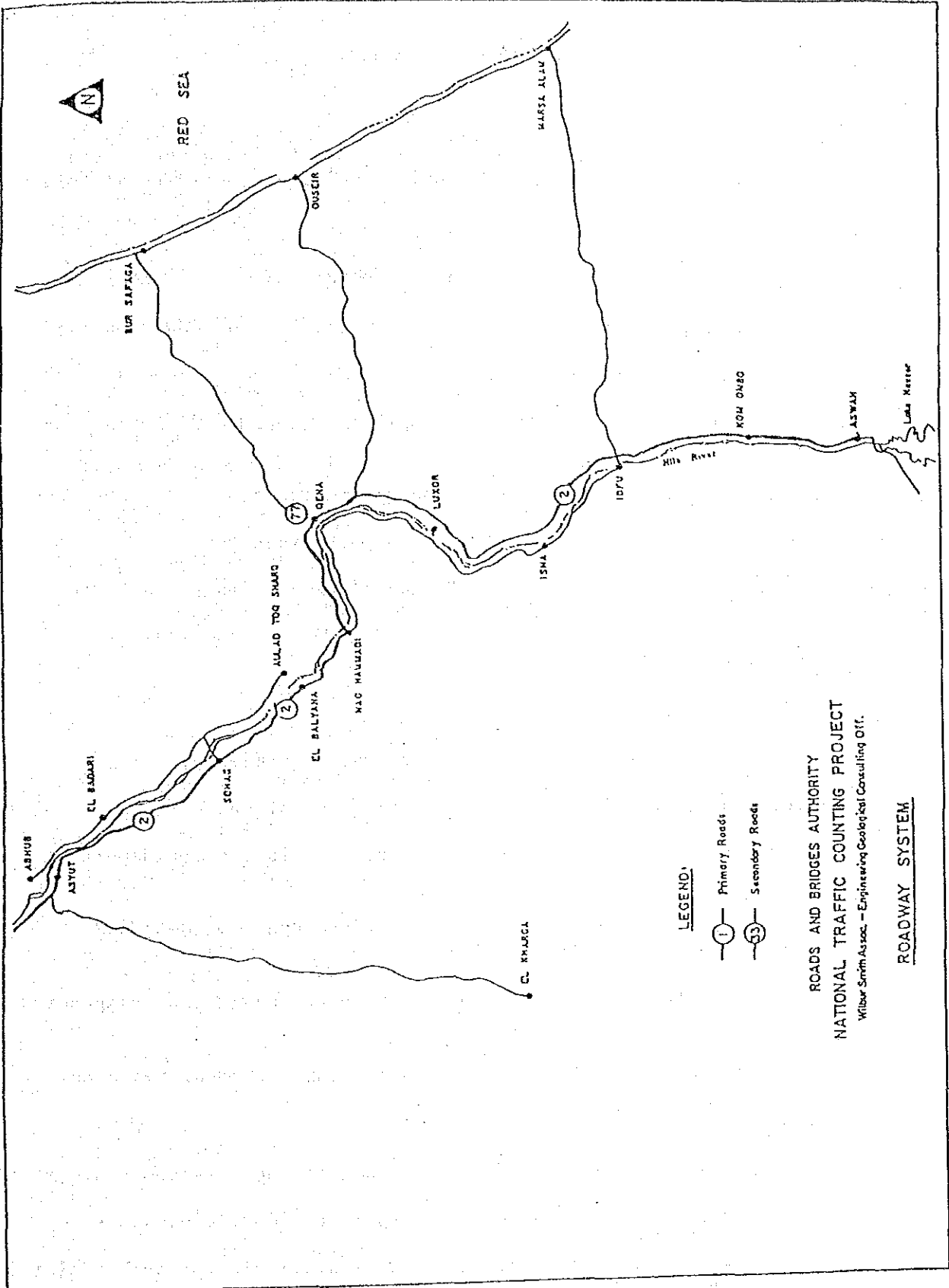
4) 36.8 km has width of 6.3 - 6.5m.

5) The Primary network includes Imbaba-Kanater El Khairia - Katatba - Alex. desert road links.

