JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)
TRANSPORT PLANNING AUTHORITY
MINISTRY OF TRANSPORT AND COMMUNICATION
THE ARAB REPUBLIC OF EGYPT

# THE MASTER PLAN STUDY FOR EGYPTIAN NATIONAL RAILWAYS

# FINAL REPORT APPENDIX

December, 1996



JAPAN RAILWAY TECHNICAL SERVICE
DAIWA INSTITUTE OF RESEARCH LTD.
PACIFIC CONSULTANTS INTERNATIONAL

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# APPENDICES

## Appendix 3.3.1 Number of Railway Passengers by Line Category and by Ticket Type/ by Type of Service

(Unit : 1,000)

| Year | Type of Ticket | Type of Service (Class) | Category of Railway Line: Main | Share Ratio | Branch | Share Ratio | Main and Branch | Share Ratio | Suburban | Share Ratio | Grand Total | Share Ratio | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 92/93 | Normal Ticket | First | 13,164 | (5.0%) | 0 | (0.0%) | 13,164 | (3.5%) | 0 | (0.0%) | 13,164 | (2.0%) | |
| | | Second | 30,595 | (11.6%) | 6,077 | (5.5%) | 36,672 | (9.8%) | 14,436 | (34.7%) | 51,108 | (12.3%) | |
| | | Third | 219,345 | (83.4%) | 104,722 | (94.5%) | 324,067 | (86.7%) | 27,134 | (65.3%) | 351,201 | (84.5%) | |
| | | Total | 263,104 | (100.0%) (83.9%) | 110,799 | (100.0%) (89.5%) | 373,903 | (100.0%) (85.4%) | 41,570 | (100.0%) (60.8%) | 415,473 | (100.0%) (82.1%) (62.7%) | |
| | Season | First | 207 | (0.4%) | 0 | (0.0%) | 207 | (0.3%) | 0 | (0.0%) | 207 | (0.2%) | |
| | | Second | 33,900 | (67.2%) | 8,672 | (66.9%) | 42,572 | (67.1%) | 22,823 | (85.3%) | 65,395 | (72.5%) | |
| | | Third | 16,365 | (32.4%) | 4,291 | (33.1%) | 20,656 | (32.6%) | 3,946 | (14.7%) | 24,602 | (27.3%) | |
| | | Total | 50,472 | (100.0%) (16.1%) | 12,963 | (100.0%) (10.5%) | 63,435 | (100.0%) (14.5%) | 26,769 | (100.0%) (39.2%) | 90,204 | (100.0%) (17.8%) (13.6%) | |
| | Kilometer | First | | | | | 238 | (34.9%) | | | 238 | (34.9%) | |
| | | Second | | | | | 444 | (65.1%) | | | 444 | (65.1%) | |
| | | Third | | | | | 0 | (0.0%) | | | 0 | (0.0%) | |
| | | Total | | | | | 682 | (100.0%) (0.2%) | | | 682 | (100.0%) (0.1%) (0.1%) | |
| | Subtotal | First | 13,371 | (4.3%) | 0 | (0.0%) | 13,609 | (3.1%) | 0 | (0.0%) | 13,609 | (2.7%) | |
| | | Second | 64,495 | (20.6%) | 14,749 | (11.9%) | 79,688 | (18.2%) | 37,259 | (54.5%) | 116,947 | (23.1%) | |
| | | Third | 235,710 | (75.2%) | 109,013 | (88.1%) | 344,723 | (78.7%) | 31,080 | (45.5%) | 375,803 | (74.2%) | |
| | | Total | 313,576 | (100.0%) (100.0%) | 123,762 | (100.0%) (100.0%) | 438,020 | (100.0%) (100.0%) | 68,339 | (100.0%) (100.0%) | 506,359 | (100.0%) (100.0%) (76.4%) | |
| | (%) | | (61.9%) | | (24.4%) | | (86.5%) | | (13.5%) | | (100.0%) | | |
| | Conductor | | | | | | | | | | 155,402 | | (23.6%) |
| | Grand Total | | 313,576 | | 123,762 | | 438,020 | | 68,339 | | 662,761 | | (100.0%) |
| 93/94 | Normal Ticket | First | 16,757 | (6.0%) | 0 | (0.0%) | 16,757 | (4.2%) | 0 | (0.0%) | 16,757 | (3.9%) | |
| | | Second | 35,067 | (12.5%) | 7,061 | (6.0%) | 42,128 | (10.6%) | 10,545 | (33.3%) | 52,673 | (12.2%) | |
| | | Third | 228,488 | (81.5%) | 111,289 | (94.0%) | 339,777 | (85.2%) | 21,089 | (66.7%) | 360,866 | (83.9%) | |
| | | Total | 280,312 | (100.0%) (83.1%) | 118,350 | (100.0%) (89.7%) | 398,662 | (100.0%) (84.8%) | 31,634 | (100.0%) (53.2%) | 430,296 | (100.0%) (81.3%) (64.2%) | |
| | Season | First | 228 | (0.4%) | 0 | (0.0%) | 228 | (0.3%) | 0 | (0.0%) | 228 | (0.2%) | |
| | | Second | 38,540 | (67.7%) | 9,504 | (69.8%) | 48,044 | (68.1%) | 23,044 | (83.0%) | 71,088 | (72.5%) | |
| | | Third | 18,138 | (31.9%) | 4,120 | (30.2%) | 22,258 | (31.6%) | 4,730 | (17.0%) | 26,988 | (27.5%) | |
| | | Total | 56,906 | (100.0%) (16.9%) | 13,624 | (100.0%) (10.3%) | 70,530 | (100.0%) (15.0%) | 27,774 | (100.0%) (46.8%) | 98,304 | (100.0%) (18.6%) (14.7%) | |
| | Kilometer | First | | | | | 238 | (33.5%) | | | 238 | (33.5%) | |
| | | Second | | | | | 473 | (66.5%) | | | 473 | (66.5%) | |
| | | Third | | | | | 0 | (0.0%) | | | 0 | (0.0%) | |
| | | Total | | | | | 711 | (100.0%) (0.2%) | | | 711 | (100.0%) (0.1%) (0.1%) | |
| | Subtotal | First | 16,985 | (5.0%) | 0 | (0.0%) | 17,223 | (3.7%) | 0 | (0.0%) | 17,223 | (3.3%) | |
| | | Second | 73,607 | (21.8%) | 16,565 | (12.6%) | 90,645 | (19.3%) | 33,589 | (56.5%) | 124,234 | (23.5%) | |
| | | Third | 246,626 | (73.1%) | 115,409 | (87.4%) | 362,035 | (77.0%) | 25,819 | (43.5%) | 387,854 | (73.3%) | |
| | | Total | 337,218 | (100.0%) (100.0%) | 131,974 | (100.0%) (100.0%) | 469,903 | (100.0%) (100.0%) | 59,408 | (100.0%) (100.0%) | 529,311 | (100.0%) (100.0%) (79.0%) | |
| | (%) | | (63.7%) | | (24.9%) | | (88.8%) | | (11.2%) | | (100.0%) | | |
| | Conductor | | | | | | | | | | 140,988 | | (21.0%) |
| | Grand Total | | 337,218 | | 131,974 | | 469,903 | | 59,408 | | 670,299 | | (100.0%) |
| 94/95 | Normal Ticket | First | 18,592 | (6.4%) | 0 | (0.0%) | 18,592 | (4.4%) | 0 | (0.0%) | 18,592 | (4.1%) | |
| | | Second | 36,897 | (12.7%) | 8,320 | (6.5%) | 45,217 | (10.8%) | 11,168 | (33.3%) | 56,385 | (12.5%) | |
| | | Third | 235,112 | (80.9%) | 119,133 | (93.5%) | 354,245 | (84.7%) | 22,336 | (66.7%) | 376,581 | (83.4%) | |
| | | Total | 290,601 | (100.0%) (82.6%) | 127,453 | (100.0%) (89.4%) | 418,054 | (100.0%) (84.3%) | 33,504 | (100.0%) (50.3%) | 451,558 | (100.0%) (80.2%) (62.9%) | |
| | Season | First | 232 | (0.4%) | 0 | (0.0%) | 232 | (0.3%) | 0 | (0.0%) | 232 | (0.2%) | |
| | | Second | 43,354 | (69.7%) | 10,905 | (72.4%) | 54,259 | (70.3%) | 28,251 | (85.2%) | 82,510 | (74.7%) | |
| | | Third | 18,587 | (29.9%) | 4,153 | (27.6%) | 22,740 | (29.4%) | 4,917 | (14.8%) | 27,657 | (25.1%) | |
| | | Total | 62,173 | (100.0%) (17.6%) | 15,058 | (100.0%) (10.6%) | 77,231 | (100.0%) (15.6%) | 33,168 | (100.0%) (49.7%) | 110,399 | (100.0%) (19.6%) (15.4%) | |
| | Kilometer | First | | | | | 287 | (33.7%) | | | 287 | (33.7%) | |
| | | Second | | | | | 565 | (66.3%) | | | 565 | (66.3%) | |
| | | Third | | | | | 0 | (0.0%) | | | 0 | (0.0%) | |
| | | Total | | | | | 852 | (100.0%) (0.2%) | | | 852 | (100.0%) (0.2%) (0.1%) | |
| | Subtotal | First | 18,824 | (5.3%) | 0 | (0.0%) | 19,111 | (3.9%) | 0 | (0.0%) | 19,111 | (3.4%) | |
| | | Second | 80,251 | (22.7%) | 19,225 | (13.5%) | 100,041 | (20.2%) | 39,419 | (59.1%) | 139,460 | (24.8%) | |
| | | Third | 253,699 | (71.9%) | 123,286 | (86.5%) | 376,985 | (76.0%) | 27,253 | (40.9%) | 404,238 | (71.8%) | |
| | | Total | 352,774 | (100.0%) (100.0%) | 142,511 | (100.0%) (100.0%) | 496,137 | (100.0%) (100.0%) | 66,672 | (100.0%) (100.0%) | 563,809 | (100.0%) (100.0%) (78.4%) | |
| | (%) | | (62.7%) | | (25.3%) | | (88.2%) | | (11.8%) | | (100.0%) | | |
| | Conductor | | | | | | | | | | 155,474 | | (21.6%) |
| | Grand Total | | 352,774 | | 142,511 | | 496,137 | | 66,672 | | 718,283 | | (100.0%) |

Source : Commercial Department, ENR.
Note: 1) "Kilometer Ticket" are common for Main and Branch
2) "Conductor" are not divided for each line, then counted in "Grand Total".

Growth Ratio to Previous Year (by Ticket Type)

| | Type of Ticket | Category of Railway Line: Main | Branch | Main and Branch | Suburban | Grand Total |
|---|---|---|---|---|---|---|
| 93/94 for 92/93 | Ticket | 6.5% | 6.6% | 6.6% | -23.9% | 3.6% |
| | Season | 12.7% | 5.1% | 11.2% | 3.1% | 9.0% |
| | Kilometer | | | 4.3% | | 4.3% |
| | Subtotal | 7.5% | 6.6% | 7.3% | -13.1% | 4.5% |
| | Conductor | | | | | -9.9% |
| | Total | 7.5% | 6.6% | 7.3% | -13.1% | 1.1% |
| 94/95 for 93/94 | Ticket | 3.7% | 7.2% | 4.9% | 5.9% | 4.9% |
| | Season | 9.3% | 10.5% | 9.5% | 19.4% | 12.3% |
| | Kilometer | | | 19.8% | | 19.8% |
| | Subtotal | 4.6% | 8.9% | 5.6% | 12.2% | 6.3% |
| | Conductor | | | | | 10.3% |
| | Total | 4.6% | 8.9% | 5.6% | 12.2% | 7.2% |

**Appendix 3.3.2**
**Transport Volume of ENR Parcels**

| Year | (ton) | Growth Ratio |
|---|---|---|
| 1989/90 | 30,402 | |
| 1990/91 | 28,668 | -5.7% |
| 1991/92 | 32,331 | 12.8% |
| 1992/93 | 28,821 | -10.9% |
| 1993/94 | 26,822 | -6.9% |
| 1994/95 | 25,332 | -5.6% |

Source: ENR, Commercial Department

**Appendix 3.3.3 Actual Performance of Container Freight Train**

| Fiscal Year | Actual Total Number of Container Freight Train Operated | Actual Total Number of Containers (TEU-Basis) (Twenty-foot Equivalent Unit) | Train Operation Route (Routes : Station of Origin and Destination |
|---|---|---|---|
| 1992/93 | 7 | 254 | * Port Said to Alexandria |
| 1993/94 | 4 | 130 | * Port Said to Alexandria |
| 1994/95 | 4 | 157 | * Port Said to Alexandria |
| 1995/96 | 5<br>2<br>(Total: 7) | 185<br>11<br>(Total: 196) | * Port Said to Alexandria<br>* Suez to Port Said |

Source: Commercial Department, ENR
Note: Purpose of Container Transport is for "Transhipment".

## Appendix 3.3.4 Number of Containers (Import and Export) in 1992/93 and 1993/94

| | | | Seaport | | | | |
|---|---|---|---|---|---|---|---|
| | | | Alexandria | Port Said | Damietta | Suez | Total |
| 1992/93 | Import | No. of Containers | | | | | |
| | | Normal | 128,106 | 31,831 | 1,893 | 1,482 | 163,312 |
| | | Transit | 0 | 39,148 | 181,724 | 0 | 220,872 |
| | | Total | 128,106 | 70,979 | 183,617 | 1,482 | 384,184 |
| | | Quantity (1,000 ton) | 1,535 | 627 | 1,489 | 30 | 3,681 |
| | Export | No. of Containers | | | | | |
| | | Normal | 115,913 | 31,281 | 4,780 | 787 | 152,761 |
| | | Transit | 0 | 38,109 | 177,216 | 0 | 215,325 |
| | | Total | 115,913 | 69,390 | 181,996 | 787 | 368,086 |
| | | Quantity (1,000 ton) | 557 | 398 | 1,454 | 10 | 2,419 |
| | Total | No. of Containers | | | | | |
| | | Normal | 244,019 | 63,112 | 6,673 | 2,269 | 316,073 |
| | | Transit | 0 | 77,257 | 358,940 | 0 | 436,197 |
| | | Total | 244,019 | 140,369 | 365,613 | 2,269 | 752,270 |
| | | Quantity (1,000 ton) | 2,092 | 1,025 | 2,943 | 40 | 6,100 |
| 1993/94 | Import | No. of Containers | | | | | |
| | | Normal | 143,824 | 31,325 | 10,133 | 2,595 | 187,877 |
| | | Transit | 0 | 63,144 | 231,309 | 0 | 294,453 |
| | | Total | 143,824 | 94,469 | 241,442 | 2,595 | 482,330 |
| | | Quantity (1,000 ton) | 1,748 | 774 | 1,656 | 39 | 4,217 |
| | Export | No. of Containers | | | | | |
| | | Normal | 126,863 | 31,849 | 12,113 | 2,160 | 172,985 |
| | | Transit | 0 | 62,527 | 226,120 | 0 | 288,647 |
| | | Total | 126,863 | 94,376 | 238,233 | 2,160 | 461,632 |
| | | Quantity (1,000 ton) | 741 | 587 | 1,659 | 33 | 3,020 |
| | Total | No. of Containers | | | | | |
| | | Normal | 270,687 | 63,174 | 22,246 | 4,755 | 360,862 |
| | | Transit | 0 | 125,671 | 457,429 | 0 | 583,100 |
| | | Total | 270,687 | 188,845 | 479,675 | 4,755 | 943,962 |
| | | Quantity (1,000 ton) | 2,489 | 1,361 | 3,315 | 72 | 7,237 |

Source : TPA

Note : No. of Containers : Unit = TEU (Twenty-feet Equivalent Unit)
Quantity : Unit = 1,000 ton

## Appendix 3.3.5 Notation and Location of Different GARBLT's District

| District | Notation | Code | Location of Central Office |
|---|---|---|---|
| First | CENTRAL | C | Nasr City, Cairo |
| Second | CANAL & SINAI | S | Ismailia |
| Third | EAST DELTA | E | Zagaziq |
| Fourth | MIDDLE DELTA | M | Tanta |
| Fifth | WEST DELTA | W | Alexandria |
| Sixth | BENI SUEF | B | Beni Suef |
| Seventh | ASYUT | A | Asyut |
| Eighth | QENA | Q | Qena |
| Ninth | RED SEA | R | Hurghada |
| Tenth | TOLL | | Haram / Giza |

Source: ENTS IV-Highways, Main Report, Vol I, pp 92 and GARBLT.

## Appendix 3.3.6 Registered Taxis and Buses from 1986 to 1994

| Year | Registered Number | | | | Annual Growth (%) | |
|---|---|---|---|---|---|---|
| | Taxi | Bus | | | Taxi | Bus |
| | | Public | Private | Total | | |
| 1986 | 166,119 | 9,293 | 19,148 | 28,441 | | |
| 1987 | 175,733 | 9,383 | 20,151 | 29,534 | 5.79% | 3.84% |
| 1988 | 184,358 | 9,852 | 21,738 | 31,590 | 4.91% | 6.96% |
| 1989 | 191,088 | 10,294 | 20,115 | 30,409 | 3.65% | -3.74% |
| 1990 | 195,070 | 10,768 | 22,044 | 32,812 | 2.08% | 7.90% |
| 1991 | 199,563 | 11,046 | 21,020 | 32,066 | 2.30% | -2.27% |
| 1994 | 232,432 | 11,381 | 25,850 | 37,231 | 5.21% | 5.10% |
| Average Annual Growth 1986-1990(%) | | | | | 4.10% | 3.64% |
| Average Annual Growth 1986-1994(%) | | | | | 4.29% | 3.42% |
| Average Annual Growth 1990-1994(%) | | | | | 4.48% | 3.21% |

Source: ENTS IV-Highways, Main Report I, pp 131 and TPA.

# Appendix 3.3.7 Performance of Revenue and Cost of Public Bus Company

| Name of Company | Items | | Unit | 1988/89 | 1989/90 | 1990/91 | 1991/92 | 1992/93 | 1993/94 | 1994/95 | Annual Average Growth Rate (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| East Delta | Operating Revenue | (a) | LE 1,000 | 57,647 | 64,067 | 76,320 | 86,331 | 96,484 | 98,512 | 91,100 | 7.9 |
| | Operating Cost | (b) | LE 1,000 | 53,519 | 61,887 | 71,490 | 78,914 | 96,790 | 94,821 | 89,588 | 9.0 |
| | Operating Profit | (c) | LE 1,000 | 4,128 | 2,180 | 4,830 | 7,417 | -306 | 3,691 | 1,512 | -15.4 |
| | Traffic Volume | (d) | Mill. pass.km. | 5,495 | 5,600 | 5,850 | 5,260 | 5,073 | 5,000 | 4,012 | -5.1 |
| | Traffic Volume | (e) | Mill. Pass. | 280 | 283 | 292 | 242 | 200 | 195 | 156 | -9.3 |
| | Average Revenue | (f) | LE/1,000 pass. km. | 10.5 | 11.4 | 13.0 | 16.4 | 19.0 | 19.7 | 22.7 | 13.7 |
| | Average Cost | (g) | LE/1,000 pass. km. | 9.7 | 11.1 | 12.2 | 15.0 | 19.1 | 19.0 | 22.3 | 14.8 |
| | Cost Recovery Ratio (a)/(b) | (h) | % | 107.7 | 103.5 | 106.8 | 109.4 | 99.7 | 103.9 | 101.7 | -1.0 |
| Upper Egypt | Operating Revenue | (a) | LE 1,000 | 61,368 | 72,157 | 80,044 | 88,432 | 98,497 | 96,838 | 88,090 | 6.2 |
| | Operating Cost | (b) | LE 1,000 | 57,495 | 65,339 | 71,342 | 84,212 | 99,561 | 98,866 | 87,144 | 7.2 |
| | Operating Profit | (c) | LE 1,000 | 3,873 | 6,818 | 8,702 | 4,220 | -1,064 | -2,028 | 946 | -20.9 |
| | Traffic Volume | (d) | Mill. pass.km. | 6,800 | 7,000 | 7,392 | 6,250 | 5,850 | 5,550 | 4,768 | -5.7 |
| | Traffic Volume | (e) | Mill. Pass. | 420 | 430 | 450 | 460 | 180 | 180 | 184 | -12.9 |
| | Average Revenue | (f) | LE/1,000 pass. km. | 9.0 | 10.3 | 10.8 | 14.1 | 16.8 | 17.4 | 18.5 | 12.7 |
| | Average Cost | (g) | LE/1,000 pass. km. | 8.5 | 9.3 | 9.7 | 13.5 | 17.0 | 17.8 | 18.3 | 13.7 |
| | Cost Recovery Ratio (a)/(b) | (h) | % | 106.7 | 110.4 | 112.2 | 105.0 | 98.9 | 97.9 | 101.1 | -0.9 |
| Middle Delta | Operating Revenue | (a) | LE 1,000 | 31,261 | 35,746 | 39,542 | 43,106 | 46,624 | 44,181 | 38,915 | 3.7 |
| | Operating Cost | (b) | LE 1,000 | 29,402 | 32,807 | 34,960 | 44,719 | 57,178 | 54,787 | 48,134 | 8.6 |
| | Operating Profit | (c) | LE 1,000 | 1,859 | 2,939 | 4,582 | -1,613 | -10,554 | -10,606 | -9,219 | - |
| | Traffic Volume | (d) | Mill. pass.km. | 4,516 | 4,576 | 5,033 | 5,485 | 3,456 | 3,200 | 3,115 | -6.0 |
| | Traffic Volume | (e) | Mill. Pass. | 195 | 203 | 230 | 252 | 230 | 200 | 185 | -0.9 |
| | Average Revenue | (f) | LE/1,000 pass. km. | 6.9 | 7.8 | 7.9 | 7.9 | 13.5 | 13.8 | 12.5 | 10.3 |
| | Average Cost | (g) | LE/1,000 pass. km. | 6.5 | 7.2 | 6.9 | 8.2 | 16.5 | 17.1 | 15.5 | 15.5 |
| | Cost Recovery Ratio (a)/(b) | (h) | % | 106.3 | 109.0 | 113.1 | 96.4 | 81.5 | 80.6 | 80.8 | -4.5 |
| West Delta | Operating Revenue | (a) | LE 1,000 | 21,268 | 24,460 | 28,644 | 34,970 | 38,171 | 41,031 | 41,279 | 11.7 |
| | Operating Cost | (b) | LE 1,000 | 18,418 | 22,757 | 25,175 | 32,155 | 37,091 | 40,606 | 39,131 | 13.4 |
| | Operating Profit | (c) | LE 1,000 | 2,850 | 1,703 | 3,469 | 2,815 | 1,080 | 425 | 2,148 | -4.6 |
| | Traffic Volume | (d) | Mill. pass.km. | 2,640 | 2,851 | 2,994 | 3,340 | 3,707 | 3,817 | 3,778 | 6.2 |
| | Traffic Volume | (e) | Mill. Pass. | 58 | 62 | 65 | 67 | 69 | 53 | 54.9 | -0.9 |
| | Average Revenue | (f) | LE/1,000 pass. km. | 8.1 | 8.6 | 9.6 | 10.5 | 10.3 | 10.7 | 10.9 | 5.2 |
| | Average Cost | (g) | LE/1,000 pass. km. | 7.0 | 8.0 | 8.4 | 9.6 | 10.0 | 10.6 | 10.4 | 6.8 |
| | Cost Recovery Ratio (a)/(b) | (h) | % | 115.5 | 107.5 | 113.8 | 108.8 | 102.9 | 101.0 | 105.5 | -1.5 |
| Total | Operating Revenue | (a) | LE 1,000 | 171,544 | 196,430 | 224,550 | 252,839 | 279,776 | 280,562 | 259,384 | 7.1 |
| | Operating Cost | (b) | LE 1,000 | 158,834 | 182,790 | 202,967 | 240,000 | 290,620 | 289,080 | 263,997 | 8.8 |
| | Operating Profit | (c) | LE 1,000 | 12,710 | 13,640 | 21,583 | 12,839 | -10,844 | -8,518 | -4,613 | - |
| | Traffic Volume | (d) | Mill. pass.km. | 19,451 | 20,027 | 21,269 | 20,335 | 18,086 | 17,567 | 15,673 | -3.5 |
| | Traffic Volume | (e) | Mill. Pass. | 953 | 978 | 1,037 | 1,021 | 679 | 628 | 580 | -7.9 |
| | Average Revenue | (f) | LE/1,000 pass. km. | 8.8 | 9.8 | 10.6 | 12.4 | 15.5 | 16.0 | 16.5 | 11.1 |
| | Average Cost | (g) | LE/1,000 pass. km. | 8.2 | 9.1 | 9.5 | 11.8 | 16.1 | 16.5 | 16.8 | 12.8 |
| | Cost Recovery Ratio (a)/(b) | (h) | % | 108.0 | 107.5 | 110.6 | 105.3 | 96.3 | 97.1 | 98.3 | -1.6 |