6) The Secondary network excludes 585 km of presently unpaved roads.

7) The Tertiary network includes only the paved roads (included in the Road Inventory).

Source: National Transport Study, Phase II, 1981



Appendix II

THE TRANSPORT PLANNING AUTHORITY, NOT

The Transport Planning Authority is composed of three separate groups: Economic Affairs, Technical Affairs, and the General Secretariat. In general, the responsibilities of the Technical and Economic Affairs sections are as follows:

- prepare a general plan for transport projects;
- coordinate transport plans and projects technically and economically;
- research and study transport projects technically and economically;
- help the various sub-sections in technical and economic studies;
- carry out studies for achieving technical and economic efficiency of transport facilities;
- give technical and economic advice concerning transport projects, and
- supervise planning and execution of transport projects.

More specifically, the responsibilities of each of the sections are listed below.

1. Technical Affairs Section

Planning Section

- studies plans for various transport sector projects;
- coordinates priorities in project implementation;
- carries out studies to determine specifications of transport rolling stock;
- study and follow-up of development of transport methods and technology;
- extends technical aid and experience to transport sector agencies, and
- collect data and information necessary for technical research.

Projects Section

- Carries out technical studies necessary for new transport projects;
- carries out technical studies necessary to improve projects;
- carries out feasibility studies and is available for technical consultations;

- executes projects entrusted to the Authority;
- helps various sub-sectors complete studies of projects submitted by them;
- carries out technical studies and preliminary research on projects;
- coordinates integration of the various transport sub-sectors in preliminary research;
- helps various agencies determine specifications necessary for maximum use of local supplies as far as possible in projects;
- reviews project costs in collaboration with the Economic Affairs section, and
- participates in determining annual appropriations for projects according to feasibility.

2. Economic Affairs Section

Financial and Cost Studies Section

- carries out studies related to transport sector, project costs, problems of financing, financial analysis of balances, review of budgets and organizational structures of all agencies to achieve maximum economic efficiency.

Economic Planning Follow-up Section

- carries out studies of the general program of transport projects with the objective of coordinating various project plans and projects of other sectors to achieve the economic and social targets of national development plans; collects statistics, carries out economic studies and research.

3. Secretary General

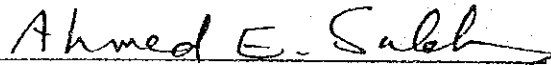
This section is concerned with the financial and administrative affairs of the Authority. It participates in formulation of general policy, plans and executive programs and general supervision of project implementation. It sets up guidelines to raise productivity of personnel.

SCOPE OF WORK
FOR
THE STUDY
ON
THE TRANSPORTATION SYSTEM
AND
THE NATIONAL ROAD TRANSPORTATION MASTER PLAN
IN
THE ARAB REPUBLIC OF EGYPT

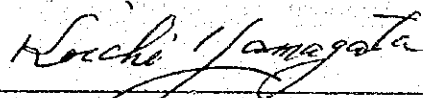
AGREED UPON BETWEEN

TRANSPORT PLANNING AUTHORITY, MINISTRY OF TRANSPORT
AND
THE JAPAN INTERNATIONAL COOPERATION AGENCY

Cairo, December 11, 1991

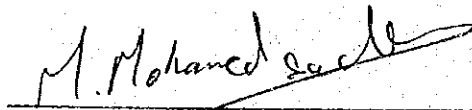


Dr. Ahmed Eisawi Saleh
VICE CHAIRMAN
TRANSPORT PLANNING AUTHORITY,
MINISTRY OF TRANSPORT



Prof. Dr. Koichi Yamagata
LEADER
PREPARATORY STUDY TEAM
THE JAPAN INTERNATIONAL
COOPERATION AGENCY

Witnessed by



Mr. Mohsen Sadek
DIRECTOR OF JAPAN DEPARTMENT
MINISTRY OF INTERNATIONAL
COOPERATION

I. INTRODUCTION

In response to the request of the Government of the Arab Republic of Egypt, the Government of Japan has decided to conduct the Study on the Transportation System and the National Road Transportation Master Plan in the Arab Republic of Egypt (hereinafter referred to as "the Study") within the framework of the Agreement on Technical Cooperation between the Government of Japan and the Government of the Arab Republic of Egypt signed on June 15, 1983 (hereinafter referred to as "the Agreement").