Source: TPA

# Appendix 3.3.8(1) Operations of Four Bus Companies in 1990/91, 1993/94 and 1994/95 : (1) Perforance

| Items | | East Delta | | | Upper Egypt | | | Middle Delta | | | West Delta | | | Total | | | Average | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1990/91 | 1993/94 | 1994/95 | 1990/91 | 1993/94 | 1994/95 | 1990/91 | 1993/94 | 1994/95 | 1990/91 | 1993/94 | 1994/95 | 1990/91 | 1993/94 | 1994/95 | 1990/91 | 1993/94 | 1994/95 |
| **1 Fleet, Operation and Staff** | | | | | | | | | | | | | | | | | | | |
| 1.1 Total Fleet Number | | 1,119 | n.a. | n.a. | 1,200 | 1,004 | 900 | 800 | 718 | 697 | 490 | 484 | 472 | 3,609 | n.a. | n.a. | 902 | n.a. | n.a |
| 1.2 Average Operating Fleet | | 1,119 | 1,055 | 1,028 | 1,200 | 733 | 643 | 797 | 722 | 626 | 475 | 469 | 457 | 3,591 | 2,979 | 2,754 | 898 | 745 | 689 |
| 1.3 Average Daily Operating Fleet | | 874 | 785 | 737 | 960 | 680 | 600 | 630 | 514 | 456 | 409 | 397 | 383 | 2,873 | 2,376 | 2,176 | 718 | 594 | 544 |
| 1.4 Operation Efficiency (%) | 1.3/1.2 | 78.1% | 74.4% | 71.7% | 80.0% | 92.8% | 93.3% | 79.0% | 71.2% | 72.8% | 86.1% | 84.6% | 83.8% | 80.0% | 79.8% | 79.0% | 80.0% | 79.8% | 79.0% |
| **2 Production** | | | | | | | | | | | | | | | | | | | |
| 2.1 Total Bus-Km (1,000Km) | | 99,600 | 99,000 | 89,000 | 140,000 | 111,000 | 95,358 | 65,100 | 55,000 | 53,000 | 54,000 | 60,000 | 61,600 | 358,700 | 325,000 | 298,958 | 89,675 | 81,250 | 74,740 |
| 2.2 Pax. Transported (Million Pax.) | | 292 | 195 | 156 | 450 | 180 | 184 | 230 | 200 | 185 | 65 | 53 | 54.9 | 1,037 | 628 | 580 | 259 | 157 | 145 |
| 2.3 Pax. Km (Million Pax.Km) | | 5,850 | 5,000 | 4,012 | 7,392 | 5,550 | 4,768 | 5,033 | 3,200 | 3,115 | 2,994 | 3,817 | 3,778 | 21,269 | 17,567 | 15,673 | 5,317 | 4,392 | 3,918 |
| 2.4 Average Daily Operation Km/Bus | 2.1/1.3 | 312 | 346 | 331 | 400 | 447 | 435 | 283 | 293 | 318 | 362 | 414 | 441 | 342 | 375 | 376 | 342 | 375 | 376 |
| **3 Employment** | | | | | | | | | | | | | | | | | | | |
| 3.1 Operating Employees Number | | 6,467 | 6,075 | 5,898 | 5,414 | 6,656 | 6,422 | 3,906 | 3,215 | 3,126 | 2,245 | 2,309 | 2,228 | 18,032 | 18,255 | 17,674 | 4,508 | 4,564 | 4,419 |
| 3.2 Administrative Employees Number | | 1,883 | 1,815 | 1,605 | 1,910 | 955 | 744 | 890 | 1,298 | 1,261 | 320 | 304 | 302 | 5,003 | 4,372 | 3,912 | 1,251 | 1,093 | 978 |
| 3.3 Total Employees | | 8,350 | 7,890 | 7,503 | 7,324 | 7,611 | 7,166 | 4,796 | 4,513 | 4,387 | 2,565 | 2,613 | 2,530 | 23,035 | 22,627 | 21,586 | 5,759 | 5,657 | 5,397 |
| 3.4 Operating Employees Wages (1,000 LE) | | 18,493 | 23,854 | | 21,880 | | | 12,618 | | | 8,298 | | | 61,289 | | | 15,322 | | |
| 3.5 Admin. Employees Salaries (1,000 LE) | | 8,424 | 11,641 | | 7,688 | | | 3,129 | | | 1,539 | | | 20,780 | | | 5,195 | | |
| 3.6 Total Wages/Salaries (1,000 LE) | | 26,917 | 35,495 | 34,593 | 29,568 | 36,677 | 34,290 | 15,747 | 17,747 | 17,233 | 9,837 | 13,022 | 12,750 | 82,069 | 102,941 | 98,866 | 20,517 | 25,735 | 24,717 |
| 3.7 Average Annual Wage/Salaries (LE) | 3.6/3.3 | 3,224 | 4,499 | 4,611 | 4,037 | 4,619 | 4,785 | 3,283 | 3,932 | 3,928 | 3,835 | 4,984 | 5,040 | 3,563 | 4,549 | 4,580 | 891 | 1,137 | 1,145 |
| 3.8 Employees per Operating Bus | 3.3/1.3 | 9.6 | 10.1 | 10.2 | 7.6 | 11.2 | 11.9 | 7.6 | 8.8 | 9.6 | 6.3 | 6.6 | 6.6 | 8.0 | 9.5 | 9.9 | 8.0 | 9.5 | 9.9 |
| **4 Average Performance / Bus-Km** | | | | | | | | | | | | | | | | | | | |
| 4.1 Average Revenues / 1,000Km (LE) | 8.1/2.1 | 763.8 | 991.5 | 1016.3 | 569.6 | 864.8 | 905.0 | 597.0 | 795.1 | 725.5 | 528.8 | 681.7 | 664.0 | 622.4 | 857.8 | 856.7 | 622.4 | 857.8 | 856.7 |
| 4.2 Average Costs / 1,000 Km (LE) | 9.5/2.1 | 717.8 | 957.8 | 1006.6 | 509.6 | 890.7 | 913.9 | 537.0 | 996.1 | 908.2 | 466.2 | 676.8 | 635.2 | 565.8 | 889.5 | 883.1 | 565.8 | 889.5 | 883.1 |
| 4.3 Net Surplus/Deficit / 1,000Km (LE) | | 46.0 | 33.7 | 9.7 | 60.0 | -25.8 | -8.9 | 60.0 | -201.0 | -182.7 | 62.6 | 4.9 | 28.7 | 56.5 | -31.7 | -26.4 | 56.5 | -31.7 | -26.4 |
| **5 Average Performance** | | | | | | | | | | | | | | | | | | | |
| 5.1 Average Revenues / Vehicle (LE) | 8.1/1.2 | 68.0 | 93.0 | 88.0 | 66.5 | 131.0 | 134.2 | 48.8 | 60.6 | 61.4 | 60.1 | 87.2 | 89.5 | 62.2 | 93.6 | 93.0 | 62.2 | 93.6 | 93.0 |
| 5.2 Average Cost / Vehicle (LE) | 9.5/1.2 | 63.9 | 89.9 | 87.1 | 59.5 | 134.9 | 135.5 | 43.9 | 75.9 | 76.9 | 53.0 | 86.6 | 85.6 | 56.5 | 97.0 | 95.9 | 56.5 | 97.0 | 95.9 |
| 5.3 Net Surplus/Deficit / Vehicle (LE) | | 4.1 | 3.2 | 0.8 | 7.0 | -3.9 | -1.3 | 4.9 | -15.3 | -15.5 | 7.1 | 0.6 | 3.9 | 5.6 | -3.5 | -2.9 | 5.6 | -3.5 | -2.9 |

Source: TPA

Note : 1) n.a. = not available

2) Average Operating Fleet : Fleet Available to be Operated.

3) Average Daily Operating Fleet : Fleet Just Operated Actually.

# Appendix 3.3.8(2) Operations of Four Bus Companies in 1990/91, 1993/94 and 1994/95 : (2) Financial Statement

(Unit : 1,000 LE)

| Items | East Delta | | | Upper Egypt | | | Middle Delta | | | West Delta | | | Total | | | Average | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1990/91 | 1993/94 | 1994/95 | 1990/91 | 1993/94 | 1994/95 | 1990/91 | 1993/94 | 1994/95 | 1990/91 | 1993/94 | 1994/95 | 1990/91 | 1993/94 | 1994/95 | 1990/91 | 1993/94 | 1994/95 |
| **(Balance Sheet)** | | | | | | | | | | | | | | | | | | |
| **6 Assets** | | | | | | | | | | | | | | | | | | |
| 6.1 Fixed assets | 155,198 | 160,061 | 159,494 | 162,780 | 171,971 | 175,851 | 116,769 | 111,530 | 109,841 | 79,397 | 100,300 | 109,851 | 514,144 | 543,862 | 555,037 | 128,536 | 135,966 | 138,759 |
| 6.2 Current Assets | 61,365 | 75,585 | 39,647 | 49,124 | 60,691 | 38,464 | 28,111 | 21,161 | 17,612 | 24,924 | 19,448 | 17,404 | 163,524 | 176,885 | 113,127 | 40,881 | 44,221 | 28,282 |
| 6.3 Deficits carried Forward | 0 | 3,091 | 0 | 0 | 0 | 0 | 0 | 27,112 | 37,388 | 0 | 0 | 0 | 0 | 30,203 | 37,388 | 0 | 7,551 | 9,347 |
| (Total Assets) | 216,563 | 238,737 | 199,141 | 211,904 | 232,662 | 214,315 | 144,880 | 159,803 | 164,841 | 104,321 | 119,748 | 127,255 | 677,668 | 750,950 | 705,552 | 169,417 | 187,738 | 176,388 |
| **7 Capital and Liabilities** | | | | | | | | | | | | | | | | | | |
| 7.1 Capital | 24,782 | 35,424 | 35,424 | 25,433 | 25,433 | 25,433 | 30,540 | 30,540 | 30,540 | 11,219 | 11,219 | 11,219 | 91,974 | 102,616 | 102,616 | 22,994 | 25,654 | 25,654 |
| 7.2 Reserves | 9,759 | 2,976 | 5,305 | 14,361 | 15,991 | 21,703 | 5,189 | 206 | 1,046 | 4,137 | 6,274 | 6,622 | 33,446 | 25,447 | 34,676 | 8,362 | 6,362 | 8,669 |
| 7.3 Depreciation Allocation | 61,765 | 92,220 | 102,219 | 74,830 | 107,023 | 113,672 | 40,177 | 55,953 | 61,951 | 24,356 | 41,776 | 48,450 | 201,128 | 296,972 | 326,292 | 50,282 | 74,243 | 81,573 |
| 7.4 Other Allocation | 1,141 | 6,093 | 5,070 | 3,713 | 4,644 | 4,112 | 166 | 119 | 116 | 5,975 | 5,084 | 4,085 | 10,995 | 15,940 | 13,383 | 2,749 | 3,985 | 3,346 |
| 7.5 Long-term Loans | 74 | 0 | 0 | 53,522 | 273 | 87 | 3,500 | 0 | 12,000 | 35,760 | 6,000 | 19,521 | 92,856 | 6,273 | 31,608 | 23,214 | 1,568 | 7,902 |
| 7.6 Other Loans | 9,541 | 1,575 | 392 | 615 | 319 | 49 | 47 | 520 | 476 | 14,037 | 505 | 107 | 24,240 | 2,919 | 1,024 | 6,060 | 730 | 256 |
| 7.7 National Investment Bank | 65,006 | 65,206 | 28,055 | 0 | 42,693 | 27,081 | 49,096 | 49,196 | 39,055 | 0 | 33,428 | 28,464 | 114,102 | 190,523 | 122,655 | 28,526 | 47,631 | 30,664 |
| 7.8 Current Liabilities | 44,495 | 35,243 | 22,676 | 39,430 | 36,286 | 22,178 | 16,165 | 23,269 | 19,657 | 8,837 | 15,462 | 8,787 | 108,927 | 110,260 | 73,298 | 27,232 | 27,565 | 18,325 |
| (Total Capital and Liabilities) | 216,563 | 238,737 | 199,141 | 211,904 | 232,662 | 214,315 | 144,880 | 159,803 | 164,841 | 104,321 | 119,748 | 127,255 | 677,668 | 750,950 | 705,552 | 169,417 | 187,738 | 176,388 |
| **(Profit and Loss)** | | | | | | | | | | | | | | | | | | |
| **8 Revenues** | | | | | | | | | | | | | | | | | | |
| 8.1 Operating Revenues | 76,076 | 98,158 | 90,454 | 79,749 | 95,998 | 86,296 | 38,867 | 43,733 | 38,453 | 28,557 | 40,902 | 40,901 | 223,249 | 278,791 | 256,104 | 55,812 | 69,698 | 64,026 |
| 8.2 Other Revenue | 244 | 354 | 646 | 295 | 840 | 1,794 | 675 | 447 | 462 | 87 | 129 | 378 | 1,301 | 1,770 | 3,280 | 325 | 443 | 820 |
| 8.3 (Total) | 76,320 | 98,512 | 91,100 | 80,044 | 96,838 | 88,090 | 39,542 | 44,180 | 38,915 | 28,644 | 41,031 | 41,279 | 224,550 | 280,561 | 259,384 | 56,138 | 70,140 | 64,846 |
| **9 Expenditure** | | | | | | | | | | | | | | | | | | |
| 9.1 Wages/Salaries | 26,917 | 35,495 | 34,593 | 29,568 | 36,677 | 34,290 | 15,747 | 17,747 | 17,233 | 9,837 | 13,022 | 12,750 | 82,069 | 102,941 | 98,866 | 20,517 | 25,735 | 24,717 |
| 9.2 Material Requirements | 22,927 | 35,666 | 33,259 | 22,565 | 38,028 | 32,213 | 9,524 | 17,652 | 15,503 | 6,776 | 15,977 | 15,801 | 61,792 | 107,323 | 96,776 | 15,448 | 26,831 | 24,194 |
| 9.3 Services Requirements | 2,232 | 1,731 | 2,698 | 2,398 | 2,308 | 2,481 | 1,087 | 644 | 579 | 1,061 | 2,080 | 1,723 | 6,778 | 6,763 | 7,481 | 1,695 | 1,691 | 1,870 |
| 9.4 Others | 19,414 | 21,929 | 19,038 | 16,811 | 21,854 | 18,160 | 8,602 | 18,743 | 14,819 | 7,501 | 9,527 | 8,857 | 52,328 | 72,053 | 60,874 | 13,082 | 18,013 | 15,219 |
| 9.5 (Total) | 71,490 | 94,821 | 89,588 | 71,342 | 98,867 | 87,144 | 34,960 | 54,786 | 48,134 | 25,175 | 40,606 | 39,131 | 202,967 | 289,080 | 263,997 | 50,742 | 72,270 | 65,999 |
| 10 Surplus of Current Operations | 4,830 | 3,691 | 1,512 | 8,702 | -2,029 | 946 | 4,582 | -10,606 | -9,219 | 3,469 | 425 | 2,148 | 21,583 | -8,519 | -4,613 | 5,396 | -2,130 | -1,153 |

Source: TPA

## Appendix 3.3.9 Routes and Fares of "Super Jet Bus"

| Kind of Service | Route | | Fare (LE) | | Remarks |
|---|---|---|---|---|---|
| | From | To | | | |
| Domestic Operation | | | | | |
| Normal Service with 51 Seats | Cairo | Alexandria | (Morning) | 20.00 | All Buses (Domestic and International) with A/C, Video & Toilet. |
| | | | (Night) | 22.00 | |
| | Cairo Airport | Alexandria | (Morning) | 31.00 | |
| | | | (Night) | 33.00 | |
| | Cairo | Port Said | | 15.00 | |
| | Cairo | Hurghada | (Morning) | 42.00 | |
| | | | (Night) | 47.00 | |
| | Alexandria | Hurghada | | 65.00 | |
| | Cairo | Sharm El Sheikh | | 50.00 | |
| VIP Service with 27 Seats | Cairo | Alexandria | | 29.00 | |
| | Cairo | Sharm El Sheikh | | | |
| Seasonal Operation | Cairo | Agami | | 25.00 | Operation During the Summer Time up to Summer Resort and Beaches. |
| | Cairo | Maraqia | | 27.00 | |
| | Cairo | Marina | | 32.00 | |
| | Cairo | Mersa Matruh | | 36.00 | |
| | Alexandria | Mersa Matruh | | 23.00 | |
| International Operation | | | | | |
| Jordan | Cairo | Amman | | 170.00 | Cross Operation |
| Libia | Cairo | Bini Ghazy | | 125.00 | Egyptian Operation Only (Through Agency for Ticket Reservation) |
| | Cairo | Trabuls | | 205.00 | |
| | Alexandria | Bini Ghazy | | 90.00 | |
| | Alexandria | Trabuls | | 195.00 | |
| Syria | Cairo | Damuskuss | | 260.00 | Egyptian Operation Only (Through Agency for Ticket Reservation) |
| Saudi Arabia | Cairo | El Daman | | 260.00 | Egyptian Operation is up to the Borders (Safaga and Neweiba) and Completing the Trip by Other Country's Company Divided by Contract (Bus - Ferry Boat - Bus) |
| | Cairo | Medina | | 212.00 | |
| Kuwait | Cairo | Kuwait | | 275.00 | |

Source: The Federal Arab Land Transport Company, "Super Jet Bus".

## Appendix 3.3.10 (1) Comparison of Fare (Railway , Bus , Inter-city Taxi) from Cairo to Major Cities

| From Cairo to | | Railway | | | | Bus | | | | Inter-city Taxi | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Distance (Km) | Class | Fare (LE) | Travel Time | Distance (Km) | Class | Fare (LE) | Travel Time | Fare (LE) | Travel Time |
| 1 | Alexandria | 208 | Third | 2.50 | 3:40 - 5:00 | 224 | <Via Agricultural Road> | | | 10.00 | 3:30 |
| | | | Second | 5.50 | 3:40 - 5:00 | | (No Seat Seservation) | | | | |
| | | | Second A/C (French) | 12.00 | 2:40 | | Express Without A/C | 7.00 | 4:00 | | |
| | | | Second A/C (Spanish/Turbo) | 17.00 | 2:10 | | Express with A/C | 7.50 | 4:00 | | |
| | | | First A/C (French) | 20.00 | 2:40 | | (Express and Seat Rservation) | | | | |
| | | | First A/C (Spanish/Turbo) | 22.00 | 2:10 | | Without A/C | | | | |
| | | | | | | | With A/C | | | | |
| | | | | | | | With A/C & Video | | | | |
| | | | | | | | With A/C, Video & Toilet | | | | |
| | | | | | | | <Via Desert Road : (200 km) > | | | 10.00 | 3:15 (3:30 , Including One Stop) |
| | | | | | | | (No Seat Seservation) | | | | |
| | | | | | | | Economy | | | | |
| | | | | | | | Express | | | | |
| | | | | | | | (Express and Seat Rservation) | | | | |
| | | | | | | | Without A/C | 8.00 | 3:00 | | |
| | | | | | | | With A/C | | | | |
| | | | | | | | With A/C & Video | | | | |
| | | | | | | | With A/C, Video & Toilet | 16.00 | 3:00 | | |
| 2 | Damanhur | 147 | Third | 1.80 | 2:55 | 160 | (No Seat Seservation) | | | 6.00 | 2:15 |
| | | | Second | 3.90 | 2:55 | | Economy | | | | |
| | | | Second A/C | 9.00 | 1:45 | | Express | | | | |
| | | | First A/C | 14.00 | 1:45 | | (Express and Seat Rservation) | | | | |
| | | | | | | | Without A/C | 5.50 | 2:30 | | |
| | | | | | | | With A/C | 6.00 | 2:30 | | |
| | | | | | | | With A/C & Video | | | | |
| | | | | | | | With A/C, Video & Toilet | | | | |

Source: (1) Railway = Commercial Department, ENR. (2) Bus & Taxi = Hearing at the bus/taxi terminal in Cairo. (July 1996) (3) Road Distance = GARBLT Road Map

Note :
1) Time = Hour and Minutes
2) Bus Companies = West Delta, Middle Delta, East Delta and Upper Egypt.
3) Bus Fares increase by about 1.00 LE for every bus after 5 PM.

## Appendix 3.3.10 (2) Comparison of Fare (Railway , Bus , Inter-city Taxi) from Cairo to Major Cities

| From Cairo to | | Railway | | | | Bus | | | | Inter-city Taxi | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Distance (Km) | Class | Fare (LE) | Travel Time | Distance (Km) | Class | Fare (LE) | Travel Time | Fare (LE) | Travel Time |
| 3 | Tanta | 86 | Third | 1.10 | 1:35 | 94 | (No Seat Seservation) | | | 4.00 | 1:30 |
| | | | Second | 2.30 | 1:35 | | Economy | | | | |
| | | | Second A/C | 6.00 | 1:00 | | Express | 3.75 | 1:30 | | |
| | | | First A/C | 9.00 | 1:00 | | (Express and Seat Rservation) | | | | |
| | | | | | | | Without A/C | | | | |
| | | | | | | | With A/C | 4.00 | 1:30 | | |
| | | | | | | | With A/C & Video | 4.50 | 1:30 | | |
| | | | | | | | With A/C, Video & Toilet | 5.50 | 1:30 | | |
| 4 | Benha | 45 | Third | 0.60 | 0:50 | 48 | (No Seat Seservation) | | | 1.50 | 1:00 |
| | | | Second | 1.30 | 0:50 | | Economy | | | | |
| | | | Second A/C | 4.00 | 0:30 | | Express | | | | |
| | | | First A/C | 6.00 | 0:30 | | (Express and Seat Rservation) | | | | |
| | | | | | | | Without A/C | | | | |
| | | | | | | | With A/C | 1.25 | 1:00 | | |
| | | | | | | | With A/C & Video | | | | |
| | | | | | | | With A/C, Video & Toilet | | | | |
| 5 | Kafr El-Shaikh | 149 | Third | 1.80 | 3:50 | 134 | (No Seat Seservation) | | | 4.50 | 2:00 |
| | | | Second | 4.00 | 3:50 | | Economy | | | | |
| | | | Second A/C | | | | Express | 4.50 | 2:15 | | |
| | | | First A/C | | | | (Express and Seat Rservation) | | | | |
| | | | | | | | Without A/C | | | | |
| | | | | | | | With A/C | 5.00 | 2:15 | | |
| | | | | | | | With A/C & Video | 5.00 | 2:15 | | |
| | | | | | | | With A/C, Video & Toilet | | | | |
| 6 | Al-Mahalla El-Kubra | 115 | Third | 1.40 | 2:20 | 122 | (No Seat Seservation) | | | 5.00 | 2:00 |
| | | | Second | 3.10 | 2:20 | | Economy | | | | |
| | | | Second A/C | 7.00 | 1:55 | | Express | 4.50 | 2:00 | | |
| | | | First A/C | 12.00 | 1:55 | | (Express and Seat Rservation) | | | | |
| | | | | | | | Without A/C | | | | |
| | | | | | | | With A/C | 5.00 | 2:00 | | |
| | | | | | | | With A/C & Video | 5.50 | 2:00 | | |
| | | | | | | | With A/C, Video & Toilet | 6.25 | 2:00 | | |

Source: (1) Railway = Commercial Department, ENR. (2) Bus & Taxi = Hearing at the bus/taxi terminal in Cairo. (July 1996) (3) Road Distance = GARBLT Road Map

Note :
1) Time = Hour and Minutes
2) Bus Companies = West Delta, Middle Delta, East Delta and Upper Egypt.
3) Bus Fares increase by about 1.00 LE for every bus after 5 PM.