The Japan International Cooperation Agency (hereinafter referred to as "JICA"), the official agency responsible for the implementation of the technical cooperation programs of the Government of Japan, will undertake "the Study", in close cooperation with the authorities concerned of the Government of the Arab Republic of Egypt.

Transport Planning Authority, Ministry of Transport (hereinafter referred to as "the Ministry") shall act as a counterpart agency to the Japanese Study Team (hereinafter referred to as "the Team") and coordinate in relation with other relevant organizations for the smooth implementation of "the Study".

The present document sets forth the Scope of Work for "the Study".

II. OBJECTIVE OF THE STUDY

The objectives of "the Study" are to analyze the transportation system and to prepare a master plan for the improvement and upgrading of the national road network and road transportation system in the Arab Republic of Egypt.

III. STUDY AREA

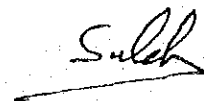
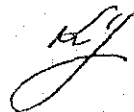
"The Study" shall cover the whole area of the Arab Republic of Egypt.

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IV. SCOPE OF THE STUDY

In order to achieve the objectives mentioned above, "the Study" shall cover the following items:

1. Collection, review, and analysis of existing data and information
 - a) Socio-economic parameters
 - b) Maps and land use plan
 - c) Traffic data for all transport modes
 - d) Passenger and cargo data
 - e) Administrative and institutional data
 - f) Existing transport studies
 - g) Other related information
2. Supplementary transport surveys on highways
 - a) Origin-Destination survey for all motor vehicle types
 - b) Public transport survey
 - c) Cargo transport survey
 - d) Road inventory survey
 - e) Other surveys
3. Formulation of Socio-Economic framework
 - a) Setting of basic economic factors
 - b) Review of external conditions
 - c) Formulation of development scenario
4. Travel demand forecast
 - a) Travel demand forecast for entire national transport system
 - b) Modal split of travel demand
 - c) Traffic demand forecast for road transportation
5. Formulation of a master plan for the national road network and road transportation system focusing on:
 - a) Road network plan (long term, medium term and short term)
 - b) Cargo transportation plan
 - c) Passenger transportation plan
 - d) Toll road plan
6. Selection of priority projects
 - a) Identification of priority projects
 - b) Demand forecast
 - c) Preliminary cost estimate
 - d) Evaluation
7. Implementation program
8. Conclusions and Recommendations.



V. SCHEDULE OF THE STUDY

"The Study" will be carried out in accordance with the attached tentative schedule. (See Appendix)

VI. REPORTS

"JICA" shall prepare and submit the following reports in English to the Government of the Arab Republic of Egypt.

1. Inception Report

Twenty (20) copies within one (1) month after the commencement of "the Study".

2. Progress Report

Twenty (20) copies within six (6) months after the commencement of "the Study".

3. Interim Report

Twenty (20) copies within ten (10) months after the commencement of "the Study".

4. Draft Final Report

Twenty (20) copies within fifteen (15) months after the commencement of "the Study". The Government of the Arab Republic of Egypt will submit its comments on the report to "JICA" within thirty (30) days after receipt of the Draft Final Report.

5. Final Report

Forty (40) copies within one (1) month after receipt of the comments on the Draft Final Report.

VII. UNDERTAKINGS OF THE GOVERNMENT OF THE ARAB REPUBLIC OF EGYPT

1. Within the framework of "the Agreement", the Government of the Arab Republic of Egypt shall take necessary measures to "the Team" as follows:

- 1) to permit the members of "the Team" to enter, leave, and sojourn in the Arab Republic of Egypt for the duration of their assignment therein, and exempt them from consular fees. ("the Agreement" Article V.2.(a))

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2) to exempt the members of "the Team" from consular fees, custom duties, internal taxes and other charges of a similar nature as well as from the requirement of obtaining import licenses and certificate of foreign exchange coverage to be imposed in the Arab Republic of Egypt in respect of the equipment, machinery, and materials which they carry with them for the performance of their duties, provided that these equipment, machinery and materials are registered with the authority concerned of the Government of the Arab Republic of Egypt at their initial delivery in the Arab Republic of Egypt.