## Appendix 3.3.10 (3) Comparison of Fare (Railway , Bus , Inter-city Taxi) from Cairo to Major Cities

| From Cairo to | | Railway | | | | Bus | | | | Inter-city Taxi | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Distance (Km) | Class | Fare (LE) | Travel Time | Distance (Km) | Class | Fare (LE) | Travel Time | Fare (LE) | Travel Time |
| 7 | Mansura | 141 | Third | 1.70 | 2:55 | 124 | (No Seat Seservation) | | | 6.00 | 2:00 |
| | | | Second | 3.70 | 2:55 | | Economy | | | | |
| | | | Second A/C | 9.00 | 2:30 | | Express | | | | |
| | | | First A/C | 14.00 | 2:30 | | (Express and Seat Rservation) | | | | |
| | | | | | | | Without A/C | 5.50 | 2:30 | | |
| | | | | | | | With A/C | 6.00 | 2:30 | | |
| | | | | | | | With A/C & Video | 6.50 | 2:30 | | |
| | | | | | | | With A/C, Video & Toilet | 7.00 | 2:30 | | |
| 8 | Damietta | 203 | Third | 2.40 | 4:10 | 191 | (No Seat Seservation) | | | 10.00 | 3:00 |
| | | | Second | 5.40 | 4:10 | | Economy | | | | |
| | | | Second A/C | 12.00 | 4:00 | | Express | | | | |
| | | | First A/C | 19.00 | 4:00 | | (Express and Seat Rservation) | | | | |
| | | | | | | | Without A/C | 8.50 | 3:30 | | |
| | | | | | | | With A/C | 9.00 | 3:30 | | |
| | | | | | | | With A/C & Video | 10.50 | 3:30 | | |
| | | | | | | | With A/C, Video & Toilet | 11.00 | 3:30 | | |
| 9 | El Zagazig | 80 | Third | 1.00 | 1:35 | 85 | (No Seat Seservation) | | | 3.25 | 1:30 |
| | | | Second | 2.20 | 1:35 | | Economy | | | | |
| | | | Second A/C | 6.00 | 1:30 | | Express | | | | |
| | | | First A/C | | | | (Express and Seat Rservation) | | | | |
| | | | | | | | Without A/C | 3.00 | 1:30 | | |
| | | | | | | | With A/C | | | | |
| | | | | | | | With A/C & Video | | | | |
| | | | | | | | With A/C, Video & Toilet | | | | |
| 10 | Ismailia | 159 | Third | 1.90 | 3:55 | 139 | (No Seat Seservation) | | | 4.50 | 2:00 |
| | | | Second | 4.20 | 2:55 | | Economy | | | | |
| | | | Second A/C | 10.00 | 2:30 | | Express | | | | |
| | | | First A/C | | | | (Express and Seat Rservation) | (Via Desert Road) | | | |
| | | | | | | | Without A/C | 5.25 | 2:00 | | |
| | | | | | | | With A/C | 5.50 | 2:00 | | |
| | | | | | | | With A/C & Video | | | | |
| | | | | | | | With A/C, Video & Toilet | 6.00 | 2:00 | | |

Source: (1) Railway = Commercial Department, ENR. (2) Bus & Taxi = Hearing at the bus/taxi terminal in Cairo. (July 1996) (3) Road Distance = GARBLT Road Map

Note : 1) Time = Hour and Minutes

2) Bus Companies = West Delta, Middle Delta, East Delta and Upper Egypt.

3) Bus Fares increase by about 1.00 LE for every bus after 5 P.M.

## Appendix 3.3.10 (4) Comparison of Fare (Railway , Bus , Inter-city Taxi) from Cairo to Major Cities

| From Cairo to | | Railway | | | | Bus | | | | Inter-city Taxi | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Distance (Km) | Class | Fare (LE) | Travel Time | Distance (Km) | Class | Fare (LE) | Travel Time | Fare (LE) | Travel Time |
| 11 | Port Said | 237 | Third | 2.80 | 4:15 | 224 | (No Seat Seservation) | | | 8.00 | 3:00 |
| | | | Second | 6.30 | 4:15 | | Economy | | | | |
| | | | Second A/C | 14.00 | 4:15 | | Express | | | | |
| | | | First A/C | | | | (Express and Seat Rservation) | (Via Desert Road) | | | |
| | | | | | | | Without A/C | | | | |
| | | | | | | | With A/C | 10.00 | 3:00 | | |
| | | | | | | | With A/C & Video | | | | |
| | | | | | | | With A/C, Video & Toilet | 13.00 | 3:00 | | |
| 12 | Suez | 126 (via Ain Shams) | Third (via Ain Shams) | 1.00 | 2:15 | 134 | (No Seat Seservation) | | | 4.50 | 1:45 |
| | | | Second (via Ain Shams) | 2.60 | 2:15 | | Economy | | | | |
| | | | | | | | Express | | | | |
| | | | | | | | (Express and Seat Rservation) | (Via Desert Road) | | | |
| | | | | | | | Without A/C | 4.50 | 2:00 | | |
| | | | | | | | With A/C | 5.00 | 2:00 | | |
| | | | | | | | With A/C & Video | 5.50 | 2:00 | | |
| | | | | | | | With A/C, Video & Toilet | | | | |
| 13 | Beni Suef | 124 | Third | 1.50 | 2:00 | 123 | (No Seat Seservation) | | | 4.00 | 1:30 |
| | | | Second | 3.30 | 2:00 | | Economy | | | | |
| | | | Second A/C | 8.00 | 1:45 | | Express | 2.50 | 2:00 | | |
| | | | First A/C | 13.00 | 1:45 | | (Express and Seat Rservation) | | | | |
| | | | | | | | Without A/C | 3.25 | 2:00 | | |
| | | | | | | | With A/C | 4.00 | 2:00 | | |
| | | | | | | | With A/C & Video | 4.50 | 2:00 | | |
| | | | | | | | With A/C, Video & Toilet | 5.00 | 2:00 | | |
| 14 | Al Minya | 247 | Third | 2.90 | 4:05 | 248 | (No Seat Seservation) | | | 10.00 | 3:30 |
| | | | Second | 6.50 | 4:05 | | Economy | | | | |
| | | | Second A/C | 14.00 | 3:10 | | Express | 8.00 | 4:00 | | |
| | | | First A/C | 23.00 | 3:10 | | (Express and Seat Rservation) | | | | |
| | | | | | | | Without A/C | 8.00 | 4:00 | | |
| | | | | | | | With A/C | 8.50 | 4:00 | | |
| | | | | | | | With A/C & Video | 9.00 | 4:00 | | |
| | | | | | | | With A/C, Video & Toilet | | | | |

Source: (1) Railway = Commercial Department, ENR. (2) Bus & Taxi = Hearing at the bus/taxi terminal in Cairo. (July 1996) (3) Road Distance = GARBLT Road Map

Note :
1) Time = Hour and Minutes
2) Bus Companies = West Delta, Middle Delta, East Delta and Upper Egypt.
3) Bus Fares increase by about 1.00 LE for every bus after 5 PM.

## Appendix 3.3.10 (5) Comparison of Fare (Railway , Bus , Inter-city Taxi) from Cairo to Major Cities

| From Cairo to | | Railway | | | | Bus | | | | Inter-city Taxi | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Distance (Km) | Class | Fare (LE) | Travel Time | Distance (Km) | Class | Fare (LE) | Travel Time | Fare (LE) | Travel Time |
| 15 | Asyut | 375 | Third | 4.10 | 6:20 | 380 | (No Seat Seservation) | | | 12.00 | 5:00 |
| | | | Third | 9.20 | 6:20 | | Economy | | | | |
| | | | Second | 19.00 | 5:00 | | Express | | | | |
| | | | Second A/C | 31.00 | 5:00 | | (Express and Seat Rservation) | | | | |
| | | | First A/C | | | | Without A/C | 10.00 | 6:00 | | |
| | | | | | | | With A/C | 12.00 | 6:00 | | |
| | | | | | | | With A/C & Video | 13.00 | 6:00 | | |
| | | | | | | | With A/C, Video & Toilet | 20.00 | 6:00 | | |
| 16 | Sohag | 467 | Third | 4.80 | 8:15 | 479 | (No Seat Seservation) | | | 15.00 | 7:00 |
| | | | Second | 10.90 | 8:15 | | Economy | | | | |
| | | | Second A/C | 22.00 | 6:10 | | Express | | | | |
| | | | First A/C | 37.00 | 6:10 | | (Express and Seat Rservation) | | | | |
| | | | | | | | Without A/C | 13.50 | 8:00 | | |
| | | | | | | | With A/C | 15.00 | 8:00 | | |
| | | | | | | | With A/C & Video | 16.00 | 8:00 | | |
| | | | | | | | With A/C, Video & Toilet | | | | |
| 17 | Qena | 609 | Third | 5.70 | 9:35 | 622 | (No Seat Seservation) | | | | |
| | | | Second | 12.90 | 9:35 | | Economy | | | | |
| | | | Second A/C | 26.00 | 8:30 | | Express | | | | |
| | | | First A/C | 45.00 | 8:30 | | (Express and Seat Rservation) | | | | |
| | | | | | | | Without A/C | 18.00 | 10:00 | | |
| | | | | | | | With A/C | 19.00 | 10:00 | | |
| | | | | | | | With A/C & Video | 21.00 | 10:00 | | |
| | | | | | | | With A/C, Video & Toilet | 30.00 | 10:00 | | |

Source: (1) Railway = Commercial Department, ENR. (2) Bus & Taxi = Hearing at the bus/taxi terminal in Cairo. (July 1996) (3) Road Distance = GARBLT Road Map

Note :
1) Time = Hour and Minutes
2) Bus Companies = West Delta, Middle Delta, East Delta and Upper Egypt.
3) Bus Fares increase by about 1.00 LE for every bus after 5 PM.

## Appendix 3.3.10 (6) Comparison of Fare (Railway , Bus , Inter-city Taxi) from Cairo to Major Cities

| From Cairo to | | Railway | | | | Bus | | | | Inter-city Taxi | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Distance (Km) | Class | Fare (LE) | Travel Time | Distance (Km) | Class | Fare (LE) | Travel Time | Fare (LE) | Travel Time |
| 18 | Luxor | 671 | Third | 6.10 | 10:00 | 690 | <Via Nile Route> | | | | |
| | | | Second | 13.80 | 10:00 | | (Express and Seat Rservation) | | | | |
| | | | Second A/C (French) | 28.00 | 9:25 | | Without A/C | 19.00 | 11:00 | | |
| | | | Second A/C (Spanish) | 31.00 | 8:30 | | With A/C | 22.00 | 11:00 | | |
| | | | Second A/C (Sleepng Car) | 79.00 | 8:30 | | With A/C & Video | 23.00 | 11:00 | | |
| | | | First A/C (French) | 48.00 | 9:25 | | With A/C, Video & Toilet | 30.00 | 11:00 | | |
| | | | First A/C (Spanish) | 51.00 | 8:30 | | <Via Red Sea Route : (840km) > | | | | |
| | | | First A/C (Sleepng Car) | 129.00 | 8:30 | | (Express and Seat Rservation) | | | | |
| | | | First A/C (Sleeping Car) (For Foreigners) | 294.00 | 8:30 | | Without A/C | 21.00 | 11:00 | | |
| | | | | | | | With A/C | 26.00 | 11:00 | | |
| | | | | | | | With A/C & Video | 28.00 | 11:00 | | |
| | | | | | | | With A/C, Video & Toilet | 40.00 | 11:00 | | |
| 19 | Aswan | 879 | Third | 7.30 | 17:15 | 904 | <Via Nile Route> | | | | |
| | | | Second | 16.60 | 17:15 | | (Express and Seat Rservation) | | | | |
| | | | Second A/C (French) | 34.00 | 15:40 | | Without A/C | | | | |
| | | | Second A/C (Spanish) | 37.00 | 15:20 | | With A/C | | | | |
| | | | Second A/C (Sleepng Car) | 86.00 | 15:20 | | With A/C & Video | | | | |
| | | | First A/C (French) | 60.00 | 15:40 | | With A/C, Video & Toilet | 40.00 | 13:00 | | |
| | | | First A/C (Spanish) | 63.00 | 15:20 | | <Via Red Sea Route : (1,030km) > | | | | |
| | | | First A/C (Sleepng Car) | 141.00 | 15:20 | | (Express and Seat Rservation) | | | | |
| | | | First A/C (Sleeping Car) (For Foreigners) | 435.00 | 15:20 | | Without A/C | | | | |
| | | | | | | | With A/C | | | | |
| | | | | | | | With A/C & Video | | | | |
| | | | | | | | With A/C, Video & Toilet | 50.00 | 12:00 | | |

Source: (1) Railway = Commercial Department, ENR. (2) Bus & Taxi = Hearing at the bus/taxi ternminal in Cairo. (July 1996) (3) Road Distance = GARBLT Road Map

Note :
1) Time = Hour and Minutes
2) Bus Companies = West Delta, Middle Delta, East Delta and Upper Egypt.
3) Bus Fares increase by about 1.00 LE for every bus after 5 PM.

## Appendix 3.3.11 Performance of Revenue and Cost of Public Trucking Company

| Name of Company | Items | | Unit | 1988/89 | 1989/90 | 1990/91 | 1991/92 | 1992/93 | 1993/94 | 1994/95 | Annual Average Growth Rate (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Direct Transport | Operating Revenue | (a) | LE 1,000 | 28,867 | 32,036 | 31,061 | 35,039 | 38,190 | 42,184 | 40,553 | 5.8 |
| | Operating Cost | (b) | LE 1,000 | 27,005 | 28,299 | 27,319 | 33,916 | 46,765 | 46,349 | 42,810 | 8.0 |
| | Operating Profit | (c) | LE 1,000 | 1,862 | 3,737 | 3,742 | 1,123 | -8,575 | -4,165 | -2,257 | - |
| | Traffic Volume(ton km.) | (d) | Mill. ton km. | 675 | 689 | 690 | 732 | 626 | 690 | 523 | -4.2 |
| | Traffic Volume (ton) | (e) | 1,000 ton | 2,739 | 2,798 | 3,080 | 3,276 | 2,748 | 2,760 | 2,092 | -4.4 |
| | Average Revenue | (f) | LE/1,000ton km. | 42.8 | 46.5 | 45.0 | 47.9 | 61.0 | 61.1 | 77.5 | 10.4 |
| | Average Cost | (g) | LE/1,000ton km. | 40.0 | 41.1 | 39.6 | 46.3 | 74.7 | 67.2 | 81.9 | 12.7 |
| | Cost Recovery Ratio (a)/(b) | (h) | % | 106.9 | 113.2 | 113.7 | 103.3 | 81.7 | 91.0 | 94.7 | -2.0 |
| Heavy Transport | Operating Revenue | (a) | LE 1,000 | 14,528 | 17,345 | 20,809 | 19,323 | 19,477 | 21,801 | 23,900 | 8.7 |
| | Operating Cost | (b) | LE 1,000 | 13,160 | 14,152 | 17,547 | 19,864 | 30,585 | 30,026 | 23,481 | 10.1 |
| | Operating Profit | (c) | LE 1,000 | 1,368 | 3,193 | 3,262 | -541 | -10,708 | -8,225 | 419 | - |
| | Traffic Volume(ton km.) | (d) | Mill. ton km. | 331 | 375 | 396 | 366 | 323 | 334 | 307 | -1.2 |
| | Traffic Volume (ton) | (e) | 1,000 ton | 1,680 | 1,728 | 1,829 | 1,593 | 1,126 | 1,146 | 1,062 | -7.4 |
| | Average Revenue | (f) | LE/1,000ton km. | 43.9 | 46.3 | 52.5 | 52.8 | 61.5 | 65.3 | 77.9 | 10.0 |
| | Average Cost | (g) | LE/1,000ton km. | 39.8 | 37.7 | 44.3 | 54.3 | 94.7 | 89.9 | 76.5 | 11.5 |
| | Cost Recovery Ratio (a)/(b) | (h) | % | 110.4 | 122.6 | 118.6 | 97.3 | 65.0 | 72.6 | 101.8 | -1.3 |
| Inland Transport | Operating Revenue | (a) | LE 1,000 | 18,020 | 21,274 | 23,277 | 25,028 | 21,894 | 25,043 | 29,693 | 8.7 |
| | Operating Cost | (b) | LE 1,000 | 16,801 | 18,480 | 20,079 | 23,615 | 23,865 | 27,687 | 29,390 | 9.8 |
| | Operating Profit | (c) | LE 1,000 | 1,219 | 2,794 | 3,198 | 1,413 | -1,971 | -2,644 | 303 | - |
| | Traffic Volume(ton km.) | (d) | Mill. ton km. | 449 | 487 | 526 | 529 | 401 | 388 | 403 | -1.8 |
| | Traffic Volume (ton) | (e) | 1,000 ton | 1,981 | 1,889 | 1,927 | 1,640 | 1,182 | 1,154 | 1,306 | -6.7 |
| | Average Revenue | (f) | LE/1,000ton km. | 40.1 | 43.7 | 44.3 | 47.3 | 54.6 | 64.5 | 73.7 | 10.7 |
| | Average Cost | (g) | LE/1,000ton km. | 37.4 | 37.9 | 38.2 | 44.6 | 59.5 | 71.4 | 72.9 | 11.8 |
| | Cost Recovery Ratio (a)/(b) | (h) | % | 107.3 | 115.1 | 115.9 | 106.0 | 91.7 | 90.5 | 101.0 | -1.0 |
| Transport Affairs | Operating Revenue | (a) | LE 1,000 | 19,812 | 22,049 | 23,686 | 24,250 | 25,008 | 25,493 | 28,375 | 6.2 |
| | Operating Cost | (b) | LE 1,000 | 19,346 | 20,316 | 22,109 | 25,967 | 33,049 | 28,431 | 28,706 | 6.8 |
| | Operating Profit | (c) | LE 1,000 | 466 | 1,733 | 1,577 | -1,717 | -8,041 | -2,938 | -331 | - |
| | Traffic Volume(ton km.) | (d) | Mill. ton km. | 475 | 479 | 460 | 382 | 397 | 409 | 445 | -1.1 |
| | Traffic Volume (ton) | (e) | 1,000 ton | 2,300 | 2,000 | 1,825 | 1,433 | 1,486 | 1,570 | 1,548 | -6.4 |
| | Average Revenue | (f) | LE/1,000ton km. | 41.7 | 46.0 | 51.5 | 63.5 | 63.0 | 62.3 | 63.8 | 7.3 |
| | Average Cost | (g) | LE/1,000ton km. | 40.7 | 42.4 | 48.1 | 68.0 | 83.2 | 69.5 | 64.5 | 8.0 |
| | Cost Recovery Ratio (a)/(b) | (h) | % | 102.4 | 108.5 | 107.1 | 93.4 | 75.7 | 89.7 | 98.8 | -0.6 |
| Freight Transport | Operating Revenue | (a) | LE 1,000 | 18,048 | 21,709 | 23,298 | 24,636 | 21,616 | 23,317 | 32,304 | 10.2 |
| | Operating Cost | (b) | LE 1,000 | 17,825 | 21,191 | 22,803 | 27,630 | 29,255 | 29,029 | 31,430 | 9.9 |
| | Operating Profit | (c) | LE 1,000 | 223 | 518 | 465 | -2,994 | -7,639 | -5,712 | 874 | - |
| | Traffic Volume(ton km.) | (d) | Mill. ton km. | 526 | 447 | 478 | 483 | 359 | 363 | 323 | -7.9 |
| | Traffic Volume (ton) | (e) | 1,000 ton | 3,566 | 3,091 | 2,702 | 2,151 | 1,435 | 1,450 | 1,290 | -15.6 |
| | Average Revenue | (f) | LE/1,000ton km. | 34.2 | 48.6 | 49.2 | 51.0 | 60.2 | 64.2 | 100.0 | 19.6 |
| | Average Cost | (g) | LE/1,000ton km. | 33.8 | 47.4 | 48.2 | 57.2 | 81.5 | 80.0 | 97.3 | 19.3 |
| | Cost Recovery Ratio (a)/(b) | (h) | % | 101.3 | 102.4 | 102.0 | 89.2 | 73.9 | 80.3 | 102.8 | 0.3 |
| Total | Operating Revenue | (a) | LE 1,000 | 99,275 | 114,413 | 122,131 | 128,276 | 126,585 | 137,838 | 154,825 | 7.7 |
| | Operating Cost | (b) | LE 1,000 | 94,137 | 102,438 | 109,887 | 130,992 | 163,519 | 161,522 | 155,817 | 8.8 |
| | Operating Profit | (c) | LE 1,000 | 5,138 | 11,975 | 12,244 | -2,716 | -36,934 | -23,684 | -992 | - |
| | Traffic Volume(ton km.) | (d) | Mill. ton km. | 2,458 | 2,477 | 2,546 | 2,492 | 2,106 | 2,184 | 2,001 | -3.4 |
| | Traffic Volume (ton) | (e) | 1,000 ton | 12,266 | 11,556 | 11,363 | 10,093 | 7,977 | 8,080 | 7,298 | -8.3 |
| | Average Revenue | (f) | LE/1,000ton km. | 40.4 | 46.2 | 48.0 | 51.5 | 60.1 | 63.1 | 77.4 | 11.4 |
| | Average Cost | (g) | LE/1,000ton km. | 38.3 | 41.4 | 43.2 | 52.6 | 77.6 | 74.0 | 77.9 | 12.6 |
| | Cost Recovery Ratio (a)/(b) | (h) | % | 105.5 | 111.7 | 111.1 | 97.9 | 77.4 | 85.3 | 99.4 | -1.0 |

Source: TPA

**Appendix 3.3.12 Total Volume of Commodities Transported Using Waterways During 1991-1995 in Ton (1,000) and Ton-Km (Million)**

| Code | Product | 1991 | | 1992 | | 1993 | | 1994 | | 1995 | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Ton | Ton-Km | Ton | Ton-Km | Ton | Ton-Km | Ton | Ton-Km | Ton | Ton-Km |
| 1 | Petroleum | 415 | 105 | 490 | 119 | 444 | 108 | 509 | 128 | 574 | 143 |
| 2 | Cement | 36 | 23 | 17 | 12 | 13 | 8 | 4 | 2 | 17 | 14 |
| 3 | Sand / Gravel | 160 | 23 | 143 | 21 | 77 | 11 | 51 | 7 | 46 | 5 |
| 4 | Phosphate | 83 | 69 | 12 | 10 | 14 | 12 | 91 | 72 | 91 | 67 |
| 5 | Coal | 805 | 207 | 713 | 188 | 937 | 244 | 1054 | 270 | 651 | 169 |
| 6 | Stones | 1146 | 267 | 963 | 213 | 1141 | 261 | 1110 | 255 | 809 | 135 |
| 7 | Clay | 341 | 335 | 386 | 374 | 290 | 279 | 165 | 156 | 149 | 141 |
| 8 | Sulphur | 77 | 29 | 88 | 36 | 82 | 14 | 104 | 24 | 120 | 38 |
| 9 | Other Minerals | 7 | 2 | 29 | 8 | 23 | 5 | 13 | 3 | 19 | 3 |
| 10 | Grains | 19 | 4 | 46 | 10 | 83 | 18 | 4 | 3 | 2 | 1 |
| 11 | Sugar | 18 | 11 | 15 | 11 | 7 | 6 | 329 | 202 | 7 | 4 |
| 12 | Molasses | 246 | 154 | 237 | 154 | 331 | 202 | 5 | 4 | 624 | 345 |
| 13 | Raw Aluminum | 9 | 8 | 15 | 13 | 5 | 4 | 5 | 1 | 6 | 5 |
| 14 | Fertilizers | 8 | 3 | 3 | 1 | 6 | 1 | 39 | 24 | 1 | 0 |
| 16 | General Cargo | 18 | 11 | 16 | 10 | 21 | 13 | 3 | 2 | 55 | 30 |
| 17 | Iron & Steel | 0 | 0 | 0 | 0 | 17 | 19 | 44 | 28 | 6 | 4 |
| 19 | Coke | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 194 | 52 |
| 21 | Aluminum | 35 | 23 | 28 | 17 | 31 | 19 | 0 | 0 | 56 | 38 |
| 23 | Animal Grease | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 22 | Ferro Silicon | 0 | 0 | 15 | 11 | 8 | 7 | 0 | 0 | 0 | 0 |
| 24 | Food Products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 1 |
| | Total | 3425 | 1275 | 3218 | 1208 | 3533 | 1230 | 3530 | 1183 | 3510 | 1194 |
| | Growth Rate of Tons (%) | | | -6.0% | | 9.8% | | -0.1% | | -0.6% | |
| | Growth Rate of Ton-Km (%) | | | | -5.3% | | 1.8% | | -3.8% | | 0.9% |
| | Average Growth Rate of Tons (%) | | | | | 0.6% | | | | | |
| | Average Growth Rate of Ton-Km(%) | | | | | -1.6% | | | | | |

Source: Information Center of GART

## Appendix 3.3.13 Performance of Revenue and Cost of Inland Waterway Company

| Name of Company | Items | | Unit | 1988/89 | 1989/90 | 1990/91 | 1991/92 | 1992/93 | 1993/94 | 1994/95 | Annual Average Growth Rate (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| River Transport (Nahri Transport) | Operating Revenue | (a) | LE 1,000 | 14,009 | 14,563 | 13,399 | 13,766 | 16,326 | 21,578 | 21,602 | 7.5 |
| | Operating Cost | (b) | LE 1,000 | 14,567 | 16,890 | 17,066 | 19,850 | 24,809 | 24,489 | 24,622 | 9.1 |
| | Operating Profit | (c) | LE 1,000 | -558 | -2,327 | -3,667 | -6,084 | -8,483 | -2,911 | -3,020 | - |
| | Traffic Volume(ton km.) | (d) | Mill. ton km. | 799 | 748 | 630 | 583 | 634 | 785 | 713 | -1.9 |
| | Traffic Volume (ton) | (e) | 1,000 ton | 1,797 | 1,675 | 1,339 | 1,251 | 1,335 | 1,655 | 1,409 | -4.0 |
| | Average Revenue | (f) | LE/1,000ton km. | 17.5 | 19.5 | 21.3 | 23.6 | 25.8 | 27.5 | 30.3 | 9.5 |
| | Average Cost | (g) | LE/1,000ton km. | 18.2 | 22.6 | 27.1 | 34.0 | 39.1 | 31.2 | 34.5 | 11.2 |
| | Cost Recovery Ratio | (a)/(b) (h) | % | 96.2 | 86.2 | 78.5 | 69.4 | 65.8 | 88.1 | 87.7 | -1.5 |
| Water Transport (Maasi Transport) | Operating Revenue | (a) | LE 1,000 | 10,139 | 10,349 | 11,493 | 11,307 | 11,070 | 13,463 | 13,343 | 4.7 |
| | Operating Cost | (b) | LE 1,000 | 11,889 | 13,200 | 15,081 | 15,782 | 18,252 | 18,116 | 17,118 | 6.3 |
| | Operating Profit | (c) | LE 1,000 | -1,750 | -2,851 | -3,588 | -4,475 | -7,182 | -4,653 | -3,775 | - |
| | Traffic Volume(ton km.) | (d) | Mill. ton km. | 580 | 546 | 426 | 370 | 360 | 444 | 396 | -6.2 |
| | Traffic Volume (ton) | (e) | 1,000 ton | 1,382 | 1,242 | 1,077 | 1,040 | 984 | 1,086 | 1,011 | -5.1 |
| | Average Revenue | (f) | Mill. ton km. | 17.5 | 19.0 | 27.0 | 30.6 | 30.8 | 30.3 | 33.7 | 11.6 |
| | Average Cost | (g) | LE/1,000ton km. | 20.5 | 24.2 | 35.4 | 42.7 | 50.7 | 40.8 | 43.2 | 13.2 |
| | Cost Recovery Ratio | (a)/(b) (h) | % | 85.3 | 78.4 | 76.2 | 71.6 | 60.7 | 74.3 | 77.9 | -1.5 |
| Total | Operating Revenue | (a) | LE 1,000 | 24,148 | 24,912 | 24,892 | 25,073 | 27,396 | 35,041 | 34,945 | 6.4 |
| | Operating Cost | (b) | LE 1,000 | 26,456 | 30,090 | 32,147 | 35,632 | 43,061 | 42,605 | 41,740 | 7.9 |
| | Operating Profit | (c) | LE 1,000 | -2,308 | -5,178 | -7,255 | -10,559 | -15,665 | -7,564 | -6,795 | - |
| | Traffic Volume(ton km.) | (d) | Mill. ton km. | 1,379 | 1,294 | 1,056 | 953 | 994 | 1,229 | 1,109 | -3.6 |
| | Traffic Volume (ton) | (e) | 1,000 ton | 3,179 | 2,917 | 2,416 | 2,291 | 2,319 | 2,741 | 2,420 | -4.4 |
| | Average Revenue | (f) | LE/1,000ton km. | 17.5 | 19.3 | 23.6 | 26.3 | 27.6 | 28.5 | 31.5 | 10.3 |
| | Average Cost | (g) | LE/1,000ton km. | 19.2 | 23.3 | 30.4 | 37.4 | 43.3 | 34.7 | 37.6 | 11.9 |
| | Cost Recovery Ratio | (a)/(b) (h) | % | 91.3 | 82.8 | 77.4 | 70.4 | 63.6 | 82.2 | 83.7 | -1.4 |

Source: TPA

## Appendix 3.6.1 Distribution of Trip Purpose of Railway Passengers by Railway Line (by Main Line and Branch Line)

(Share Ratio : %)

| | Trip Purpose | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Home/Work Work/Home | Home/School School/Home | Other to Home | Other to Work | Shopping | Own Business | Employer's Business | Official | (Sub-total Busi.&Offi.) | Personal & Social Affairs | Recreational | Others | Total |
| (Main Line) | | | | | | | | | | | | | |
| Cairo - Alexandria | 28.9% | 16.4% | 8.2% | 1.5% | 0.8% | 4.9% | 6.3% | 11.4% | (22.6%) | 14.2% | 2.9% | 4.5% | 100.0% |
| Cairo - Port Said | 33.6% | 27.3% | 4.9% | 0.0% | 0.3% | 0.5% | 2.1% | 2.9% | (5.5%) | 18.8% | 4.4% | 5.2% | 100.0% |
| Cairo - Aswan | 13.2% | 19.3% | 20.4% | 1.1% | 0.1% | 2.4% | 2.8% | 3.9% | (9.2%) | 23.7% | 1.7% | 11.2% | 100.0% |
| (Main Line Sub-total) | <25.1%> | <18.7%> | <11.2%> | <1.2%> | <0.5%> | <3.6%> | <4.8%> | <8.1%> | (16.5%) | <17.5%> | <2.8%> | <6.5%> | <100.0%> |
| (Branch Line) | | | | | | | | | | | | | |
| Related to Delta Area | 41.7% | 28.1% | 4.0% | 0.6% | 2.4% | 3.2% | 1.7% | 3.1% | (8.2%) | 9.0% | 1.2% | 4.7% | 100.0% |
| Related to Upper Egypt Area | 41.2% | 15.6% | 8.2% | 1.6% | 6.6% | 1.2% | 0.8% | 1.9% | (3.9%) | 11.3% | 3.1% | 8.6% | 100.0% |
| (Branch Line Sub-total) | <41.7%> | <26.6%> | <4.5%> | <0.7%> | <2.9%> | <3.1%> | <1.6%> | <3.0%> | (7.7%) | <9.3%> | <1.5%> | <5.2%> | <100.0%> |
| (Grand Total) | <32.3%> | <22.1%> | <8.3%> | <1.0%> | <1.5%> | <3.4%> | <3.4%> | <5.9%> | (12.7%) | <13.9%> | <2.2%> | <5.9%> | <100.0%> |

Source: Traffic Survey by JICA Study Team

## Appendix 3.6.2 Distribution of Type of Job of Railway Passengers by Railway Line (by Main Line and Branch Line)

(Share Ratio : %)

| | Type of Job | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Unemployed | Housewife | Farmer or Fisherman | Self-Business | Employee (Secondary Industry) | Employee (Tertiary Industry) | (Sub-total Employee) | Government Officials | Students | Others | Total |
| (Main Line) | | | | | | | | | | | |
| Cairo - Alexandria | 2.9% | 2.6% | 0.8% | 12.5% | 13.1% | 9.2% | (22.3%) | 31.9% | 21.5% | 5.5% | 100.0% |
| Cairo - Port Said | 3.9% | 3.1% | 1.3% | 6.3% | 6.3% | 5.5% | (11.7%) | 32.3% | 34.9% | 6.5% | 100.0% |
| Cairo - Aswan | 3.9% | 3.1% | 4.2% | 12.3% | 7.2% | 5.7% | (13.0%) | 24.6% | 28.5% | 10.5% | 100.0% |
| (Main Line Sub-total) | <3.3%> | <2.8%> | <1.8%> | <11.6%> | <10.5%> | <7.7%> | (18.2%) | <29.9%> | <25.3%> | <7.1%> | <100.0%> |
| (Branch Line) | | | | | | | | | | | |
| Related to Delta Area | 3.5% | 2.8% | 2.2% | 11.0% | 4.0% | 6.3% | (10.3%) | 29.8% | 34.7% | 5.7% | 100.0% |
| Related to Upper Egypt Area | 6.2% | 3.5% | 1.2% | 8.6% | 2.7% | 10.5% | (13.2%) | 39.7% | 17.1% | 10.5% | 100.0% |
| (Branch Line Sub-total) | <3.8%> | <2.9%> | <2.0%> | <10.7%> | <3.8%> | <6.8%> | (10.6%) | <31.0%> | <32.7%> | <6.2%> | <100.0%> |
| (Grand Total) | <3.5%> | <2.8%> | <1.9%> | <11.2%> | <7.6%> | <7.3%> | (14.9%) | <30.3%> | <28.5%> | <6.7%> | <100.0%> |

Source: Traffic Survey by JICA Study Team

## Appendix 3.6.3 Distribution of Trip Purpose / Type of Job of Railway Passengers by Railway Line (by Main Line and Branch Line)

(Share Ratio : %)

| | Trip Purpose | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Home/Work Work/Home | Home/School School/Home | Other to Home | Other to Work | Shopping | Own Business | Employer's Business | Official | (Sub-total Busi.&Offi.) | Personal & Social Affairs | Recreational | Others | Total |
| (Main Line) | | | | | | | | | | | | | |
| Unemployed | 4.2% | 1.0% | 18.8% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | (3.1%) | 35.4% | 13.5% | 21.9% | 100.0% |
| Housewife | 2.5% | 0.0% | 20.0% | 0.0% | 1.3% | 0.0% | 0.0% | 2.5% | (2.5%) | 65.0% | 3.8% | 5.0% | 100.0% |
| Farmer / Fisherman | 13.5% | 1.9% | 15.4% | 1.9% | 0.0% | 1.9% | 3.8% | 1.9% | (7.7%) | 42.3% | 1.9% | 15.4% | 100.0% |
| Self-Business | 21.5% | 0.3% | 18.2% | 1.8% | 1.5% | 25.4% | 4.8% | 0.9% | (31.0%) | 18.2% | 3.0% | 4.5% | 100.0% |
| Employee (Secondary) | 30.0% | 0.7% | 11.6% | 2.0% | 0.3% | 0.0% | 32.7% | 0.3% | (33.0%) | 16.8% | 2.6% | 3.0% | 100.0% |
| Employee (Tertiary) | 49.3% | 0.9% | 9.4% | 0.9% | 0.4% | 1.8% | 1.3% | 15.7% | (18.8%) | 14.3% | 2.2% | 3.6% | 100.0% |
| Government Officials | 43.7% | 1.9% | 9.0% | 1.7% | 0.1% | 0.3% | 1.0% | 21.3% | (22.7%) | 15.8% | 1.5% | 3.5% | 100.0% |
| Students | 3.2% | 70.7% | 8.1% | 0.3% | 0.3% | 0.4% | 0.1% | 0.4% | (1.0%) | 9.2% | 2.8% | 4.5% | 100.0% |
| Others | 18.6% | 1.0% | 12.7% | 1.0% | 1.0% | 3.9% | 3.4% | 2.9% | (10.3%) | 24.0% | 2.9% | 28.4% | 100.0% |
| (Total) | <25.1%> | <18.7%> | <11.2%> | <1.2%> | <0.5%> | <3.6%> | <4.8%> | <8.2%> | (16.6%) | <17.5%> | <2.7%> | <6.5%> | <100.0%> |
| (Branch Line) | | | | | | | | | | | | | |
| Unemployed | 16.7% | 7.1% | 15.5% | 2.4% | 1.2% | 6.0% | 1.2% | 2.4% | (9.5%) | 21.4% | 7.1% | 19.0% | 100.0% |
| Housewife | 6.3% | 0.0% | 14.1% | 0.0% | 28.1% | 3.1% | 0.0% | 0.0% | (3.1%) | 31.3% | 6.3% | 10.9% | 100.0% |
| Farmer / Fisherman | 28.9% | 2.2% | 2.2% | 2.2% | 11.1% | 4.4% | 4.4% | 0.0% | (8.9%) | 35.6% | 0.0% | 8.9% | 100.0% |
| Self-Business | 50.0% | 0.4% | 4.2% | 0.0% | 4.2% | 18.6% | 3.4% | 0.8% | (22.9%) | 11.9% | 2.1% | 4.2% | 100.0% |
| Employee (Secondary) | 48.8% | 1.2% | 3.6% | 2.4% | 6.0% | 1.2% | 20.2% | 0.0% | (21.4%) | 9.5% | 2.4% | 4.8% | 100.0% |
| Employee (Tertiary) | 77.3% | 1.3% | 2.0% | 0.7% | 1.3% | 1.3% | 0.7% | 4.0% | (6.0%) | 8.7% | 0.0% | 2.7% | 100.0% |
| Government Officials | 71.4% | 1.3% | 3.7% | 0.3% | 1.8% | 0.6% | 0.3% | 7.8% | (8.7%) | 8.1% | 1.2% | 3.7% | 100.0% |
| Students | 10.4% | 77.9% | 3.5% | 0.7% | 0.4% | 0.1% | 0.0% | 0.1% | (0.3%) | 3.2% | 0.4% | 3.2% | 100.0% |
| Others | 36.5% | 5.1% | 7.3% | 2.2% | 5.1% | 5.1% | 3.6% | 1.5% | (10.2%) | 16.8% | 2.2% | 14.6% | 100.0% |
| (Total) | <41.7%> | <26.6%> | <4.5%> | <0.7%> | <2.9%> | <3.1%> | <1.6%> | <3.0%> | (7.7%) | <9.3%> | <1.4%> | <5.1%> | <100.0%> |
| (Main and Branch Lines) | | | | | | | | | | | | | |
| Unemployed | 10.0% | 3.9% | 17.2% | 1.7% | 1.1% | 3.3% | 1.1% | 1.7% | (6.1%) | 28.9% | 10.6% | 20.6% | 100.0% |
| Housewife | 4.2% | 0.0% | 17.4% | 0.0% | 13.2% | 1.4% | 0.0% | 1.4% | (2.8%) | 50.0% | 4.9% | 7.6% | 100.0% |
| Farmer / Fisherman | 20.6% | 2.1% | 9.3% | 2.1% | 5.2% | 3.1% | 4.1% | 1.0% | (8.2%) | 39.2% | 1.0% | 12.4% | 100.0% |
| Self-Business | 33.3% | 0.4% | 12.4% | 1.1% | 2.6% | 22.6% | 4.2% | 0.9% | (27.7%) | 15.6% | 2.6% | 4.4% | 100.0% |
| Employee (Secondary) | 34.1% | 0.8% | 9.8% | 2.1% | 1.6% | 0.3% | 30.0% | 0.3% | (30.5%) | 15.2% | 2.6% | 3.4% | 100.0% |
| Employee (Tertiary) | 60.6% | 1.1% | 6.4% | 0.8% | 0.8% | 1.6% | 1.1% | 11.0% | (13.7%) | 12.1% | 1.3% | 3.2% | 100.0% |
| Government Officials | 55.9% | 1.6% | 6.7% | 1.1% | 0.8% | 0.5% | 0.7% | 15.4% | (16.5%) | 12.4% | 1.4% | 3.6% | 100.0% |
| Students | 6.8% | 74.3% | 5.8% | 0.5% | 0.3% | 0.3% | 0.1% | 0.3% | (0.6%) | 6.2% | 1.6% | 3.9% | 100.0% |
| Others | 25.8% | 2.6% | 10.6% | 1.5% | 2.6% | 4.4% | 3.5% | 2.3% | (10.3%) | 21.1% | 2.6% | 22.9% | 100.0% |
| (Total) | <32.3%> | <22.1%> | <8.3%> | <1.0%> | <1.3%> | <3.4%> | <3.4%> | <5.9%> | (12.8%) | <13.9%> | <2.2%> | <5.9%> | <100.0%> |

Source: Traffic Survey by JICA Study Team

Appendix 3.6.4 **Distribution of Personal Income of Railway Passengers by Railway Line (by Main Line and Branch Line)**

(Share Ratio : %)

| | | Personal Income (Monthly) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | L.E. 0 - 100 | L.E. 100 - 250 | L.E. 250 - 400 | L.E. 400 - 700 | L.E. 700 - 1,000 | L.E. > 1,000 | Total |
| (Main Line) | | | | | | | | |
| | Cairo - Alexandria | 27.2% | 28.4% | 22.0% | 10.6% | 6.9% | 4.9% | 100.0% |
| | Cairo - Port Said | 45.2% | 25.3% | 16.4% | 9.1% | 2.7% | 1.3% | 100.0% |
| | Cairo - Aswan | 54.6% | 26.7% | 11.4% | 3.7% | 2.8% | 0.9% | 100.0% |
| | (Main Line Sub-total) | <39.2%> | <27.4%> | <17.6%> | <8.0%> | <4.9%> | <3.0%> | <100.0%> |
| (Branch Line) | | | | | | | | |
| | Related to Delta Area | 51.7% | 36.9% | 7.5% | 2.8% | 0.7% | 0.4% | 100.0% |
| | Related to Upper Egypt Area | 55.3% | 37.4% | 7.4% | 0.0% | 0.0% | 0.0% | 100.0% |
| | (Branch Line Sub-total) | <52.2%> | <37.0%> | <7.4%> | <2.4%> | <0.6%> | <0.4%> | <100.0%> |
| (Grand Total) | | <44.8%> | <31.5%> | <13.2%> | <5.6%> | <3.0%> | <1.8%> | <100.0%> |

Source: Traffic Survey by JICA Study Team

Appendix 3.6.5 Distribution of Trip Purpose by Service / by Railway Line of Railway Passengers (by Main Line and Branch Line)

(Share Ratio : %)

| Line / Seat Class | Trip Purpose: Home/Work Work/Home | Home/School School/Home | Other to Home | Other to Work | Shopping | Own Business | Employer's Business | Official | (Sub-total Busi.&Offi.) | Personal & Social Affairs | Recreational | Others | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **<Main Line>** | | | | | | | | | | | | | |
| First | 20.8% | 0.9% | 13.9% | 3.7% | 0.9% | 8.8% | 15.3% | 14.8% | (38.9%) | 9.3% | 4.6% | 6.9% | 100.0% |
| Sec. (With AC) | 10.0% | 5.0% | 13.1% | 0.8% | 0.6% | 7.5% | 10.6% | 17.6% | (35.7%) | 23.2% | 6.0% | 5.6% | 100.0% |
| Sec. (Without AC) | 24.9% | 32.9% | 8.2% | 0.9% | 0.6% | 2.4% | 2.5% | 6.6% | (11.6%) | 13.7% | 2.5% | 4.9% | 100.0% |
| Third | 32.2% | 17.1% | 12.2% | 1.2% | 0.4% | 2.0% | 2.2% | 4.2% | (8.4%) | 19.3% | 1.3% | 8.0% | 100.0% |
| Total | <25.1%> | <18.7%> | <11.2%> | <1.2%> | <0.5%> | <3.6%> | <4.8%> | <8.1%> | (16.5%) | <17.5%> | <2.8%> | <6.5%> | <100.0%> |
| (First + Sec. AC) | 13.2% | 3.8% | 13.4% | 1.6% | 0.7% | 7.9% | 12.0% | 16.8% | (36.6%) | 19.1% | 5.6% | 6.0% | 100.0% |
| (Second Total) | 19.5% | 22.7% | 10.0% | 0.8% | 0.6% | 4.3% | 5.5% | 10.6% | (20.4%) | 17.1% | 3.8% | 5.1% | 100.0% |
| **<Branch Line>** | | | | | | | | | | | | | |
| First | | | | | | | | | | | | | |
| Sec. (With AC) | 62.1% | 10.3% | 0.0% | 0.0% | 6.9% | 0.0% | 0.0% | 0.0% | (0.0%) | 17.2% | 3.4% | 0.0% | 100.0% |
| Sec. (Without AC) | 41.9% | 30.6% | 5.4% | 1.3% | 3.1% | 0.8% | 1.0% | 1.9% | (3.7%) | 8.1% | 1.7% | 4.2% | 100.0% |
| Third | 41.2% | 25.7% | 4.3% | 0.5% | 2.8% | 3.9% | 1.9% | 3.4% | (9.1%) | 9.5% | 1.3% | 5.6% | 100.0% |
| Total | <41.7%> | <26.6%> | <4.5%> | <0.7%> | <2.9%> | <3.1%> | <1.6%> | <3.0%> | (7.7%) | <9.3%> | <1.5%> | <5.2%> | <100.0%> |
| (First + Sec. AC) | 62.1% | 10.3% | 0.0% | 0.0% | 6.9% | 0.0% | 0.0% | 0.0% | (0.0%) | 17.2% | 3.4% | 0.0% | 100.0% |
| (Second Total) | 43.0% | 29.5% | 5.1% | 1.3% | 3.3% | 0.7% | 0.9% | 1.8% | (3.5%) | 8.6% | 1.8% | 4.0% | 100.0% |
| **<Main+Branch Line>** | | | | | | | | | | | | | |
| First | 20.8% | 0.9% | 13.9% | 3.7% | 0.9% | 8.8% | 15.3% | 14.8% | (38.9%) | 9.3% | 4.6% | 6.9% | 100.0% |
| Sec. (With AC) | 12.8% | 5.3% | 12.4% | 0.7% | 0.9% | 7.1% | 10.1% | 16.6% | (33.8%) | 22.9% | 5.9% | 5.3% | 100.0% |
| Sec. (Without AC) | 31.1% | 32.0% | 7.1% | 1.1% | 1.5% | 1.8% | 2.0% | 4.9% | (8.7%) | 11.6% | 2.2% | 4.6% | 100.0% |
| Third | 37.3% | 22.0% | 7.7% | 0.8% | 1.8% | 3.1% | 2.0% | 3.7% | (8.8%) | 13.7% | 1.3% | 6.6% | 100.0% |
| Total | <32.3%> | <22.1%> | <8.3%> | <1.0%> | <1.5%> | <3.4%> | <3.4%> | <5.9%> | (12.7%) | <13.9%> | <2.2%> | <5.9%> | <100.0%> |
| (First + Sec. AC) | 15.1% | 4.1% | 12.8% | 1.6% | 0.9% | 7.6% | 11.5% | 16.1% | (35.3%) | 19.0% | 5.5% | 5.8% | 100.0% |
| (Second Total) | 26.0% | 24.6% | 8.6% | 1.0% | 1.3% | 3.3% | 4.2% | 8.2% | (15.7%) | 14.7% | 3.2% | 4.8% | 100.0% |

Source : Traffic Survey by JICA Study Team

Note : "Unified" is included in the category of "Third".