Such equipment, machinery, and materials will remain the property of the Government of Japan unless otherwise agreed upon. ("the Agreement" Article VII.4)

3) to exempt the member of "the Team" from income taxes and other fiscal charges payable under the legislation of the Arab Republic of Egypt in respect of any emoluments or allowances remitted to them from overseas. ("the Agreement" Article V.1.(1).(a))

4) to bear claims, if any arises, against the members of "the Team" resulting from, occurring in the course of, or otherwise connected with, the discharge of their duties, except when the two Governments agree that such claims arise from gross negligence or wilful misconduct on the part of the members of "the Team". ("the Agreement" Article VI.)

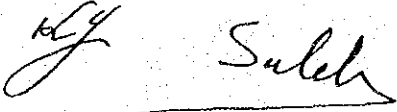
2. To facilitate smooth conduct of "the Study", "the Ministry" shall take necessary measures in cooperation with other relevant organization:

1) to secure permission for entry into private properties or restricted areas for the conduct of "the Study" within the laws and regulations in force in the Arab Republic of Egypt.

2) to secure permission for "the Team" to take all data and documents, excluding aerial photographs, related to "the Study" out of Egypt to Japan, within the laws and regulations in force in the Arab Republic of Egypt.

3) to provide medical services as needed. Its expenses will be changeable on the members of "the Team".

4) to ensure the safety of the members of "the Team" when and as it is required in the course of "the Study".


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3. "The Ministry" shall, at its expense, provide "the Team" with the followings:

- 1) available data and information necessary and related to "the Study".
- 2) government counterpart personnel necessary for "the Study".
- 3) office space with necessary furniture in Cairo.
- 4) credentials or identification cards.

VIII. UNDERTAKING OF JICA

For the implementation of "the Study", "JICA" shall take the following measures:

1. to dispatch, at its own expense, "the Team" to the Arab Republic of Egypt.
2. to pursue technology transfer to the Egyptian counterpart personnel in the course of "the Study".

IX. CONSULTATION

"JICA" and "the Ministry" shall consult with each other in respect of any matter that may arise from or in connection with "the Study"

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APPENDIX

TENTATIVE SCHEDULE

Months	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
Work in Egypt																		
Work in Japan																		
Reports	△ IC/R						△ P/R			△ IT/R				△ DF/R			△ F/R	

IC/R... Inception Report
 P/R... Progress Report
 IT/R... Interim Report
 DF/R... Draft Final Report
 F/R... Final Report

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MINUTES OF MEETING
ON
SCOPE OF WORK
FOR
THE STUDY
ON
THE TRANSPORTATION SYSTEM
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THE NATIONAL ROAD TRANSPORTATION MASTER PLAN
IN
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AGREED UPON BETWEEN

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THE JAPAN INTERNATIONAL COOPERATION AGENCY

Cairo, December 11, 1991

Ahmed E. Saleh

Dr. Ahmed Eisawi Saleh
VICE CHAIRMAN
TRANSPORT PLANNING AUTHORITY,
MINISTRY OF TRANSPORT

Koichi Yamagata

Prof. Dr. Koichi Yamagata
LEADER
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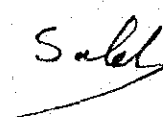
The Japanese Preparatory Study Team headed by Prof. Dr. Koichi Yamagata, visited the Arab Republic of Egypt for the purpose of discussing the Scope of Work for the Study on the Transportation System and the National Road Transportation Master Plan in the Republic of Egypt, from December 3rd to December 13th, 1991.

The Preparatory Study Team had a series of discussions with the representatives of Ministry of Transport for exchanging the views and opinions, and conducted field surveys in the study area.


The list of attendants of the meeting is attached hereto.

As the results of the above, the both sides have confirmed the following points.

1. Both sides agreed that the Egyptian counterpart agency shall be Transport Planning Authority, Ministry of Transport and shall coordinate all agencies concerning the implementation of "the Study".
2. Transport Planning Authority, Ministry of Transport requested that the counterpart training and key personal visits shall be conducted in Japan. The Preparatory Study Team expressed that it will convey the request to the Japanese Government.
3. Both sides agreed that Transport Planning Authority, Ministry of Transport shall provide "the Team" with an office to conduct "the Study" in Cairo.
4. Transport Planning Authority, Ministry of Transport requested that taking into consideration the current budgetary constraint faced by the Government of the Arab Republic of Egypt, vehicles used in "the Study" shall be provided at the expense of JICA. The Preparatory Study Team express that it will convey the request to the Japanese Government.
5. Both sides agreed that the target years of "the Study" will be 1997 for the short term, 2002 for the medium term and 2012 for the long term.

6. Transport Planning Authority, Ministry of Transport requested that "the Study" should consider the recommendations for further study on road and bridge maintenance management system and recommendations for the necessity of road design manual.
7. Transport Planning Authority, Ministry of Transport will set up a steering committee for the smooth implementation of "the Study".
8. As to paragraph 3 1) of Sec. VII and regarding availing permitted data and documents to a third party, Transport Planning Authority, Ministry of Transport will determine the confidentiality of such data and documents, if necessary.

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ATTENDANTS LIST

1. Egyptian Side

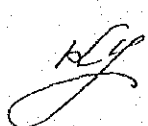
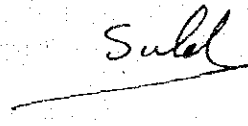
- Dr. Ahmed Eisawi Saleh (Leader) : Vice Chairman,
Transport Planning Authority,
Ministry of Transport
- Eng. Mokhtar Mostafa Hassan : General Director,
Transport Planning Authority,
Ministry of Transport
- Mr. Onsy Fahim : General Director,
Transport Planning Authority,
Ministry of Transport
- Eng. Foad Abdul-Aziz : Chairman,
Road and Bridge Authority,
Ministry of Transport
- Eng. Samir Labib : Undersecretary,
Road and Bridge Authority,
Ministry of Transport
- Eng. Mohamed Salahel-Din : General Director,
Road and Bridge Authority,
Ministry of Transport
- Prof. Dr. Mohamed El Hawary : Faculty of Engineering,
Cairo University
- Prof. Dr. Abdul-gawad Bahgat : Faculty of Engineering,
El-Azhar University

2. Japanese Side

- Prof. Dr. Koichi Yamagata : Leader
- Mr. Yoshikazu Kumagai : Member
- Mr. Ken-ichi Takashima : Member
- Mr. Tetsuo Matsumura : Member
- Mr. Hikaru Nishimura : Member
- Mr. Masayuki Koike : Member

3. JICA Egypt Office

- Mr. Naoyuki Kobayashi : Assistant Resident
Representative
- Mr. Mostafa Hussein Mostafa : Public Relations

対 処 方 針

- | 〈項目〉 | 〈対処方針〉 |
|-----------|---|
| 1. 調査の名称 | 和文名を“エジプト国全国自動車輸送システム開発計画調査”とし、英文名を“Master Plan Study for the National Road Network and Transportation System”とする。
→和文名と英文名は厳密には一致しないが、上記のとおりとする。 |
| 2. 調査の内容 | 基本的にはS/W案に記載の内容で提案するが、現地踏査の結果、調査内容の基本部分の変更とはならないと判断される場合には、調査団において修正できるものとする。
T/Rの調査内容は幅広い事項にわたっているが、基本的には、今回の調査はM/Pと優先実施プロジェクトの選定（含む需要予測、コスト概算、実施工程、評価・提言）のみに限定し、F/Sは調査対象としない。
調査の重点をおく事項について先方と協議し、M/Mで確認することとする。 |
| 3. 調査対象範囲 | シナイ半島を含むかどうかを確認する。 |
| 4. 報告書 | 以下の報告書を作成するものとする。
a Inception Report 英文版20部
（調査実施方針・スケジュール等を記載、調査開始後1カ月）
b Progress Report 英文版20部
（第1次現地調査の概要を記載、調査開始後5カ月）
c Interim Report 英文版20部
（マスタープランの概要を記載、調査開始後10カ月）
d Draft Final Report 英文版20部
（最終案を記載、調査開始後15カ月）
e Final Report 英文版40部
（dに対するコメントを踏まえた最終報告書
上記コメント受領後1カ月）
→先方の要請書には報告書に関する記述が欠落しているので、我が方より上記を提案する。部数については、必要に応じて変更できるものとする。 |
| 5. 調査日程 | 調査機関は17カ月程度とする。S/WのTENTATIVE SCHEDULEの通り。 |
| 6. C/P研修員 | C/P研修員受入れの要請があった場合、その内容をM/Mに記載することで対応する。 |
| 7. その他 | 1) アンダーテイキングの内容の変更等については、請訓する。
2) 調査内容の大幅な変更については、請訓する。 |