Appendix 3.6.6 Distribution of Type of Job by Service / by Railway Line of Railway Passengers (by Main Line and Branch Line)

(Share Ratio : %)

| Line / Seat Class | Type of Job: Unemployed | Housewife | Farmer or Fisherman | Self-Business | Employee (Secondary Industry) | Employee (Tertiary Industry) | (Sub-total Employee) | Government Officials | Students | Others | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **<Main Line>** | | | | | | | | | | | |
| First | 0.9% | 3.7% | 0.0% | 20.8% | 23.6% | 6.9% | (30.6%) | 31.9% | 2.3% | 9.7% | 100.0% |
| Sec. (With AC) | 2.3% | 3.9% | 1.7% | 14.3% | 17.2% | 9.9% | (27.1%) | 35.4% | 10.1% | 5.2% | 100.0% |
| Sec. (Without AC) | 3.7% | 2.1% | 1.7% | 6.1% | 8.0% | 6.7% | (14.7%) | 25.4% | 40.2% | 6.2% | 100.0% |
| Third | 3.9% | 2.6% | 2.3% | 12.9% | 7.3% | 7.7% | (15.0%) | 30.4% | 24.8% | 8.0% | 100.0% |
| Total | <3.3%> | <2.8%> | <1.8%> | <11.6%> | <10.5%> | <7.7%> | (18.2%) | <29.9%> | <25.3%> | <7.1%> | <100.0%> |
| (First + Sec. AC) | 1.9% | 3.8% | 1.2% | 16.2% | 19.1% | 9.0% | (28.1%) | 34.4% | 7.8% | 6.5% | 100.0% |
| (Second Total) | 3.2% | 2.8% | 1.7% | 9.1% | 11.4% | 7.8% | (19.2%) | 29.1% | 29.2% | 5.9% | 100.0% |
| **<Branch Line>** | | | | | | | | | | | |
| First | | | | | | | | | | | |
| Sec. (With AC) | 3.4% | 0.0% | 0.0% | 17.2% | 3.4% | 3.4% | (6.9%) | 44.8% | 20.7% | 6.9% | 100.0% |
| Sec. (Without AC) | 3.1% | 1.7% | 1.7% | 6.7% | 3.3% | 5.0% | (8.3%) | 34.2% | 37.7% | 6.5% | 100.0% |
| Third | 4.1% | 3.3% | 2.2% | 11.9% | 4.0% | 7.5% | (11.5%) | 29.7% | 31.3% | 6.1% | 100.0% |
| Total | <3.8%> | <2.9%> | <2.0%> | <10.7%> | <3.8%> | <6.8%> | (10.6%) | <31.0%> | <32.7%> | <6.2%> | <100.0%> |
| (First + Sec. AC) | 3.4% | 0.0% | 0.0% | 17.2% | 3.4% | 3.4% | (6.9%) | 44.8% | 20.7% | 6.9% | 100.0% |
| (Second Total) | 3.1% | 1.6% | 1.6% | 7.3% | 3.3% | 4.9% | (8.2%) | 34.8% | 36.8% | 6.6% | 100.0% |
| **<Main+Branch Line>** | | | | | | | | | | | |
| First | 0.9% | 3.7% | 0.0% | 20.8% | 23.6% | 6.9% | (30.6%) | 31.9% | 2.3% | 9.7% | 100.0% |
| Sec. (With AC) | 2.4% | 3.7% | 1.6% | 14.5% | 16.5% | 9.5% | (26.0%) | 35.9% | 10.6% | 5.3% | 100.0% |
| Sec. (Without AC) | 3.4% | 2.0% | 1.7% | 6.3% | 6.3% | 6.1% | (12.3%) | 28.6% | 39.3% | 6.3% | 100.0% |
| Third | 4.0% | 3.0% | 2.2% | 12.3% | 5.4% | 7.6% | (13.0%) | 30.0% | 28.5% | 6.9% | 100.0% |
| Total | <3.5%> | <2.8%> | <1.9%> | <11.2%> | <7.6%> | <7.3%> | (14.9%) | <30.2%> | <28.5%> | <6.7%> | <100.0%> |
| (First + Sec. AC) | 2.0% | 3.7% | 1.2% | 16.3% | 18.5% | 8.8% | (27.3%) | 34.8% | 8.3% | 6.6% | 100.0% |
| (Second Total) | 3.2% | 2.4% | 1.7% | 8.6% | 9.1% | 7.0% | (16.1%) | 30.7% | 31.3% | 6.0% | 100.0% |

Source : Traffic Survey by JICA Study Team

Note : "Unified" is included in the category of "Third".

**Appendix 3.6.7 Distribution of Method of Payment of Railway Passengers by Railway Line (by Main Line and Branch Line)**

(Share Ratio : %)

| | Method of Payment (Type of Ticket) | | | | |
|---|---|---|---|---|---|
| | Normal Ticket | Conductor | Season | Kilometer | Total |
| (Main Line) | | | | | |
| Cairo - Alexandria | 65.9% | 2.8% | 30.7% | 0.5% | 100.0% |
| Cairo - Port Said | 58.0% | 0.3% | 41.0% | 0.8% | 100.0% |
| Cairo - Aswan | 61.2% | 8.3% | 30.1% | 0.4% | 100.0% |
| (Main Line Sub-total) | <63.5%> | <4.0%> | <31.9%> | <0.5%> | <100.0%> |
| (Branch Line) | | | | | |
| Related to Delta Area | 46.7% | 3.8% | 49.4% | 0.2% | 100.0% |
| Related to Upper Egypt Area | 60.3% | 4.3% | 35.4% | 0.0% | 100.0% |
| (Branch Line Sub-total) | <48.3%> | <3.8%> | <47.7%> | <0.2%> | <100.0%> |
| (Grand Total) | <57.0%> | <4.0%> | <38.7%> | <0.4%> | <100.0%> |

Source: Traffic Survey by JICA Study Team

Appendix 3.6.8 **Distribution of Method of Payment of Railway Passengers by Railway Line / by Type of Job (by Main Line and Branch Line)**

(Share Ratio : %)

| | | Method of Payment (Type of Ticket) | | | | |
|---|---|---|---|---|---|---|
| | | Normal Ticket | Conductor | Season | Kilometer | Total |
| (Main Line) | | | | | | |
| | Unemployed | 93.8% | 4.2% | 2.1% | 0.0% | 100.0% |
| | Housewife | 90.0% | 6.3% | 3.8% | 0.0% | 100.0% |
| | Farmer / Fisherman | 77.4% | 15.1% | 7.5% | 0.0% | 100.0% |
| | Self Business | 87.8% | 5.7% | 6.0% | 0.6% | 100.0% |
| | Employee (Secondary Ind.) | 83.4% | 4.7% | 11.3% | 0.7% | 100.0% |
| | Employee (Tertiary Ind.) | 59.2% | 4.0% | 35.9% | 0.9% | 100.0% |
| | (Employee Sub-total) | (73.1%) | (4.4%) | (21.8%) | (0.8%) | (100.0%) |
| | Government Official | 67.0% | 2.7% | 30.0% | 0.3% | 100.0% |
| | Student | 27.8% | 2.5% | 69.0% | 0.7% | 100.0% |
| | Others | 84.8% | 8.3% | 6.4% | 0.5% | 100.0% |
| | (Total) | <63.6%> | <4.1%> | <31.8%> | <0.5%> | <100.0%> |
| (Branch Line) | | | | | | |
| | Unemployed | 80.5% | 9.8% | 9.8% | 0.0% | 100.0% |
| | Housewife | 96.8% | 1.6% | 1.6% | 0.0% | 100.0% |
| | Farmer / Fisherman | 81.8% | 4.5% | 13.6% | 0.0% | 100.0% |
| | Self Business | 80.5% | 12.1% | 7.4% | 0.0% | 100.0% |
| | Employee (Secondary Ind.) | 77.4% | 4.8% | 16.7% | 1.2% | 100.0% |
| | Employee (Tertiary Ind.) | 47.7% | 4.7% | 47.7% | 0.0% | 100.0% |
| | (Employee Sub-total) | (58.4%) | (4.7%) | (36.5%) | (0.4%) | (100.0%) |
| | Government Official | 44.5% | 2.5% | 52.6% | 0.4% | 100.0% |
| | Student | 21.8% | 1.7% | 76.5% | 0.0% | 100.0% |
| | Others | 81.0% | 3.6% | 15.3% | 0.0% | 100.0% |
| | (Total) | <48.3%> | <3.8%> | <47.7%> | <0.2%> | <100.0%> |
| (Main + Branch Line) | | | | | | |
| | Unemployed | 87.6% | 6.7% | 5.6% | 0.0% | 100.0% |
| | Housewife | 93.0% | 4.2% | 2.8% | 0.0% | 100.0% |
| | Farmer / Fisherman | 79.4% | 10.3% | 10.3% | 0.0% | 100.0% |
| | Self Business | 84.8% | 8.3% | 6.5% | 0.4% | 100.0% |
| | Employee (Secondary Ind.) | 82.1% | 4.7% | 12.5% | 0.8% | 100.0% |
| | Employee (Tertiary Ind.) | 54.6% | 4.3% | 40.6% | 0.5% | 100.0% |
| | (Employee Sub-total) | (68.6%) | (4.5%) | (26.3%) | (0.7%) | (100.0%) |
| | Government Official | 57.1% | 2.6% | 39.9% | 0.4% | 100.0% |
| | Student | 24.9% | 2.1% | 72.7% | 0.3% | 100.0% |
| | Others | 83.3% | 6.5% | 10.0% | 0.3% | 100.0% |
| | (Total) | <57.0%> | <4.0%> | <38.7%> | <0.4%> | <100.0%> |

Source: Traffic Survey by JICA Study Team

Appendix 3.6.9 **Distribution of Dominant Reason to Use Railway as Usual Transport Mode of Railway Passengers by Type of Service (for All Lines)**

(Share Ratio : %)

| Seat Class | Dominant Reason to Use Railway as Usual Transport | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|
| | Available All Times | Travel Cost (Cost is reasonable compared with other modes) | There is no other alternative | Travel Time (Travel time is faster and suitable) | Conve-nience | Safety | Comfort | Others | |
| First | 8.4% | 1.9% | 2.8% | 2.8% | 21.4% | 23.7% | 35.3% | 3.7% | 100.0% |
| Second (With AC) | 8.8% | 6.6% | 3.7% | 2.6% | 11.5% | 30.4% | 33.9% | 2.6% | 100.0% |
| Second (Without AC) | 14.2% | 31.9% | 7.5% | 1.5% | 16.2% | 18.5% | 7.0% | 3.2% | 100.0% |
| Third | 21.6% | 34.2% | 8.5% | 1.1% | 10.0% | 13.8% | 6.7% | 4.1% | 100.0% |
| Total | 17.6% | 29.2% | 7.5% | 1.4% | 12.4% | 17.3% | 10.9% | 3.7% | 100.0% |
| First and Second (With AC) | 8.7% | 5.3% | 3.4% | 2.6% | 14.3% | 28.5% | 34.3% | 2.9% | 100.0% |
| Second Sub-total | 12.7% | 24.7% | 6.4% | 1.8% | 14.9% | 21.9% | 14.6% | 3.0% | 100.0% |

Source: Traffic Survey by JICA Study Team

Note : "Unified" is included in the category of "Third".

Appendix 3.6.10 **Distribution of Dominant Reason to Use Railway as Usual Transport Mode of Railway Passengers by Trip Purpose (for All Lines)**

(Share Ratio : %)

| Trip Purpose | Dominant Reason to Use Railway as Usual Transport | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|
| | Available All Times | Travel Cost ( Cost is reasonable compared with other modes) | There is no other alternative | Travel Time ( Travel time is faster and suitable ) | Conve-nience | Safety | Comfort | Others | |
| Home to Work , Work to Home | 17.8% | 32.3% | 8.5% | 1.3% | 12.2% | 17.8% | 7.6% | 2.4% | 100.0% |
| Home to School , School to Home | 19.1% | 38.0% | 6.4% | 1.4% | 13.7% | 12.5% | 5.9% | 3.0% | 100.0% |
| Other to home | 18.9% | 24.6% | 7.9% | 1.2% | 12.0% | 17.5% | 10.5% | 7.4% | 100.0% |
| Other to work | 13.7% | 27.5% | 19.6% | 0.0% | 19.6% | 11.8% | 5.9% | 2.0% | 100.0% |
| Shopping | 20.8% | 44.2% | 11.7% | 0.0% | 7.8% | 9.1% | 3.9% | 2.6% | 100.0% |
| Own Business | 23.4% | 15.8% | 5.3% | 2.9% | 14.6% | 14.0% | 21.1% | 2.9% | 100.0% |
| Employer's business | 12.8% | 19.2% | 3.5% | 2.9% | 9.3% | 21.5% | 26.7% | 4.1% | 100.0% |
| Official | 10.8% | 16.5% | 7.1% | 2.0% | 15.8% | 23.2% | 19.5% | 5.1% | 100.0% |
| (Sub-total Business & Official) | (14.7%) | (17.0%) | (5.6%) | (2.5%) | (13.8%) | (20.3%) | (21.9%) | (4.2%) | (100.0%) |
| Personal & Social Affairs | 17.2% | 24.8% | 7.2% | 1.4% | 10.6% | 18.7% | 15.3% | 4.7% | 100.0% |
| Recreational | 11.8% | 18.2% | 5.5% | 0.9% | 10.0% | 29.1% | 21.8% | 2.7% | 100.0% |
| Others | 19.2% | 23.5% | 7.3% | 1.0% | 10.6% | 21.2% | 12.6% | 4.6% | 100.0% |
| Total | <17.6%> | <29.3%> | <7.5%> | <1.4%> | <12.3%> | <17.3%> | <10.9%> | <3.6%> | <100.0%> |

Source: Traffic Survey by JICA Study Team

## Appendix 3.6.11 Distribution of Dominant Reason to Use Railway of Railway Passengers by Railway Line (by Main Line and Branch Line)

(Share Ratio : %)

| | Dominant Reason to Use Railway as Usual Transport | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Available All Times | Travel Cost (Cost is reasonable compared with other modes) | There is no other alternative | Travel Time (Travel time is faster and suitable) | Conve-nience | Safety | Comfort | Others | Total |
| (Main Line) | | | | | | | | | |
| Cairo - Alexandria | 7.5% | 14.2% | 6.2% | 1.9% | 18.4% | 29.2% | 19.2% | 3.4% | 100.00% |
| Cairo - Port Said | 4.4% | 58.1% | 0.8% | 0.0% | 3.6% | 23.7% | 5.5% | 3.9% | 100.00% |
| Cairo - Aswan | 25.3% | 28.7% | 3.2% | 1.7% | 9.7% | 14.1% | 10.8% | 6.6% | 100.00% |
| (Main Line Sub-total) | <12.2%> | <24.2%> | <4.6%> | <1.6%> | <14.0%> | <24.1%> | <15.0%> | <4.4%> | 100.00% |
| (Branch Line) | | | | | | | | | |
| Related to Delta Area | 25.5% | 37.7% | 9.2% | 1.1% | 11.0% | 8.6% | 4.7% | 2.2% | 100.0% |
| Related to Upper Egypt Area | 19.5% | 22.6% | 26.5% | 1.6% | 4.7% | 6.2% | 12.1% | 7.0% | 100.0% |
| (Branch Line Sub-total) | <24.8%> | <35.9%> | <11.2%> | <1.2%> | <10.2%> | <8.4%> | <5.6%> | <2.8%> | <100.0%> |
| (Grand Total) | <17.6%> | <29.2%> | <7.5%> | <1.4%> | <12.4%> | <17.3%> | <10.9%> | <3.7%> | <100.0%> |

Source: Traffic Survey by JICA Study Team

Appendix 3.6.12 Distribution of Trip Purpose of Bus/Inter-City Taxi Passengers by Corridor (by Cairo - Alexandria and Cairo - Aswan Corridor )

(Share Ratio : %)

| | Trip Purpose | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Home/Work Work/Home | Home/School School/Home | Other to Home | Other to Work | Shopping | Own Bussiness | Employer's Business | Official | (Sub-total Busi.&Offi.) | Personal & Social Affairs | Recreational | Others | Total |
| Bus Passengers | | | | | | | | | | | | | |
| Cairo - Alexandria Corridor | 26.0% | 14.5% | 10.7% | 1.8% | 3.2% | 8.0% | 5.2% | 6.6% | (19.8%) | 17.9% | 1.6% | 4.3% | 100.0% |
| Cairo - Aswan Corridor | 11.7% | 7.1% | 22.0% | 1.9% | 1.1% | 6.3% | 7.1% | 7.2% | (20.5%) | 24.0% | 1.3% | 10.5% | 100.0% |
| Bus Total | <20.9%> | <11.9%> | <14.8%> | <1.8%> | <2.4%> | <7.4%> | <5.9%> | <6.8%> | (20.1%) | <20.1%> | <1.5%> | <6.5%> | <100.0%> |
| Inter-City Taxi Passengers | | | | | | | | | | | | | |
| Cairo - Alexandria Corridor | 20.2% | 8.3% | 17.4% | 2.5% | 4.8% | 8.4% | 5.2% | 5.9% | (19.5%) | 17.3% | 3.3% | 6.7% | 100.0% |
| Cairo - Aswan Corridor | 13.0% | 8.3% | 21.8% | 0.9% | 1.3% | 9.3% | 5.3% | 4.6% | (19.2%) | 25.9% | 1.2% | 8.5% | 100.0% |
| Bus Total | <17.7%> | <8.3%> | <18.9%> | <1.9%> | <3.6%> | <8.7%> | <5.3%> | <5.5%> | (19.4%) | <20.3%> | <2.5%> | <7.3%> | <100.0%> |
| Bus and Inter-City Taxi Passengers | | | | | | | | | | | | | |
| Cairo - Alexandria Corridor | 23.1% | 11.4% | 14.1% | 2.2% | 4.0% | 8.2% | 5.2% | 6.3% | (19.7%) | 17.6% | 2.5% | 5.5% | 100.0% |
| Cairo - Aswan Corridor | 12.3% | 7.7% | 21.9% | 1.4% | 1.2% | 7.8% | 6.2% | 5.9% | (19.9%) | 24.9% | 1.2% | 9.5% | 100.0% |
| Bus Total | <19.3%> | <10.1%> | <16.9%> | <1.9%> | <3.0%> | <8.0%> | <5.6%> | <6.1%> | (19.7%) | <20.2%> | <2.0%> | <6.9%> | <100.0%> |

Source: Traffic Survey by JICA Study Team

Appendix 3.6.13 Distribution of Type of Job of Bus/Inter-City Taxi Passengers by Route Corridor (by Cairo - Alexandria and Cairo - Aswan Corridor)

(Share Ratio : %)

| | Type of Job | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Unemployed | Housewife | Farmer or Fisherman | Self-Business | Employee (Secondary Industry) | Employee (Tertiary Industry) | (Sub-total Employee) | Government Officials | Students | Others | Total |
| Bus Passengers | | | | | | | | | | | |
| Cairo - Alexandria Corridor | 3.6% | 2.9% | 1.9% | 19.0% | 10.6% | 8.4% | (19.0%) | 31.0% | 18.8% | 3.8% | 100.0% |
| Cairo - Aswan Corridor | 7.1% | 3.8% | 4.5% | 17.8% | 14.5% | 7.2% | (21.7%) | 21.7% | 13.4% | 10.0% | 100.0% |
| Bus Total | <4.8%> | <3.2%> | <2.8%> | <18.5%> | <12.0%> | <8.0%> | (20.0%) | <27.7%> | <16.9%> | <6.0%> | <100.0%> |
| Inter-City Taxi Passengers | | | | | | | | | | | |
| Cairo - Alexandria Corridor | 4.4% | 3.7% | 2.3% | 23.3% | 11.4% | 8.2% | (19.6%) | 24.0% | 14.2% | 8.4% | 100.0% |
| Cairo - Aswan Corridor | 7.2% | 2.1% | 6.0% | 24.8% | 8.8% | 6.7% | (15.5%) | 22.0% | 11.9% | 10.3% | 100.0% |
| Bus Total | <5.4%> | <3.2%> | <3.5%> | <23.8%> | <10.5%> | <7.7%> | (18.2%) | <23.3%> | <13.4%> | <9.1%> | <100.0%> |
| Bus and Inter-City Taxi Passengers | | | | | | | | | | | |
| Cairo - Alexandria Corridor | 4.0% | 3.3% | 2.1% | 21.2% | 11.0% | 8.3% | (19.3%) | 27.4% | 16.5% | 6.2% | 100.0% |
| Cairo - Aswan Corridor | 7.2% | 3.0% | 5.2% | 21.3% | 11.7% | 6.9% | (18.6%) | 21.9% | 12.7% | 10.2% | 100.0% |
| Bus Total | <5.1%> | <3.2%> | <3.2%> | <21.2%> | <11.3%> | <7.8%> | (19.1%) | <25.5%> | <15.1%> | <7.6%> | <100.0%> |

Source: Traffic Survey by JICA Study Team

Appendix 3.6.14 Distribution of Type of Job / Trip Purpose of Bus/Inter-City Taxi Passengers by Bus and Inter-City Taxi for Aggregation of Corridor of Cairo - Alexandria and Cairo - Aswan

(Share Ratio : %)

| | Trip Purpose | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Home/Work Work/Home | Home/School School/Home | Other to Home | Other to Work | Shopping | Own Bussiness | Employer's Business | Official | (Sub-total Bus.&Off.) | Personal & Social Affairs | Recreational | Others | Total |
| (Bus Passengers) | | | | | | | | | | | | | |
| Unemployed | 5.5% | 1.6% | 29.7% | 0.8% | 4.7% | 0.8% | 3.9% | 0.0% | (4.7%) | 28.1% | 1.6% | 23.4% | 100.0% |
| Housewife | 4.7% | 1.2% | 24.4% | 1.2% | 5.8% | 0.0% | 1.2% | 1.2% | (2.3%) | 52.3% | 0.0% | 8.1% | 100.0% |
| Farmer / Fisherman | 8.0% | 1.3% | 28.0% | 2.7% | 4.0% | 4.0% | 4.0% | 0.0% | (8.0%) | 33.3% | 0.0% | 14.7% | 100.0% |
| Self-Business | 16.3% | 1.2% | 11.0% | 1.8% | 5.7% | 35.2% | 2.8% | 0.4% | (38.4%) | 17.3% | 2.0% | 6.2% | 100.0% |
| Employee (Secondary) | 21.4% | 0.3% | 12.3% | 1.3% | 1.6% | 0.6% | 34.9% | 2.2% | (37.7%) | 20.4% | 1.9% | 3.1% | 100.0% |
| Employee (Tertiary) | 30.3% | 0.5% | 15.2% | 4.7% | 0.9% | 1.9% | 4.3% | 14.7% | (20.9%) | 23.7% | 0.9% | 2.8% | 100.0% |
| Government Officials | 38.2% | 1.5% | 12.0% | 2.4% | 1.9% | 1.1% | 1.0% | 17.8% | (19.9%) | 19.0% | 0.8% | 4.2% | 100.0% |
| Students | 3.3% | 65.0% | 12.9% | 0.2% | 0.0% | 0.7% | 0.2% | 0.0% | (0.9%) | 10.9% | 2.7% | 4.0% | 100.0% |
| Others | 18.1% | 0.6% | 25.0% | 1.9% | 1.3% | 1.3% | 3.1% | 5.6% | (10.0%) | 23.8% | 1.3% | 18.1% | 100.0% |
| (Total) | <20.9%> | <11.9%> | <14.7%> | <1.8%> | <2.5%> | <7.4%> | <5.9%> | <6.8%> | (20.1%) | <20.1%> | <1.5%> | <6.5%> | <100.0%> |
| (Inter-City Taxi Passengers) | | | | | | | | | | | | | |
| Unemployed | 2.7% | 0.7% | 37.4% | 0.7% | 6.1% | 0.7% | 0.7% | 2.0% | (3.4%) | 23.8% | 4.1% | 21.1% | 100.0% |
| Housewife | 2.3% | 2.3% | 20.9% | 1.2% | 10.5% | 1.2% | 1.2% | 0.0% | (2.3%) | 50.0% | 0.0% | 10.5% | 100.0% |
| Farmer / Fisherman | 7.3% | 0.0% | 30.2% | 3.1% | 9.4% | 4.2% | 0.0% | 3.1% | (7.3%) | 27.1% | 2.1% | 13.5% | 100.0% |
| Self-Business | 13.9% | 0.2% | 17.9% | 1.9% | 6.0% | 33.5% | 2.0% | 0.3% | (35.9%) | 16.2% | 2.8% | 5.3% | 100.0% |
| Employee (Secondary) | 22.4% | 0.3% | 15.2% | 1.7% | 0.3% | 1.4% | 38.1% | 0.7% | (40.2%) | 14.0% | 2.1% | 3.8% | 100.0% |
| Employee (Tertiary) | 32.2% | 0.0% | 17.3% | 3.4% | 2.4% | 0.0% | 1.4% | 14.4% | (15.9%) | 22.6% | 2.4% | 3.8% | 100.0% |
| Government Officials | 31.1% | 0.8% | 17.2% | 1.6% | 1.4% | 0.3% | 1.1% | 16.7% | (18.2%) | 22.1% | 2.8% | 4.7% | 100.0% |
| Students | 3.6% | 56.2% | 12.3% | 0.8% | 1.6% | 0.3% | 0.0% | 0.0% | (0.3%) | 14.2% | 2.5% | 5.5% | 100.0% |
| Others | 15.0% | 0.0% | 25.5% | 4.0% | 4.0% | 2.4% | 3.6% | 0.8% | (6.9%) | 25.1% | 2.0% | 17.4% | 100.0% |
| (Total) | <17.7%> | <8.2%> | <18.9%> | <1.9%> | <3.6%> | <8.7%> | <5.3%> | <5.5%> | (19.4%) | <20.3%> | <2.3%> | <7.3%> | <100.0%> |
| (Bus + Inter-City Taxi Passengers) | | | | | | | | | | | | | |
| Unemployed | 4.0% | 1.1% | 33.8% | 0.7% | 5.5% | 0.7% | 2.2% | 1.1% | (4.0%) | 25.8% | 2.9% | 22.2% | 100.0% |
| Housewife | 3.5% | 1.7% | 22.7% | 1.2% | 8.1% | 0.6% | 1.2% | 0.6% | (2.3%) | 51.2% | 0.0% | 9.3% | 100.0% |
| Farmer / Fisherman | 7.6% | 0.6% | 29.2% | 2.9% | 7.0% | 4.1% | 1.8% | 1.8% | (7.6%) | 29.8% | 1.2% | 14.0% | 100.0% |
| Self-Business | 14.9% | 0.6% | 14.9% | 1.8% | 5.9% | 34.2% | 2.4% | 0.4% | (37.0%) | 16.7% | 2.5% | 5.7% | 100.0% |
| Employee (Secondary) | 21.9% | 0.3% | 13.6% | 1.5% | 1.0% | 1.0% | 36.4% | 1.5% | (38.9%) | 17.4% | 2.0% | 3.5% | 100.0% |
| Employee (Tertiary) | 31.3% | 0.2% | 16.2% | 4.1% | 1.7% | 1.0% | 2.9% | 14.6% | (18.4%) | 23.2% | 1.7% | 3.3% | 100.0% |
| Government Officials | 34.9% | 1.2% | 14.4% | 2.0% | 1.7% | 0.7% | 1.0% | 17.3% | (19.1%) | 20.5% | 1.8% | 4.5% | 100.0% |
| Students | 3.4% | 62.4% | 12.7% | 0.5% | 0.7% | 0.5% | 0.1% | 0.0% | (0.6%) | 12.4% | 2.6% | 4.7% | 100.0% |
| Others | 16.2% | 0.2% | 25.3% | 3.2% | 2.9% | 2.0% | 3.4% | 2.7% | (8.1%) | 24.6% | 1.7% | 17.7% | 100.0% |
| (Total) | <19.3%> | <10.1%> | <16.9%> | <1.9%> | <3.0%> | <8.0%> | <5.6%> | <6.1%> | (19.7%) | <20.2%> | <2.0%> | <6.9%> | <100.0%> |