- 3) 技術的な事項については、調査団の権限で対応できるものとする。
- 4) 本格調査の実施時期については、平成3年度下半期を目途とするが明言は避ける。
- 5) 本格調査における車両及び事務所の便宜供与について、先方より困難と表明があった場合M/Mにその旨、記載する。

1992年 カレンダー

JICA エジプト事務所

勤務時間 9:00～15:30 (休憩時間なし)

休 日 金曜日・土曜日

祝 日

月日 (曜日)	名称	
4月4日(土)～6日(月)	ラマダン明け休日(*)	Eve and 1st. Bairam
4月27日(月)	シャム・エル・ネシム/春薫祭(*)	Sham El Nessim
4月25日(土)	シナイ開放記念日	Sinai Liberation Day
5月1日(金)	メーデー	Workers Day
6月10日(水)～14日(日)	巡礼休日(*)	Eve and 2nd Bairam
7月2日(木)	イスラム新年(*)	Hejri New Year 1413
7月23日(木)	革命記念日	Revolution Day
9月10日(木)	回教預言者誕生日(*)	Prophet Mohammed's Birthday
10月6日(火)	建軍記念日	Army Forces Day
12月29日(火)～1月3日(日)	年末年始休日	New Years Day

(*) イスラム暦によるもの。西暦に変更されており、毎年変更になる。

LIST OF NECESSARY INFORMATION

- 1 General
 - 1-1 Background of the project
 - 1-2 Concept of the project
 - 1-3 Plans and procedures to be taken by the Government after implementation of the Study
 - 1-4 Present situation of the technical assistances from Japan and other countries
- 2 Organization of Government
 - 2-1 Administrative organization chart of the Government
 - 2-2 Agencies and authorities responsible for road network and transportation system
 - 2-3 Counterpart organization to the Study
 - a) Name of organization
 - b) Name and position of responsible personnel
 - 2-4 Organization to supervise and steer the management of the Study
- 3 Land Use Plan and Maps
 - 3-1 Present land use map
 - 3-2 Future land use plan
 - 3-3 Aerial photos and topographic maps
- 4 Development Plan
 - 4-1 National development plan
 - 4-2 Development plans on transport sector
 - 4-3 Related studies
- 5 Road Network and Traffic Data
 - 5-1 Traffic survey data
 - a) Origin-destination survey data
 - b) Freight circulation survey data
 - c) Person trip survey data
 - d) Vehicle travel speed survey data
 - 5-2 Road network data
 - a) Road length by category
 - b) Road length by surface condition
 - c) Location and characteristics of major bridges/tunnels
 - d) Road inventory survey data
 - e) Toll highway system
 - f) Road design standard
 - f) Laws and regulations
 - 5-3 Bus network
 - a) Name of bus companies
 - b) Number and size of fleet
 - c) Number of passengers
 - d) Routes and frequency of services
 - e) Revenue and expense
 - f) Fare system
 - g) Laws and regulations