Source: Traffic Survey by JICA Study Team

Appendix 3.6.15 **Distribution of Personal Income of Bus/Taxi Passengers by Route Corridor (by Cairo - Alexandria and Cairo - Aswan Corridor)**

(Share Ratio : %)

| | Personal Income (Monthly) | | | | | | |
|---|---|---|---|---|---|---|---|
| | L.E. 0 - 100 | L.E. 100 - 250 | L.E. 250 - 400 | L.E. 400 - 700 | L.E. 700 - 1,000 | L.E. > 1,000 | Total |
| Bus Passengers | | | | | | | |
| Cairo - Alexandria Corridor | 35.1% | 40.3% | 17.2% | 4.5% | 1.9% | 1.0% | 100.0% |
| Cairo - Aswan Corridor | 39.3% | 37.7% | 14.8% | 6.6% | 1.3% | 0.3% | 100.0% |
| Bus Total | <36.7%> | <39.3%> | <16.3%> | <5.3%> | <1.7%> | <0.7%> | <100.0%> |
| Inter-City Taxi Passengers | | | | | | | |
| Cairo - Alexandria Corridor | 31.7% | 37.3% | 21.1% | 7.1% | 1.9% | 1.1% | 100.0% |
| Cairo - Aswan Corridor | 40.6% | 39.6% | 14.2% | 4.3% | 1.1% | 0.2% | 100.0% |
| Inter-city Taxi Total | <34.8%> | <38.1%> | <18.6%> | <6.1%> | <1.6%> | <0.8%> | <100.0%> |
| Bus and Inter-City Taxi Passengers | | | | | | | |
| Cairo - Alexandria Corridor | 33.4% | 38.7% | 19.2% | 5.8% | 1.9% | 1.0% | 100.0% |
| Cairo - Aswan Corridor | 39.9% | 38.6% | 14.5% | 5.5% | 1.2% | 0.3% | 100.0% |
| Bus & Inter-city Taxi Total | <35.7%> | <38.7%> | <17.5%> | <5.7%> | <1.6%> | <0.8%> | <100.0%> |

Source: Traffic Survey by JICA Study Team

Appendix 3.6.16 **Distribution of Dominant Reason to Use Bus/Inter-City Taxi as Usual Transport Mode of Bus/Inter-City Taxi Passengers by Trip Purpose (for Aggregation of Corridors of Cairo - Alexandria, Cairo - Aswan and Cairo - Damietta)**

(Share Ratio : %)

| Trip Purpose | Dominant Reason to Use Bus/Inter-City as Usual Transport | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Available All Times | Travel Cost (Cost is reasonable compared with other modes) | There is no other alternative | Travel Time (Travel time is faster and suitable) | Conve-nience | Safety | Comfort | Others | Total |
| Bus Passengers | | | | | | | | | |
| Home to Work, Work to Home | 24.1% | 15.5% | 2.4% | 3.5% | 23.2% | 8.3% | 18.2% | 5.0% | 100.0% |
| Home to School, School to Home | 24.1% | 16.0% | 3.9% | 3.2% | 16.2% | 10.3% | 19.4% | 6.9% | 100.0% |
| Other to home | 19.2% | 8.7% | 2.9% | 3.8% | 16.6% | 10.9% | 29.3% | 8.7% | 100.0% |
| Other to work | 25.5% | 13.7% | 5.9% | 5.9% | 19.6% | 5.9% | 19.6% | 3.9% | 100.0% |
| Shopping | 33.8% | 10.0% | 2.5% | 1.3% | 16.3% | 8.8% | 23.8% | 3.8% | 100.0% |
| Own Business | 22.6% | 8.3% | 2.2% | 7.0% | 17.4% | 8.3% | 29.1% | 5.2% | 100.0% |
| Employer's Business | 18.3% | 8.4% | 3.7% | 5.2% | 16.2% | 12.0% | 29.3% | 6.8% | 100.0% |
| Official | 16.7% | 13.4% | 3.8% | 4.8% | 24.4% | 6.7% | 23.0% | 7.2% | 100.0% |
| (Sub-total Business & Official) | (19.4%) | (10.0%) | (3.2%) | (5.7%) | (19.4%) | (8.9%) | (27.1%) | (6.3%) | (100.0%) |
| Personal & Social | 21.2% | 10.5% | 3.0% | 3.7% | 19.3% | 11.0% | 25.1% | 6.2% | 100.0% |
| Recreational | 17.3% | 3.8% | 7.7% | 1.9% | 19.2% | 13.5% | 21.2% | 15.4% | 100.0% |
| Others | 17.3% | 9.3% | 5.3% | 3.1% | 19.1% | 11.6% | 22.2% | 12.0% | 100.0% |
| (Bus Total) | <21.6%> | <11.5%> | <3.3%> | <3.9%> | <19.1%> | <9.9%> | <23.9%> | <7.0%> | <100.0%> |
| Inter-City Taxi Passengers | | | | | | | | | |
| Home to Work, Work to Home | 40.4% | 1.1% | 4.2% | 19.4% | 15.4% | 0.3% | 15.4% | 3.9% | 100.0% |
| Home to School, School to Home | 31.0% | 1.2% | 7.1% | 25.8% | 13.8% | 0.3% | 16.0% | 4.9% | 100.0% |
| Other to home | 25.3% | 1.2% | 6.1% | 27.9% | 13.4% | 0.7% | 16.3% | 9.0% | 100.0% |
| Other to work | 46.6% | 6.9% | 1.7% | 25.9% | 6.9% | 0.0% | 10.3% | 1.7% | 100.0% |
| Shopping | 37.1% | 0.7% | 1.4% | 22.9% | 15.7% | 2.9% | 12.9% | 6.4% | 100.0% |
| Own Business | 29.8% | 3.9% | 3.0% | 26.8% | 14.3% | 0.6% | 18.8% | 3.0% | 100.0% |
| Employer's Business | 29.9% | 0.5% | 2.3% | 30.8% | 14.5% | 1.4% | 15.4% | 5.1% | 100.0% |
| Official | 33.6% | 1.3% | 2.2% | 33.6% | 9.6% | 0.4% | 17.0% | 2.2% | 100.0% |
| (Sub-total Business & Official) | (30.9%) | (2.2%) | (2.6%) | (29.9%) | (13.0%) | (0.8%) | (17.3%) | (3.3%) | (100.0%) |
| Personal & Social | 33.1% | 4.0% | 3.5% | 22.9% | 13.7% | 1.5% | 15.1% | 6.2% | 100.0% |
| Recreational | 45.6% | 10.1% | 5.1% | 15.2% | 7.6% | 0.0% | 16.5% | 0.0% | 100.0% |
| Others | 35.6% | 4.3% | 3.9% | 19.3% | 15.0% | 0.9% | 16.3% | 4.7% | 100.0% |
| (Inter-City Total) | <33.3%> | <2.5%> | <4.1%> | <24.5%> | <13.7%> | <0.8%> | <15.8%> | <5.2%> | <100.0%> |
| Total of Bus and Inter-City Taxi | | | | | | | | | |
| Home to Work, Work to Home | 32.1% | 8.4% | 3.3% | 11.3% | 19.3% | 4.4% | 16.8% | 4.4% | 100.0% |
| Home to School, School to Home | 27.1% | 9.4% | 5.3% | 13.2% | 15.1% | 5.9% | 17.9% | 6.0% | 100.0% |
| Other to home | 22.1% | 5.2% | 4.4% | 15.1% | 15.1% | 6.1% | 23.2% | 8.9% | 100.0% |
| Other to work | 36.7% | 10.1% | 3.7% | 16.5% | 12.8% | 2.8% | 14.7% | 2.8% | 100.0% |
| Shopping | 35.9% | 4.1% | 1.8% | 15.0% | 15.9% | 5.0% | 16.8% | 5.5% | 100.0% |
| Own Business | 26.9% | 5.7% | 2.5% | 18.7% | 15.5% | 3.7% | 23.0% | 3.9% | 100.0% |
| Employer's Business | 24.4% | 4.2% | 3.0% | 18.8% | 15.3% | 6.4% | 22.0% | 5.9% | 100.0% |
| Official | 25.6% | 7.1% | 3.0% | 19.9% | 16.7% | 3.4% | 19.9% | 4.6% | 100.0% |
| (Sub-total Business & Official) | (25.8%) | (5.7%) | (2.8%) | (19.1%) | (15.8%) | (4.4%) | (21.7%) | (4.7%) | (100.0%) |
| Personal & Social | 27.5% | 7.1% | 3.3% | 13.9% | 16.4% | 5.9% | 19.8% | 6.2% | 100.0% |
| Recreational | 34.4% | 7.6% | 6.1% | 9.9% | 12.2% | 5.3% | 18.3% | 6.1% | 100.0% |
| Others | 26.6% | 6.8% | 4.6% | 11.4% | 17.0% | 6.1% | 19.2% | 8.3% | 100.0% |
| (Bus and Inter-City Total) | <27.5%> | <6.9%> | <3.7%> | <14.4%> | <16.4%> | <5.3%> | <19.8%> | <6.1%> | <100.0%> |

Source: Traffic Survey by JICA Study Team

Appendix 3.6.17 Summary of Railway Passengers' Comments for Railway Services

(Main Line : Cairo - Alexandria)

| (1) Line Category : MainLine : | Cairo - Alexandria | | | | |
|---|---|---|---|---|---|
| (2) Class | (a) 1st AC | (b) 2nd AC | (c) 2nd | (d) 3rd | Total |
| (3) Number of Passengers Obtained Comments : | 21 | 21 | 44 | 57 | 143 |
| (4) Comments | | | | | |
| (a) Related to Services | | | | | |
| (a-1) Related to Coaches | | | | | |
| - Good Service (Reasonable) in General | 6 | 11 | 2 | 3 | 22 |
| - To Improve Services (To Maintain in General) | 1 | | 13 | 12 | 26 |
| - Noisy (Vibration of Train) | | 1 | | | 1 |
| - Crowded | | | | 6 | |
| - More Cleaning | 5 | 1 | 9 | 20 | 35 |
| - To Improve Windows | | | 5 | 16 | 21 |
| - To Improve Seats | | | 4 | 4 | 8 |
| - To Improve Doors | | | 1 | 4 | 5 |
| - To Improve Lights | | | 3 | 4 | 7 |
| - To Improve Toilets | 1 | | 2 | 3 | 6 |
| - To Improve Water Supply | | | | | |
| - Trash Box | | | | | |
| - To Isolate Smokers | | 3 | 1 | | 4 |
| - More Telephone | 5 | | | | 5 |
| - Medical Care | | | | | |
| - Entertainment | 1 | 1 | | | 2 |
| - To Improve Quality of Foods Sold in Coaches | | | | | |
| - Foods Prices Sold in Coaches Too Expensive | | 1 | | | 1 |
| - More Seats for Conductor Ticket | | | | | |
| (Sub-total) | (19) | (18) | (40) | (72) | (143) |
| (a-2) Related to Stations | | | | | |
| - More Places to Buy Tickets | 1 | | | | 1 |
| - To Imorove Ticket Windows (More Ticket Window at Station) | | | | | |
| - To Install Ticket Office at each Station | | | | | |
| - More Information Center at Station | | | | | |
| - To Improve Station Building | | | | | |
| (Sub-total) | (1) | | | | (1) |
| (b) Related to Train Operation | | | | | |
| - To Follow the Schedule (Punctuality) | 1 | | 8 | 12 | 21 |
| - Speed up | 1 | 1 | 1 | 2 | 5 |
| - To Adjust the Train Schedule to Meet Passengers' Need | | | 1 | 4 | 5 |
| - To Reduce Waiting Time for Passing Train | | | | | |
| - More Train | | 3 | 8 | 3 | 14 |
| - More Coaches | | | 4 | 9 | 13 |
| - Faster Train | | | | | |
| - Double Tracks | | | | | |
| - Track Maintenance | | | | | |
| (Sub-total) | (2) | (4) | (22) | (30) | (58) |
| (c) Related to Fares | | | | | |
| - Don't Change Fares | 2 | 1 | | 1 | 4 |
| - To reduce fares of Season Ticket | | | | | |
| - To Improve Services Then Raise Fares | | | | | |
| - If Raising fares, Change Other Modes | | | | | |
| - Small Fare Raising is Acceptable | | | | | |
| - To Continue to use Train Even if Changing Fares | | | | | |
| (Sub-total) | (2) | (1) | | (1) | (4) |
| (d) Others | | | | | |
| - To Privatize ENR | | | | | |
| (Sub-total) | | | | | |
| (Total) | (24) | (23) | (62) | (103) | (206) |

Source: Traffic Survey (Railway Passengers Interview Survey) by JICA Sudy Team

Appendix 3.6.18 Summary of Railway Passengers' Comments for Railway Services

(Main Line : Cairo - Aswan)

| (1) Line Category : Main Line : | Cairo - Aswan | | | | |
|---|---|---|---|---|---|
| (2) Class | (a) | (b) | (c) | (d) | Total |
| | 1st AC | 2nd AC | 2nd | 3rd | |
| (3) Number of Passengers Obtained Comments : | 22 | 27 | 47 | 51 | 147 |
| (4) Comments | | | | | |
| (a) Related to Services | | | | | |
| (a-1) Related to Coaches | | | | | |
| - Good Service (Reasonable) in General | 3 | | | | 3 |
| - To Improve Services (To Maintain in General) | 4 | 4 | 4 | 4 | 16 |
| - Noisy (Vibration of Train) | | | 4 | 1 | 5 |
| - Crowded | | | 8 | 7 | 15 |
| - More Cleaning | 8 | 5 | 8 | 19 | 40 |
| - To Improve Windows | | | 16 | 19 | 35 |
| - To Improve Seats | 1 | | | 1 | 2 |
| - To Improve Doors | 2 | | | 4 | 6 |
| - To Improve Lights | | | 4 | 2 | 6 |
| - To Improve Toilets | 6 | 5 | 14 | 9 | 34 |
| - To Improve Water Supply | | 2 | 1 | 1 | 4 |
| - Trash Box | | | | | |
| - To Isolate Smokers | 5 | 6 | | | 11 |
| - More Telephone | | 4 | | | 4 |
| - Medical Care | | 7 | | | 7 |
| - Entertainment | | | 1 | | 1 |
| - To Improve Quality of Foods Sold in Coaches | 2 | | | | 2 |
| - Foods Prices Sold in Coaches Too Expensive | 1 | 7 | | | 8 |
| - More Seats for Conductor Ticket | | 1 | | | 1 |
| (Sub-total) | (32) | (41) | (60) | (67) | (200) |
| (a-2) Related to Stations | | | | | |
| - More Places to Buy Tickets | | | | | |
| - To Imorove Ticket Windows (More Ticket Window at Station) | | 2 | | 1 | 3 |
| - To Install Ticket Office at each Station | | 1 | | | 1 |
| - More Information Center at Station | | | | | |
| - To Improve Station Building | | | | | |
| (Sub-total) | | (3) | | (1) | (4) |
| (b) Related to Train Operation | | | | | |
| - To Follow the Schedule (Punctuality) | 6 | 5 | 7 | 9 | 27 |
| - Speed up | 2 | 2 | 1 | | 5 |
| - To Adjust the Train Schedule to Meet Passengers' Need | | | | 2 | 2 |
| - To Reduce Waiting Time for Passing Train | | | | | |
| - More Train | 1 | | 3 | 4 | 8 |
| - More Coaches | | | 6 | 14 | 20 |
| - Faster Train | | 1 | | | 1 |
| - Double Tracks | | | | | |
| - Track Maintenance | | | | | |
| (Sub-total) | (9) | (8) | (17) | (29) | (63) |
| (c) Related to Fares | | | | | |
| - Don't Change Fares | 2 | 2 | | | 4 |
| - To reduce fares of Season Ticket | | | | | |
| - To Improve Services Then Raise Fares | | | | | |
| - If Raising fares, Change Other Modes | | | | | |
| - Small Fare Raising is Acceptable | | | | | |
| - To Continue to use Train Even if Changing Fares | | | | | |
| (Sub-total) | (2) | (2) | | | (4) |
| (d) Others | | | | | |
| - To Privatize ENR | | | | | |
| (Sub-total) | | | | | |
| (Total) | (43) | (51) | (77) | (97) | (271) |

Source: Traffic Survey (Railway Passengers Interview Survey) by JICA Sudy Team

Appendix 3.6.19 Summary of Railway Passengers' Comments for Railway Services

(Main Line : Cairo - Port Said)

| (1) Line Category : MainLine : | Cairo - Port Said | | | | |
|---|---|---|---|---|---|
| (2) Class | | (b) | (c) | (d) | Total |
| | | 2nd AC | 2nd | 3rd | |
| (3) Number of Passengers Obtained Comments : | | 8 | 14 | 15 | 37 |
| (4) Comments | | | | | |
| (a) Related to Services | | | | | |
| (a-1) Related to Coaches | | | | | |
| - Good Service (Reasonable) in General | | | | | |
| - To Improve Services (To Maintain in General) | | 1 | 4 | 7 | 12 |
| - Noisy (Vibration of Train) | | | | | |
| - Crowded | | | | | |
| - More Cleaning | | 1 | 2 | 2 | 5 |
| - To Improve Windows | | | 1 | 1 | 2 |
| - To Improve Seats | | | | | |
| - To Improve Doors | | | | | |
| - To Improve Lights | | | | | |
| - To Improve Toilets | | | | 2 | 2 |
| - To Improve Water Supply | | | | | |
| - Trash Box | | | | | |
| - To Isolate Smokers | | | | | |
| - More Telephone | | | | | |
| - Medical Care | | | | | |
| - Entertainment | | | | | |
| - To Improve Quality of Foods Sold in Coaches | | | | | |
| - Foods Prices Sold in Coaches Too Expensive | | | | | |
| - More Seats for Conductor Ticket | | | | | |
| (Sub-total) | | (2) | (7) | (12) | (21) |
| (a-2) Related to Stations | | | | | |
| - More Places to Buy Tickets | | | | | |
| - To Imorove Ticket Windows (More Ticket Window at Station) | | 1 | | | 1 |
| - To Install Ticket Office at each Station | | | | | |
| - More Information Center at Station | | | | | |
| - To Improve Station Building | | | | | |
| (Sub-total) | | (1) | | | 1 |
| (b) Related to Train Operation | | | | | |
| - To Follow the Schedule (Punctuality) | | 4 | 4 | 5 | 13 |
| - Speed up | | | 4 | | 4 |
| - To Adjust the Train Schedule to Meet Passengers' Need | | | 1 | | 1 |
| - To Reduce Waiting Time for Passing Train | | 1 | | 2 | 3 |
| - More Train | | 3 | 7 | 4 | 14 |
| - More Coaches | | 4 | 4 | 4 | 12 |
| - Faster Train | | | | | |
| - Double Tracks | | 2 | | | 2 |
| - Track Maintenance | | | | | |
| (Sub-total) | | (14) | (20) | (15) | (49) |
| (c) Related to Fares | | | | | |
| - Don't Change Fares | | 1 | | | 1 |
| - To reduce fares of Season Ticket | | | | | |
| - To Improve Services Then Raise Fares | | | | | |
| - If Raising fares, Change Other Modes | | | | | |
| - Small Fare Raising is Acceptable | | | | | |
| - To Continue to use Train Even if Changing Fares | | | | | |
| (Sub-total) | | (1) | | | (1) |
| (d) Others | | | | | |
| - To Privatize ENR | | | 1 | | 1 |
| (Sub-total) | | | (1) | | (1) |
| (Total) | | (18) | (28) | (27) | (73) |

Source: Traffic Survey (Railway Passengers Interview Survey) by JICA Sudy Team

Appendix 3.6.20 Summary of Railway Passengers' Comments for Railway Services

(Main Line : Total)

| (1) Line Category : Main Line : | | | | | |
|---|---|---|---|---|---|
| (2) Class | (a) 1st AC | (b) 2nd AC | (c) 2nd | (d) 3rd | Total |
| (3) Number of Passengers Obtained Comments : | 43 | 56 | 105 | 123 | 327 |
| (4) Conuments | | | | | |
| (a) Related to Services | | | | | |
| (a-1) Related to Coaches | | | | | |
| - Good Service (Reasonable) in General | 9 | 11 | 2 | 3 | 25 |
| - To Improve Services (To Maintain in General) | 5 | 5 | 21 | 23 | 54 |
| - Noisy (Vibration of Train) | | 1 | 4 | 1 | 6 |
| - Crowded | | | 8 | 13 | 15 |
| - More Cleaning | 13 | 7 | 19 | 41 | 80 |
| - To Improve Windows | | | 22 | 36 | 58 |
| - To Improve Seats | 1 | | 4 | | 10 |
| - To Improve Doors | 2 | | 1 | 8 | 11 |
| - To Improve Lights | | | 7 | 6 | 13 |
| - To Improve Toilets | 7 | 5 | 16 | 14 | 42 |
| - To Improve Water Supply | | 2 | 1 | 1 | 4 |
| - Trash Box | | | | | |
| - To Isolate Smokers | 5 | 9 | 1 | | 15 |
| - More Telephone | 5 | 4 | | | 9 |
| - Medical Care | | 7 | | | 7 |
| - Entertainment | 1 | 1 | 1 | | 3 |
| - To Improve Quality of Foods Sold in Coaches | 2 | | | | 2 |
| - Foods Prices Sold in Coaches Too Expensive | 1 | 8 | | | 9 |
| - More Seats for Conductor Ticket | | 1 | | | 1 |
| (Sub-total) | (51) | (61) | (107) | (151) | (364) |
| (a-2) Related to Stations | | | | | |
| - More Places to Buy Tickets | 1 | | | | 1 |
| - To Imorove Ticket Windows (More Ticket Window at Station) | | 3 | | 1 | 4 |
| - To Install Ticket Office at each Station | | 1 | | | 1 |
| - More Information Center at Station | | | | | |
| - To Improve Station Building | | | | | |
| (Sub-total) | (1) | (4) | | (1) | (6) |
| (b) Related to Train Operation | | | | | |
| - To Follow the Schedule (Punctuality) | 7 | 9 | 19 | 26 | 61 |
| - Speed up | 3 | 3 | 6 | 2 | 14 |
| - To Adjust the Train Schedule to Meet Passengers' Need | | | 2 | 6 | 8 |
| - To Reduce Waiting Time for Passing Train | | 1 | | 2 | 3 |
| - More Train | 1 | 6 | 18 | 11 | 36 |
| - More Coaches | | 4 | 14 | 27 | 45 |
| - Faster Train | | 1 | | | 1 |
| - Double Tracks | | 2 | | | 2 |
| - Track Maintenance | | | | | |
| (Sub-total) | (11) | (26) | (59) | (74) | (170) |
| (c) Related to Fares | | | | | |
| - Don't Change Fares | 4 | 4 | | 1 | 9 |
| - To reduce fares of Season Ticket | | | | | |
| - To Improve Services Then Raise Fares | | | | | |
| - If Raising fares, Change Other Modes | | | | | |
| - Small Fare Raising is Acceptable | | | | | |
| - To Continue to use Train Even if Changing Fares | | | | | |
| (Sub-total) | (4) | (4) | | (1) | (9) |
| (d) Others | | | | | |
| - To Privatize ENR | | | 1 | | 1 |
| (Sub-total) | | | (1) | | (1) |
| (Total) | 67 | 95 | 167 | 227 | 550 |

Source: Traffic Survey (Railway Passengers Interview Survey) by JICA Sudy Team

Appendix 3.6.21 Summary ofRailway Passengers' Comments for Railway Services

(Branch Line : Total)

| (1) Line Category : Branch Line : | Delta | | | | Upper Egypt | Total |
|---|---|---|---|---|---|---|
| (2) Class | 2nd AC | 2nd | 3rd | Total | 3rd | |
| (3) Number of Passengers Obtained Comments : | 6 | 35 | 96 | (137) | 33 | (170) |
| (4) Comments | | | | | | |
| (a) Related to Services | | | | | | |
| (a-1) Related to Coaches | | | | | | |
| - Good Service (Reasonable) in General | 2 | | 1 | (3) | | (3) |
| - To Improve Services (To Maintain in General) | 2 | 12 | 13 | (27) | 8 | (35) |
| - Noisy (Vibration of Train) | | | | | | |
| - Crowded | | | | | | |
| - More Cleaning | | 13 | 31 | (44) | 19 | (63) |
| - To Improve Windows | 2 | 3 | 21 | (26) | 6 | (32) |
| - To Improve Seats | | 1 | 3 | (4) | 3 | (7) |
| - To Improve Doors | | 1 | 4 | (5) | 3 | (8) |
| - To Improve Lights | | 2 | 4 | (6) | 1 | (7) |
| - To Improve Toilets | 3 | 2 | 5 | (10) | 3 | (13) |
| - To Improve Water Supply | | | 1 | (1) | | (1) |
| - Trash Box | | | 2 | (2) | | (2) |
| - To Isolate Smokers | | | | | | |
| - More Telephone | | | | | | |
| - Medical Care | | | | | 1 | (1) |
| - Entertainment | | | | | | |
| - To Improve Quality of Foods Sold in Coaches | | | | | | |
| - Foods Prices Sold in Coaches Too Expensive | | | | | | |
| - More Seats for Conductor Ticket | | | | | | |
| (Sub-total) | (9) | (34) | (85) | (128) | (44) | (172) |
| (a-2) Related to Stations | | | | | | |
| - More Places to Buy Tickets | | | | | | |
| - To Imorove Ticket Windows (More Ticket Window at Station) | | | | | | |
| - To Install Ticket Office at each Station | | | | | 1 | (1) |
| - More Information Center at Station | | | | | | |
| - To Improve Station Building | | | 1 | (1) | | (1) |
| (Sub-total) | | | (1) | (1) | (1) | (2) |
| (b) Related to Train Operation | | | | | | |
| - To Follow the Schedule (Punctuality) | 1 | 15 | 30 | (46) | 16 | (62) |
| - Speed up | | 2 | 3 | (5) | 1 | (6) |
| - To Adjust the Train Schedule to Meet Passengers' Need | | | 5 | (5) | | (5) |
| - To Reduce Waiting Time for Passing Train | | 2 | | (2) | 1 | (3) |
| - More Train | | 13 | 22 | (35) | 1 | (36) |
| - More Coaches | 1 | 2 | 14 | (17) | 5 | (22) |
| - Faster Train | | | 12 | (12) | | (12) |
| - Double Tracks | | 2 | 12 | (14) | 3 | (17) |
| - Track Maintenance | | | 2 | (2) | | (2) |
| (Sub-total) | (2) | (36) | (100) | (138) | (27) | (165) |
| (c) Related to Fares | | | | | | |
| - Don't Change Fares | | | 3 | 3 | 2 | (5) |
| - To reduce fares of Season Ticket | | | | | | |
| - To Improve Services Then Raise Fares | | 1 | 3 | 4 | 1 | (5) |
| - If Raising fares, Change Other Modes | | | 1 | 1 | | (1) |
| - Small Fare Raising is Acceptable | | | 2 | 2 | | (2) |
| - To Continue to use Train Even if Changing Fares | | | 1 | 1 | 1 | (2) |
| (Sub-total) | | (1) | (10) | (11) | (4) | (15) |
| (d) Others | | | | | | |
| - To Privatize ENR | | | | | | |
| (Sub-total) | | | | | | |
| (Total) | (11) | (71) | (196) | (278) | (76) | (354) |

Source: Traffic Survey (Railway Passengers Interview Survey) by JICA Sudy Team

**Appendix 3.7.1 Performance of Consumer Price Indexes For Main Groups of All Urban Population**

(1986/87=100.0)

| Group/Section \ Fiscal Year | 1979/80 | 1980/81 | 1981/82 | 1982/83 | 1983/84 | 1984/85 | 1985/86 | 1986/87 | 1987/88 | 1988/89 | 1989/90 | 1990/91 | 1991/92 | 1992/93 | 1993/94 | 1994/95 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All Items | 34.0 | 31.4 | 44.1 | 50.8 | 60.0 | 68.7 | 79.7 | 100.0 | 113.9 | 138.4 | 167.7 | 192.4 | 233.0 | 258.9 | 282.3 | 308.6 |
| (1) Food Beverages Tobacco | 30.5 | 37.1 | 41.8 | 48.7 | 58.0 | 66.1 | 76.8 | 100.0 | 114.8 | 144.5 | 178.4 | 201.6 | 235.0 | 244.6 | 264.8 | 298.6 |
| (2) Clothing & Footwear | 40.4 | 47.1 | 51.2 | 58.1 | 68.7 | 79.3 | 92.7 | 100.0 | 109.6 | 130.7 | 152.4 | 179.9 | 230.3 | 251.5 | 271.9 | 293.1 |
| (3) Rent Power & Fuel | 90.1 | 90.3 | 89.1 | 91.2 | 94.5 | 94.1 | 97.4 | 100.0 | 111.1 | 106.3 | 118.0 | 141.1 | 187.7 | 329.8 | 260.5 | 274.7 |
| (4) Furniture & Equipment | 50.1 | 51.7 | 64.9 | 78.7 | 84.8 | 89.4 | 94.1 | 100.0 | 109.5 | 183.3 | 232.0 | 261.7 | 334.7 | 409.4 | 463.4 | 481.2 |
| (5) Medical Care | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | 128.4 | 149.1 | 163.7 | 199.0 | 221.1 | 243.6 | 258.7 |
| **(6) Transport & Communication** | 50.2 | 52.9 | 68.5 | 82.9 | 83.4 | 83.9 | 89.3 | 100.0 | 105.5 | 126.6 | 158.8 | 197.5 | 240.5 | 334.7 | 373.1 | 390.9 |
| **1) Private Transportation** | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | 164.8 | 226.3 | 307.1 | 502.7 | 528.7 | 539.1 |
| **2) Purchased Transportation** | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | 156.9 | 184.9 | 206.9 | 245.1 | 296.6 | 320.7 |
| **3) Communication** | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | N.A | 141.7 | 153.9 | 171.3 | 187.0 | 211.3 | 211.3 |
| (7) Recreation & Education | 28.1 | 30.0 | 33.4 | 39.1 | 50.0 | 64.2 | 80.6 | 100.0 | 112.0 | 145.1 | 169.6 | 192.9 | 235.8 | 264.8 | 286.9 | 304.4 |
| (8) Misceollaneous | 52.1 | 58.5 | 60.2 | 63.7 | 73.7 | 83.1 | 88.6 | 100.0 | 129.7 | 125.5 | 146.6 | 173.2 | 216.3 | 275.6 | 288.2 | 302.2 |

Source : CAPMAS

## Appendix 3.7.2 Weights of Major Components of Consumer Price Indexes

| Group/Section | Rural | | Border Lands | Urban | | | Alexandria | Cairo | No. of Commogities |
|---|---|---|---|---|---|---|---|---|---|
| | Upper Egypt | Lower Egypt | | Upper Egypt | Lower Egypt | Canal Cities | | | |
| All Items | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000.0 | 1000.0 | 553.0 |
| (1) Food Beverages & Tobacco | 664.7 | 626.1 | 533.1 | 567.8 | 559.5 | 530.4 | 534.4 | 511.2 | 196 |
| (2) Clothing & Footwear | 70.2 | 77.9 | 67.9 | 77.9 | 86.8 | 96.1 | 82.2 | 88.0 | 97 |
| (3) Rent Power & Fuel | 101.0 | 106.9 | 142.2 | 97.6 | 104.7 | 80.0 | 65.2 | 74.8 | 11 |
| (4) Furniture & Equipment | 35.2 | 47.0 | 33.2 | 46.2 | 43.6 | 54.5 | 55.6 | 52.7 | 83 |
| (5) Medical Care | 30.7 | 37.9 | 48.6 | 40.0 | 44.9 | 42.7 | 50.2 | 50.2 | 84 |
| **(6) Transport & Communication** | **28.7** | **27.6** | **59.8** | **57.6** | **55.7** | **82.4** | **70.8** | **68.5** | **23** |
| **1) Private Transportation** | **2.1** | **1.6** | **38.2** | **29.3** | **30.2** | **55.2** | **26.1** | **33.2** | **10** |
| **2) Purchased Transportation** | **25.4** | **24.4** | **13.2** | **22.6** | **20.0** | **22.6** | **38.5** | **28.3** | **7** |
| **3) Communication** | **1.2** | **1.6** | **8.4** | **5.7** | **5.5** | **4.6** | **6.2** | **7.0** | **6** |
| (7) Recreation & Education | 37.3 | 42.1 | 54.6 | 63.1 | 59.7 | 61.5 | 69.2 | 80.7 | 37 |
| (8) Misceollaneous | 32.2 | 34.8 | 60.6 | 49.8 | 45.1 | 52.4 | 72.4 | 73.9 | 22 |

Source : CAPMAS

Note : All figures are derived from : Income and Expenditure Survey 1990/1991

## Appendix 3.7.3 Tariff Structure of Passenger for ENR

[1995] (Unit: P.T/pass.km.)

| Type of Service | | Range of Distance (km.) | | | | |
|---|---|---|---|---|---|---|
| | | 1 - 40 | 41 - 100 | 101 - 300 | 301 - 500 | > 501 |
| 1 st Class | Normal | 5.76 | 5.76 | 5.76 | 4.03 | 4.03 |
| A/C | Additional Charge | 2.22 | 2.22 | 2.22 | 1.28 | 1.28 |
| 1 st Class, A/C | Total | 7.98 | 7.98 | 7.98 | 5.31 | 5.31 |
| 2 nd Class | Normal | 2.67 | 2.58 | 2.58 | 1.79 | 1.35 |
| A/C | Additional Charge | 2.22 | 2.22 | 2.22 | 1.28 | 1.28 |
| 2 nd Class, A/C | Total | 4.89 | 4.80 | 4.80 | 3.08 | 2.06 |
| 3 rd Class | | 1.21 | 1.16 | 1.12 | 0.78 | 0.59 |

Source: Commercial Department of ENR

## Appendix 3.7.4 Average Fare Per Passenger of East Delta Bus Company

[1994/95] (Unit: LE/pass.)

| Type of Service | | Range of Distance (km.) | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | < 50 | 51-100 | 101-200 | 201-300 | 301-400 | 401-500 | 501-600 | 601-700 | <1,500 | <2,500 |
| Normal/Express | | 0.69 | 1.38 | 3.35 | 3.67 | 9.00 | - | - | - | - | - |
| Delux | | 1.10 | 1.91 | 4.71 | 7.10 | 9.92 | 10.83 | - | 20.88 | - | - |
| A/C | | - | 3.38 | 6.19 | 8.16 | 11.41 | 13.83 | 26.20 | 24.14 | - | - |
| A/C & Video | | - | 4.00 | 7.46 | 9.58 | 14.67 | - | 33.00 | 27.00 | - | - |
| High Deck | Domestic | 10.00 *1) | 3.28 | 9.29 | 12.50 | 19.00 | 23.00 | 38.88 | 42.5 *2) | - | - |
| | International | - | - | - | - | - | - | 100.00 | - | 100*3) | 175 *3) |

Source : The East Delta Bus Company

Note: *1) The actual distance is 0.5km from Arish to Rafah (the boarder of Israel).
*2) Fare for night service is 55 LE and the one for morning is 30 LE
*3) Passengers for these services are almost workers from Egypt



## Appendix 3.7.5 Average Fare Per Passenger of Middle Delta Bus Company

[1994/95] (Unit: LE/pass.)

| Type of Service | Range of Distance (km.) | | | | | | |
|---|---|---|---|---|---|---|---|
| | < 50 | 51-100 | 101-150 | 151-200 | 201-300 | 301-350 | 351-400 |
| Nomal/Economy | 0.62 | 1.53 | 2.14 | - | - | - | - |
| Express | 0.93 | 2.00 | 3.44 | 4.35 | 6.22 | - | 15.00 |
| Delux | - | 1.83 | 4.00 | 5.13 | 6.75 | 14.00 | - |
| AC Golden Arrow | - | 3.75 | 5.18 | 6.25 | 8.88 | - | - |
| High Deck | - | 5.00 | - | - | 14.00 | - | - |

Source : The Middle Delta Bus Company

## Appendix 3.7.6 Average Fare Per Passenger of West Delta Bus Company

[1994/95] (Unit: LE/pass.)

| Type of Service | | Range of Distance (km.) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | < 50 | 51-100 | 101-200 | 201-300 | 301-400 | 401-500 | 501-600 | 601-700 | 800< |
| Normal/Express, Deluxe | | 0.62 | 1.71 | 3.81 | 8.17 | - | - | 13.50 | - | - |
| A/C, A/C & Video | | - | 2.00 | 6.33 | 12.00 | 14.20 | - | 19.75 | 24.00 | 36.00 |
| High Deck | Domestic | - | - | - | 20.50 | 19.00 | - | 30.00 | - | 42.00 |
| | International | - | - | - | - | - | - | - | - | 75.00 |

Source : TheWest Delta Bus Company

## Appendix 3.7.7 Average Fare Per Passenger of Upper Egypt Bus Company



[1994/95] (Unit: LE/pass.)

| Type of Service | | Range of Distance (km.) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | < 50 | 51-100 | 101-150 | 201-300 | 301-400 | 401-500 | 501-600 | 601-700 | 800-1000 | 1000-1050 | 1050< |
| Nomal/Economy | | - | - | 5.00 | - | 10.00 | - | 35.00 | 40.00 | 40.00 | 40.00 | 60.00 |
| Express | | - | - | 6.17 | 10.50 | 12.10 | 22.00 | 21.50 | 32.00 | - | - | - |
| Delux | | - | - | 3.88 | 7.50 | 14.50 | 15.00 | 22.00 | 24.00 | - | - | - |
| AC Golden Arrow | | - | - | 6.00 | 8.00 | 13.00 | 15.00 | 16.00 | 22.50 | 28.00 | 28.00 | - |
| High Deck | Domestic | 1.25 | 2.75 | 3.36 | 8.50 | 9.50 | - | 16.00 | 19.00 | - | - | - |
| | International | 0.56 | 1.13 | 2.25 | - | - | - | - | - | - | - | - |

Source : The Upper Egypt Bus Company

## Appendix 3.7.8 Average Fare Per Passenger Km. of East Delta Bus Company

[1994/95] (Unit: PT/pass.km.)

| Type of Service | | Distance (km.) | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 25 | 75 | 150 | 250 | 350 | 450 | 550 | 650 | 1,500 | 2,500 |
| Normal/Express | | 2.75 | 1.84 | 2.24 | 1.47 | 2.57 | - | - | - | - | - |
| Delux | | 4.40 | 2.54 | 3.14 | 2.84 | 2.83 | 2.41 | - | 3.21 | - | - |
| A/C | | - | 4.50 | 4.13 | 3.26 | 3.26 | 3.07 | 4.76 | 3.71 | - | - |
| A/C & Video | | - | 5.33 | 4.97 | 3.83 | 4.19 | - | 6.00 | 4.15 | - | - |
| High Deck | Domestic | - | 4.38 | 6.19 | 5.00 | 5.43 | 5.11 | 7.07 | 6.54 | - | - |
| | International | - | - | - | - | - | - | 18.18 | - | 6.67 | 7.00 |

Source : The East Delta Bus Company

## Appendix 3.7.9 Average Fare Per Passenger km. of Middle Delta Bus Company

[1994/95] (Unit: PT/pass.km.)

| Type of Service | Distance (km.) | | | | | | |
|---|---|---|---|---|---|---|---|
| | 25 | 75 | 125 | 175 | 250 | 325 | 375 |
| Nomal/Economy | 2.48 | 2.04 | 1.71 | - | - | - | - |
| Express | 3.72 | 2.66 | 2.75 | 2.49 | 2.49 | - | 4.00 |
| Delux | - | 2.44 | 3.20 | 2.93 | 2.70 | 4.31 | - |
| AC Golden Arrow | - | 5.00 | 4.14 | 3.57 | 3.55 | - | - |
| High Deck | - | 6.67 | - | - | 5.60 | - | - |

Source : The Middle Delta Bus Company

## Appendix 3.7.10 Average Fare Per Passenger km. of West Delta Bus Company

[1994/95] (Unit: PT/pass.km.)

| Type of Service | | Distance (km.) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | 25 | 75 | 150 | 250 | 350 | 450 | 550 | 650 | 1,000 |
| Normal/Express, Deluxe | | 2.48 | 2.28 | 2.54 | 3.27 | - | - | 2.45 | - | - |
| A/C, A/C & Video | | - | 2.67 | 4.22 | 4.80 | 4.06 | - | 3.59 | 3.69 | 3.60 |
| High Deck | Domestic | - | - | - | 8.20 | 5.43 | - | 5.45 | - | 4.20 |
| | International | - | - | - | - | - | - | - | - | 7.50 |

Source : The West Delta Bus Company

## Appendix 3.7.11 Average Fare Per Passenger km. of Upper Egypt Bus Company

[1994/95] (Unit: PT/pass.km.) (Unit: PT/pass.km.)

| Type of Service | | Range of Distance (km.) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 25 | 75 | 125 | 250 | 350 | 450 | 550 | 650 | 900 | 1,025 | 1,200 |
| Nomal/Economy | | - | - | 4.00 | - | 2.86 | - | 6.36 | 6.15 | 4.44 | 3.90 | 5.00 |
| Express | | - | - | 4.94 | 4.20 | 3.46 | 4.89 | 3.91 | 4.92 | - | - | - |
| Delux | | - | - | 3.10 | 3.00 | 4.14 | 3.33 | 4.00 | 3.69 | - | - | - |
| AC Golden Arrow | | - | - | 4.80 | 3.20 | 3.71 | 3.33 | 2.91 | 3.46 | 3.11 | 3.00 | - |
| High Deck | Domestic | 5.00 | 3.67 | 2.69 | 3.40 | 2.71 | - | 2.91 | 2.92 | - | - | - |
| | International | 2.24 | 1.51 | 1.80 | - | - | - | - | - | - | - | - |

Source : The Upper Egypt Bus Company

## Appendix 3.7.12 List of Commodities by Category of ENR

| Category | Name of Cargoes |
|---|---|
| A | Dangerous goods. (Ex. Explosive, flammable goods), Dirty goods |
| 3 | Flowers, Plants, Empty Boxes for transport meat and fish, Frozen Ice. First Group for Army: Equipment, tools, chemical materials. |
| 4 | Tents and the like, Cotton coverlets and pillows, cushions. |
| 5 | Aluminium, Second Group for Army: Guns, Cars, Constriction Materials. |
| 6 | Granite Stones |
| 7 | Benzine, Manufactured Goods |
| 8 | Silicon |
| 9 | Cotton, Third Group for Army: Petroleum Products, Water. |
| 10 | Empty Containers. |
| 11 | Oxide Iron, Gas, Mazat(Fuel), Rails, Sleepers, Fourth Group of Army: Supplies, Iron Products. |
| 12 | Imported Sugar, Cement, Coke. |
| 13 | Phosphate, Ballast, Sand, Salt, Stones, Fertilizer, Molasses, Sugar, Coal, Iron Ore, Sugar Cane, Black Honey. |

Source : Commercial Department of ENR

## Appendix 3.7.13 Tariff Structure of Freight for ENR

[1995] (Unit:Milliems/ton km.)

| Category of Commodity | Range of Distance(km.) | | |
|---|---|---|---|
| | 1 - 250 | 251 - 500 | > 501 |
| A | 175.400 | 87.700 | 43.850 |
| 3 | 87.700 | 43.850 | 21.920 |
| 4 | 73.080 | 36.540 | 18.270 |
| 5 | 58.470 | 29.230 | 14.617 |
| 6 | 46.770 | 23.880 | 11.690 |
| 7 | 41.270 | 20.630 | 10.310 |
| 8 | 34.390 | 27.190 | 8.590 |
| 9 | 27.510 | 13.757 | 6.870 |
| 10 | 20.630 | 10.310 | 5.150 |
| 11 | 17.190 | 8.598 | 4.299 |
| 12 | 13.750 | 6.870 | 3.439 |
| 13 | 10.310 | 5.159 | 2.570 |

Note: Milliem stands for 1/10 P.T.

Source: Commercial Department of ENR

## Appendix 3.7.14 Examples of Category and Degree of Car Load Density

| Name of Commodity | Category of Commodity | | Degree of Car Load Density | Minimum Car Load Density (ton) | Remarks |
|---|---|---|---|---|---|
| | Less Than Car Load | Car Load | | | |
| Rugs and Carpet | 4 | 5 | K | 4 | |
| Kinitting Needles | 5 | 6 | K | 4 | |
| Cotten Towels | 5 | 6 | K | 4 | |
| Silk Curtains | 4 | 5 | K | 4 | |
| Coke | | | | 6 | |
| (1) Bagged | 11 | 12 | F | 6 | |
| (2) Bulky | - | 12 | F | 6 | No dealing with less than car load. |
| Sewing Needle | 5 | 6 | F | 6 | |
| Electric Bells | 5 | 6 | F | 6 | |
| Leather Lopes | 5 | 6 | F | 6 | |
| Shoes | 5 | 6 | F | 6 | |
| Green Beans | 9 | 10 | F | 6 | |
| Vanilla | 10 | 11 | F | 6 | |
| Refined Sugar | 11 | 12 | G | 7.5 | |
| Linen Ropes | 5 | 7 | G | 7.5 | |
| Peanuts | 9 | 10 | G | 7.5 | |
| Soya Beans | 10 | 11 | G | 7.5 | |
| Preserved Fruits | 10 | 11 | G | 7.5 | |
| Fresh Fruits | 8 | 9 | G | 7.5 | |
| Cotton | 7 | 8 | H | 10 | |
| Raw Sugar | 12 | 13 | H | 10 | |
| Coal | | | | | |
| (1) Bagged | 12 | 13 | H | 10 | |
| (2) Bulky | - | 13 | H | 10 | No dealing with less than car load. |
| Fertilizer | 12 | 13 | H | 10 | There is no category numbetr of 14. |
| Timber | 10 | 11 | H | 10 | |

Source : Commercial Department of ENR.