- 5-4 Taxi service
 - a) Number and size of fleet
 - b) Number of passengers
 - c) Area and routes of service
 - d) Revenue and expense
 - e) Fare structure
 - f) Laws and regulations
 - 5-5 Trucking industry
 - a) Number and size of companies
 - b) Location and size of warehouses
 - c) Revenue and expense
 - d) Fare structure
 - e) Laws and regulations
 - 5-6 Vehicles
 - a) Number of registered vehicles by type
 - b) Type of vehicle use
 - c) Vehicle inspection and licensing system
 - d) Price and tax of vehicles
 - e) Laws and regulations
 - 5-7 Traffic accident
 - a) Number of traffic accident
 - b) Type of accident
 - 5-8 Government policy on environmental issues
- 6 Railway, Air and Water Transport
- 6-1 Network maps of national transport system
(Ports, railways and commercial flights)
 - 6-2 Name and size of major operating body by each mode
 - 6-3 Traffic flow data and forecasts of cargo/passenger by each transport mode
 - 6-4 Laws and regulations related to each transport mode
- 7 Others
- 7-1 Major agricultural products and their main harvest season
 - 7-2 Availability of computer system in government office
 - a) Model and capacity
 - b) Name of operating system
 - 7-3 Name and address of major local consultant firms for transportation research in Egypt
 - a) Availability of local consultant to conduct traffic survey
 - b) Standard cost for conducting traffic survey

資料リスト (収集資料)

地名	中近東	調査団名又は 専門家氏名	エジプト国全国計画 建設システム開発計画調査	調査の種類又は 現地調査期間 又は派遣期間	事前調査 3年12月2日~3年12月16日	作成部隊	有調. 有調一
国名	エジプト	所属機関名				担当者氏名	小池 雅之

番号	資料の名称	形態	版型	ページ数	オリジナル コピーの別	部数	収集先名称又は 発行機関	寄贈・購入 (価格)の別	取扱い区分	利用表示	利用者所属氏名	納入 予定日	納入 確認日
①	Present Situation of Technical Assistance for Urban and Other Communities in TPA	冊	A-4	1	オリジナル	1	Transport Planning Authority	寄贈	JR				
②	Organization of Government		A-4	6	"	1	"	"					
③	S1年計画 (1985-1990) 運輸関連プロジェクト		B-4	4	"	1	"	"					
④	モデル別旅客流動OD表 (1983, 1987-1990年)		A-4	17	コピー	1	"	"					
⑤	" 貨物 "		A-4	13	"	1	"	"					
⑥	Road Network Data (-部ラビ語)		A-4	14	"	1	Road & Bridge Authority	"					
⑦	バス会社リスト, 輸送実績, 路線地図		A-4, 3	5	オリジナル	1	Transport Planning Authority	"					
⑧	都市内別輸送実績, 送台数, 交通量		A-4, 3	4	オリジナル, コピー	1	"	"					
⑨	国営輸送会社リスト, 輸送実績, 都市別輸送量		A-4	2	"	1	"	"					
⑩	自動車送台数 (1985-90)		A-4	2	オリジナル	1	"	"					
⑪	The Traffic Law (ラビ語)	本	B-5	232	"	1	"	"					
⑫	交通事故データ (ラビ語)		A-4	5	"	1	"	"					
⑬	鉄道及び内陸水運輸送実績, 路線地図	地図	A-4, 2	4	オリジナル, コピー	1	"	"					
⑭	Major Agricultural Products	地図	A-4	1	オリジナル	1	"	"					
⑮	Computer System in TPA	地図	A-4, 3	5	"	1	"	"					
⑯	Egypt Road Map (1:1000000)	地図	"	"	"	1	f & b, Wien	購入					
⑰	Egypt Educational School Map (1:950,000)	地図	"	"	"	1	Lehment & Landinck	"					
⑱	General Bank of Egypt Annual Reports (1988/9) (-部)		A-4	20	コピー	1	Central Bank of Egypt	寄贈					
⑲	The Development of the Role of the Private Sector in Urban Road Infra-Structure Industry	(B2, 20)	A-4	3	"	1	Transport Planning Authority	"					
⑳	Egypt Grains Transport Study, 1987	"	A-4	5	"	1	"	"					
㉑	Study of Intercity Tax Services	(B2, 20)	A4, 3	5	"	1	"	"	✓				