## Appendix 3.7.15 Example of Calculation for Freight Fare of ENR

1.Name of Commodity: Refined Sugar
2.Category: 12
3.Density Degree:G (7.5ton/wagon)
4.Transport Haul :200km.

| Type of Car Load | Actual Weight | Type of Shipment | |
|---|---|---|---|
| | | Bagged | Bulky |
| Less Than Car Load | 6 ton | Category is upgraded from 12 to 11<br><br>(Article 6, First Part, Bagged Cargoes, clause 5, b. will be applied.)<br>(1) Based on actual weight by using rate of category 11<br>Fare : 6 x 1.72PTx 200=2,064PT=20.64LE<br>(2) Based on weight of csr losd density using rate of category 12<br>Fare :7.5 x 1.38PT x 200=2,070PT=20.7LE<br>* Cheaper tariff is selected of the two method mentioned above<br>In this case, 20.6LE will be selected.<br>* Additional charge is imposed :Loading and unloading charge(Article 11) and insurance fee by contract. | Category :12<br>[Category number is not upgraded]<br><br>(Article 6, Second Part, Bulky Cargoes, clause 3 will be applied.)<br>Based on the minimum tariff of full car-load<br>even if the actual weight of cargo is less than the<br>car load weght.<br><br>Fare :7.5 x 1.38PT x 200=2,070PT=20.7LE |
| Car Load | 7.5ton | Category:12<br><br>(Article 6, First Part, Bagged Cargoes, clause 5, a. will be applied.)<br>Based on actual weight by using rate of category 12.<br>Fare :7.5 x 1.38PT x 200=2,070PT=20.7LE<br><br>* Additional charge is imposed. | Category:12<br><br>(Article 6, First Bagged Cargoes, clause 5, a. will be applied.)<br>Fare :7.5 x 1.38PT=10.35PT |
| More Than Car Load | 10ton | Category:12<br><br>(Article 6, First Part, Bagged Cargoes, clause 5, a. will be apllied.)<br>Based on actual weight by using rate of category 12<br>Fare :10 x 1.38PT x 200=2,760PT=27.6LE<br><br>* Additional charge is imposed. | Category :12<br>(Article 6, Second Part, Bulky Cargoes, clause 3 will be applied)<br>Based on the actual weght of cargo in case<br>of exceeding the minimum tariff.<br>Two wagons are requested and 7.5 tons and 2.5 tons are distributed to one wagon respectively.<br>(1) Minimum ton: 2 x 7.5=15tons<br>(2) Actual Weight: 10tons (less than 15tons)<br>(3) Fare : 15 x 1.38PT x 200=4,140PT=41.4LE |
| | 20ton | Based on actual weight by using rate of category 12<br>Fare :20 x 1.38PT x 200=5,520PT=55.2LE<br>* Additional charge is imposed. | Three wagons are requested and 15 tons are distibuted to two wagons and 5 ton are ditributed to one wagon.<br>(1) Minimum ton: 3 x 7.5=22.5tons<br>(2) Actual Weight: 20tons (less than 22.5tons)<br>(3) Fare : 22.5 x 1.38PT x 200=6,210PT=62.1LE<br>[ENR does not take care the loaded weight of each wagon.] |
| Type of Requset of Consignor to ENR | | Consignor ask ENR to transport by the number of bag. | Consignor ask ENR to transport by the number of wagon. |

Source : "Regulation of Freight Tariff of ENR", Commercial Department of ENR.

## Appendix 3.7.16 Freight Transport and Fare of Railway for Main Routes

[1994/95]

| Category No. | Commodity | Zone Pair | | Dist. (km.) [a] | Travel Time (hour) | Revenue (LE) [b] | Traffic Volume | | Average Fare (Milliem/ton km.) [b]/[d] | Fare (LE/ton) [b]/[c] | Average Fare Based on Tariff Table *1) (Milliem/ton km.) | Fare Based on Tariff Table *1) (LE/ton) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Origin | Destination | | | | (ton) [c] | (ton km.) [d] | | | | |
| 11 | Petroleum Products | Suez | Qena | 850 | 30.0 | 8,016.0 | 472 | 401,200 | 20.0 | 17.0 | 9.4 | 8.0 |
| 12 | Cement | Alexandria | Mansura | 235 | 8.0 | 1,148.0 | 150 | 35,250 | 32.6 | 7.7 | 13.8 | 3.2 |
| 12 | Coke | Alexandria | Tappeen | 250 | 8.0 | 11,974.0 | 1,640 | 410,000 | 29.2 | 7.3 | 13.8 | 3.4 |
| 13 | Phosphate | Sebaeya | Abu Zabal | 780 | 30.0 | 3,595.0 | 400 | 312,000 | 11.5 | 9.0 | 5.9 | 4.6 |
| 13 | Iron Ore | El Wahat | Teppeen | 346 | 10.0 | 91,701.0 | 3,705 | 1,281,930 | 71.5 | 24.8 | 12.2 | 4.2 |
| 13 | Wheat | Damietta | Cairo | 195 | 6.0 | 18,860.0 | 1,300 | 253,500 | 74.4 | 14.5 | 10.3 | 2.0 |
| 13 | Crude Sugar | Kus | El Hawamdya | 625 | 28.0 | 5,945.0 | 577 | 360,625 | 16.5 | 10.3 | 6.7 | 4.2 |
| | | Kus | Gerga | 145 | 4.0 | 1,444.0 | 294 | 42,630 | 33.9 | 4.9 | 10.3 | 1.5 |
| 13 | Sugar Cane | Edfu | Kum -ompo | 59 | 2.0 | 1,382.0 | 310 | 18,290 | 75.6 | 4.5 | 10.3 | 0.6 |
| 13 | Fertilizer | Abu-Quer | Asyut | 584 | 26.0 | 1,725.0 | 128 | 74,752 | 23.1 | 13.5 | 7.0 | 4.1 |
| | | Talkha | Sohag | 615 | 28.0 | 759.0 | 60 | 36,900 | 20.6 | 12.7 | 6.8 | 4.2 |

Source: Commercial Department of ENR

Note*1) is only on railway fare and does not include the additional charges.

## Appendix 3.7.17 Performance of Freight Traffic Volume by Commodity (Truck)

[Inland Transport Company]

| No. | Commodity | 1989/1990 | | 1990/1991 | | 1991/1992 | | 1992/1993 | | 1993/1994 | | 1994/1995 | | Annual Average Growth Rate(%) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1,000 ton | Mil.ton km. | 1,000 ton | Mil.ton km. | 1,000 ton | Mil.ton km. | 1,000 ton | Mil.ton km. | 1,000 ton | Mil.ton km. | 1,000 ton | Mil.ton km. | 1,000 ton | Mil.ton km. |
| 1 | Crude Oil | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2 | Petroleum Products | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3 | Natural Gas | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4 | Cement | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 5 | Other Construction Materials | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 6 | Phosphate | 121 | 29 | 240 | 66 | 137 | 44 | 120 | 35 | 133 | 42 | 164 | 44 | 5.2 | 7.2 |
| 7 | Iron Block | 507 | 131 | 422 | 115 | 379 | 124 | 390 | 114 | 453 | 149 | 442 | 136 | -2.3 | 0.6 |
| 8 | Coal and Coke | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 9 | Other Minerals | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 10 | Wheat | 295 | 78 | 188 | 54 | 172 | 55 | 309 | 90 | 78 | 26 | 211 | 65 | -5.4 | -3.0 |
| 11 | Other Cereals | 61 | 16 | 64 | 18 | 22 | 7 | 13 | 4 | 8 | 3 | 17 | 5 | -19.2 | -17.6 |
| 12 | Fruits and Vegetable | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 13 | Sugar Cane | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 14 | Fiber Crops | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 15 | Live Stocks | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 16 | Animal Products | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 17 | Agri. Products | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 18 | Sugar | - | - | - | - | - | - | - | - | - | - | 3 | 1 | - | - |
| 19 | Edible Oil and Fats | 10 | 4 | 12 | 4 | 54 | 17 | 16 | 4 | 16 | 7 | 18 | 6 | 10.3 | 7.0 |
| 20 | Animal Feed | 15 | 4 | 15 | 4 | 24 | 8 | 67 | 20 | 17 | 6 | 17 | 5 | 2.1 | 3.8 |
| 21 | Beverages | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 22 | Other Food Products | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 23 | Chemical Products | 21 | 5 | 16 | 4 | 33 | 13 | 41 | 12 | 76 | 31 | 6 | 2 | -18.8 | -14.2 |
| 24 | Metal and Metal Products | 137 | 36 | 142 | 40 | 139 | 46 | 151 | 44 | 164 | 54 | 135 | 46 | -0.2 | 4.2 |
| 25 | Textiles | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 26 | Manufactured Fertilizer | 248 | 95 | 294 | 74 | 141 | 61 | 99 | 30 | 108 | 36 | 63 | 22 | -20.4 | -21.6 |
| 27 | Pulp and Paper | 70 | 14 | 81 | 15 | 177 | 45 | 68 | 20 | 70 | 23 | 79 | 24 | 2.0 | 9.4 |
| 28 | Lumber and Timber | 3 | 1 | 3 | 1 | 3 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | -16.7 | 0.0 |
| 29 | Other Manufactured Goods | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 30 | Mixed Commodities | 401 | 104 | 450 | 131 | 359 | 108 | 101 | 28 | 29 | 10 | 150 | 46 | -15.1 | -12.7 |
| | Total | 1,889 | 517 | 1,927 | 526 | 1,640 | 529 | 1,376 | 402 | 1,154 | 388 | 1,306 | 403 | -6.0 | -4.1 |

Source: Inland Transport Truck Company in Alexandria

## Appendix 3.7.18 Freight Transport and Fare of Truck for Main Routes

[1994/95]

| Commodity | Zone Pair | | Dist. (km.) [a] | Travel Time (day) | Revenue (1,000LE) [d]x[e]=[b] | Traffic Volume | | Average Fare (Milliem/ton km.) [e] | Fare (LE/ton) [a]x[e] | Railway for Comparison | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Origin | Destination | | | | (1,000ton) [c] | (1,000ton km.) [a]x[c]=[d] | | | Dist. (km.) *1) | Average Fare Based on Tariff Tabl *2) (Milliem/ton km.) | Fare Based on Tariff Table *2) (LE/ton) |
| Pulp and Paper | Alexandria | Cairo | 230 | 1 | 1,072.0 | 79 | 18,170 | 59 | 13.6 | 208 | No Service | No Service |
| Phosphate | Kafr Elziat | Domietta | 100 | < 1 | 1,476.0 | 164 | 16,400 | 90 | 9.0 | 90 | 10.3 | 1.0 |
| Iron Block | Alexandria | All Area of Egypt | 200 | 1 | 4,420.0 | 442 | 88,400 | 50 | 10.0 | 180 | 17.2 | 3.4 |
| Chemical Products | Cairo | Alexandria | 230 | 1 | 71.8 | 6 | 1,380 | 52 | 12.0 | 208 | 37.3 | 8.6 |
| Animal Feeds | Cairo | All Area of Egypt | 400 | 2 | 374.4 | 18 | 7,200 | 52 | 20.8 | 360 | No Service | No Service |
| Metal and Metal Products | Edfu | Domietta | 1,000 | 3 | 6,615.0 | 135 | 135,000 | 49 | 49.0 | 981 | 8.5 | 8.5 |
| Fertilizer | Talkha | All Area of Egypt | 360 | 2 | 1,111.3 | 63 | 22,680 | 49 | 17.6 | 324 | 8.2 | 3.0 |
| Mixed Commodity | Alexandria | Cairo | 230 | 1 | 1,863.0 | 150 | 34,500 | 54 | 12.4 | 208 | 37.5 | 8.6 |
| Sugar | Alhawamdia | Upper Egypt | 450 | 1 | 68.9 | 3 | 1,350 | 51 | 23.0 | 405 | 7.5 | 3.4 |
| Wheat | All Ports | All Area of Egypt | 360 | 2 | 4,329.7 | 211 | 75,960 | 57 | 20.5 | 324 | 8.2 | 3.0 |
| Other Cereals | Alexandria | All Area of Egypt | 200 | 1 | 176.8 | 17 | 3,400 | 52 | 10.4 | 180 | 9.3 | 1.9 |

Source: 1. Data for truck: Inland Transport Truck Compny

2. Data for railway: Commercial Department of ENR

Note: *1) Distance from Cairo to Alexandria and from Edfu to Domietta is actual on rail distance. Distance for other zonal pairs are estimated by multiplying distance of road by 0.9.

*2) is only on railway fare and does not include aditional charges.

**Appendix 3.7.19 Freight Transport and Fare of Waterway for Main Routes**

[1994/95]

| Commodity | Zone Pair | | Dist. (km.) [a] | Travel Time (day) | Revenue (1,000LE) [c]x[f]=[b] | Traffic Volume | | Average Fare (Milliem /ton km.) {[b]/[d]}*1000 | Fare (LE/ton) [f] |
|---|---|---|---|---|---|---|---|---|---|
| | Origin | Destination | | | | (1,000ton) [c] | (1,000ton km.) [a]x[c]=[d] | | |
| Coal | El Maleb(Alex). | Tebeen | 557 | 3.5 | 2,825.6 | 299 | 166,543 | 17.0 | 9.450 |
| Magnesite | El Maleb(Alex). | Hendal | 557 | 3.5 | 96.0 | 8 | 4,456 | 21.5 | 12.000 |
| Boxite | El Maleb(Alex). | Tebeen | 557 | 3.5 | 120.0 | 10 | 5,570 | 21.5 | 12.000 |
| Sulpher | El Maleb(Alex). | Mengabad | 902 | 7.5 | 346.5 | 22 | 19,844 | 17.5 | 15.750 |
| Tar | El Maleb(Alex). | Nag Hammady | 1,138 | 11.0 | 105.0 | 5 | 5,690 | 18.5 | 21.000 |
| Molasses | Gerga | Hawamdia | 517 | 3.5 | 67.2 | 4 | 2,068 | 32.5 | 16.800 |
| | Nag Hammady | Hawamdia | 581 | 4.0 | 288.3 | 16 | 9,296 | 31.0 | 18.016 |
| | Dishna | Hawamdia | 651 | 5.0 | 196.5 | 10 | 6,510 | 30.2 | 19.650 |
| | Goos | Hawamdia | 716 | 5.0 | 398.8 | 19 | 13,604 | 29.3 | 20.991 |
| | Arment | Hawamdia | 751 | 5.5 | 537.4 | 24 | 18,024 | 29.8 | 22.391 |
| | Edfu | Hawamdia | 879 | 6.5 | 282.9 | 11 | 9,669 | 29.3 | 25.716 |
| | Hawamdia | El Maleb | 557 | 3.5 | 601.8 | 59 | 32,863 | 18.3 | 10.200 |
| Lime Stone | Samalot | Tebeen | 191 | 1.5 | 1,669.7 | 283 | 54,053 | 30.9 | 5.900 |
| Phosphate | Sebaiaa | Tebeen | 502 | 3.5 | 135.0 | 18 | 9,036 | 14.9 | 7.500 |
| | Bosailia | Shobra | 921 | 6.5 | 425.5 | 37 | 34,077 | 12.5 | 11.500 |
| Coke | Tebeen | El Maleb | 557 | 3.5 | 964.4 | 167 | 93,019 | 10.4 | 5.775 |
| Clay | Aswan | Tebeen | 997 | 7.0 | 1,680.0 | 112 | 111,664 | 15.0 | 15.000 |
| | Aswan | Massara | 997 | 7.0 | 240.0 | 16 | 15,952 | 15.0 | 15.000 |
| | Aswan | El Saff | 997 | 7.0 | 15.0 | 1 | 997 | 15.0 | 15.000 |
| | Aswan | Massara | 997 | 7.0 | 75.0 | 6 | 5,982 | 12.5 | 12.500 |
| | Aswan | Shobra | 1,051 | 7.0 | 121.5 | 6 | 6,306 | 19.3 | 20.250 |
| Petrolium Products | Asyut | Sohag | 91 | 1.0 | 750.0 | 100 | 9,100 | 82.4 | 7.500 |
| | Asyut | Nag Hammady | 216 | 2.0 | 20.6 | 2 | 432 | 47.6 | 10.290 |
| | Asyut | Dishna | 286 | 3.0 | 227.2 | 19 | 5,434 | 41.8 | 11.960 |
| | Asyut | Gena | 311 | 3.0 | 589.8 | 46 | 14,306 | 41.2 | 12.822 |
| | Asyut | Gose | 351 | 3.5 | 6.4 | 1 | 176 | 36.5 | 12.802 |
| | Asyut | Luxor | 376 | 3.5 | 455.4 | 28 | 10,340 | 44.0 | 16.560 |
| | Asyut | Arment | 386 | 3.5 | 15.5 | 1 | 386 | 40.1 | 15.483 |
| | Asyut | Edfu | 514 | 5.0 | 355.8 | 17 | 8,738 | 40.7 | 20.930 |
| | Asyut | Aswan | 632 | 6.0 | 1,454.8 | 55 | 34,760 | 41.9 | 26.450 |

Source: Riverway Transport Company

## Appendix 3.7.20 Performance of Tariff Raise of ENR

(Unit: %)

| Year | Passenger | | | | Freight | |
|---|---|---|---|---|---|---|
| | 1st Class A/C | 2nd Class A/C | 2nd Class | 3rd Class | 1-6 Category | 7-13 Category |
| 1979 | - | - | - | - | 70 | 100 |
| 1989 | 60 | 80 | 50 | 50 | 50 | |
| 1990 | 15 | 15 | 15 | 15 | 15 | |
| 1991 | 15 | 15 | 40 | 40 | 15 | |
| 1992 | 15 | 15 | 15 | 15 | 15 | |
| 1993 | 15 | 15 | 15 | 15 | 15 | |
| 1994 | 15 | 15 | 15 | 15 | 15 | |
| 1995 | 10 | 10 | 10 | 10 | 14 | |
| Annual Average Raise Ratio (%) (1989/1995) | 20.7 | 23.6 | 22.9 | 22.9 | 19.9 | |

Source: Commercial Department of ENR

## Appendix 3.7.23 Performance of Freight Tariff Raise of Truck for Major Cargoes

(Unit: %)

| Name of Commodity | 1989/90 | 1990/91 | 1991/92 | 1992/93 | 1993/94 | 1994/95 | Annual Averag Raise Raio(%) |
|---|---|---|---|---|---|---|---|
| Phosphate | 5 | 15 | 13 | 12 | 8 | 10 | 10.5 |
| Iron & Iron Ore | 15 | 15 | 15 | 7 | 10 | 10 | 12.0 |
| Fertilizer | 10 | - | 15 | 8 | 10 | 10 | 8.8 |
| Wheat | - | 15 | 15 | 15 | 15 | 15 | 12.5 |

Source: Inland Transport Truck Company

**Appendix 3.7.21 Performance of Passenger Fare of Bus for Main Routes**

[1994/95] (Unit: LE/pass)

| Type of Class | Zone Pair | | Distance (km) | 1989/90 | 1990/91 | 1991/92 | 1992/93 | 1993/94 | 1994/95 | Annual Average Raise Ratio(%) |
|---|---|---|---|---|---|---|---|---|---|---|
| | Origin | Destination | | | | | | | | |
| Normal | Giza | Beniswef | 115 | 2.25 | 2.25 | 2.50 | 2.50 | 2.50 | 2.50 | 2.13 |
| | Em Baba | El Fayum | 120 | 2.25 | 2.25 | 2.50 | 3.00 | 3.00 | 3.00 | 5.92 |
| | El Menia | El Fayum | 175 | 3.25 | 3.25 | 4.00 | 4.00 | 4.50 | 4.50 | 6.72 |
| | Magkagka | Cairo | 185 | 3.50 | 4.00 | 4.50 | 5.00 | 5.00 | 5.50 | 9.46 |
| | El Saff | Giza | 60 | 0.70 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 7.39 |
| | Fayum | Sanoress | 15 | 0.20 | 0.20 | 0.25 | 0.25 | 0.25 | 0.25 | 4.56 |
| | Delga | Cairo | 330 | 6.00 | 7.00 | 8.00 | 8.50 | 8.50 | 9.50 | 9.63 |
| Deluxe | Cairo | El Menia | 250 | 7.00 | 7.00 | 7.00 | 7.50 | 7.50 | 9.00 | 5.15 |
| | Helwan | El Menia | 225 | 4.20 | 4.20 | 5.00 | 5.50 | 7.00 | 7.00 | 12.82 |
| | Helwan | Qena | 650 | 12.00 | 12.00 | 13.00 | 15.00 | 17.00 | 17.00 | 7.21 |
| A/C | El Menia | Alexandria | 480 | 12.00 | 13.50 | 13.50 | 13.50 | 14.00 | 14.00 | 3.13 |
| | Asyut | Alexandria | 600 | 14.50 | 16.50 | 16.50 | 16.50 | 18.50 | 19.00 | 5.55 |
| | Cairo | El Fayum | 115 | | | | 4.25 | 4.50 | 4.50 | 2.90 |
| | Cairo | Edfu | 815 | - | 21.00 | 21.75 | 23.00 | 26.00 | 27.00 | 6.48 |
| | Cairo | Hurgada | 535 | 15.00 | 16.50 | 16.50 | 18.00 | 22.00 | 22.00 | 7.96 |
| A/C & Video | Cairo | El Fayum | 115 | 2.25 | 2.25 | 2.50 | 2.50 | 3.00 | 3.00 | 5.92 |
| | El Dagkla | Cairo | 815 | 25.00 | 25.00 | 25.00 | 28.00 | 35.00 | 35.00 | 6.96 |
| | Cairo | Aswan | 1,050 | 30.00 | 35.00 | 35.00 | 35.00 | 35.00 | 35.00 | 3.13 |
| | Qena | Suez | 650 | 19.00 | 19.50 | 21.00 | 22.00 | 24.50 | 25.00 | 5.64 |
| | Alexandria | El Fayum | 305 | 7.00 | 7.00 | 9.00 | 9.00 | 10.00 | 10.00 | 7.39 |
| High Deck | Luxor | Alexandria | 920 | 30.00 | 36.00 | 38.50 | 38.50 | 40.00 | 40.00 | 5.92 |
| | Safaga | Alexandria | 815 | 30.00 | 35.00 | 35.00 | 37.00 | 40.00 | 40.00 | 5.92 |
| | Cairo | Aswan | 1,050 | 34.50 | 41.50 | 43.75 | 45.00 | 50.00 | 50.00 | 7.70 |
| | Cairo | Luxor | 700 | 26.00 | 29.00 | 31.00 | 35.00 | 39.00 | 40.00 | 9.00 |
| | Cairo | El Koseer | 680 | 24.00 | 27.00 | 30.50 | 34.00 | 40.00 | 42.00 | 11.84 |

Source: Upper Egypt Bus Company

**Appendix 3.7.22 Performance of Passenger Fare Raise Ratio of Bus for Main Routes**

[1994/95] (Unit: %)

| Type of Class | Zone Pair | | 1989/90 | 1990/91 | 1991/92 | 1992/93 | 1993/94 | 1994/95 |
|---|---|---|---|---|---|---|---|---|
| | Origin | Destination | | | | | | |
| Normal | Giza | Beniswef | - | 0.00 | 11.11 | 0.00 | 0.00 | 0.00 |
| | Em Baba | El Fayum | - | 0.00 | 11.11 | 20.00 | 0.00 | 0.00 |
| | El Menia | El Fayum | - | 0.00 | 23.08 | 0.00 | 12.50 | 0.00 |
| | Magkagka | Cairo | - | 14.29 | 12.50 | 11.11 | 0.00 | 10.00 |
| | El Saff | Giza | - | 42.86 | 0.00 | 0.00 | 0.00 | 0.00 |
| | Fayum | Sanoress | - | 0.00 | 25.00 | 0.00 | 0.00 | 0.00 |
| | Delga | Cairo | - | 16.67 | 14.29 | 6.25 | 0.00 | 11.76 |
| Deluxe | Cairo | El Menia | - | 0.00 | 0.00 | 7.14 | 0.00 | 20.00 |
| | Helwan | El Menia | - | 0.00 | 19.05 | 10.00 | 27.27 | 0.00 |
| | Helwan | Qena | - | 0.00 | 8.33 | 15.38 | 13.33 | 0.00 |
| A/C | El Menia | Alexandria | - | 12.50 | 0.00 | 0.00 | 3.70 | 0.00 |
| | Asyut | Alexandria | - | 13.79 | 0.00 | 0.00 | 12.12 | 2.70 |
| | Cairo | El Fayum | - | - | - | - | 5.88 | 0.00 |
| | Cairo | Edfu | - | - | 3.57 | 5.75 | 13.04 | 3.85 |
| | Cairo | Hurgada | - | 10.00 | 0.00 | 9.09 | 22.22 | 0.00 |
| A/C & Video | Cairo | El Fayum | - | 0.00 | 11.11 | 0.00 | 20.00 | 0.00 |
| | El Dagkla | Cairo | - | 0.00 | 0.00 | 12.00 | 25.00 | 0.00 |
| | Cairo | Aswan | - | 16.67 | 0.00 | 0.00 | 0.00 | 0.00 |
| | Qena | Suez | - | 2.63 | 7.69 | 4.76 | 11.35 | 2.04 |
| | Alexandria | El Fayum | - | 0.00 | 28.57 | 0.00 | 11.11 | 0.00 |
| High Deck | Luxor | Alexandria | - | 20.00 | 6.94 | 0.00 | 3.90 | 0.00 |
| | Safaga | Alexandria | - | 16.67 | 0.00 | 5.71 | 8.11 | 0.00 |
| | Cairo | Aswan | - | 20.29 | 5.42 | 2.86 | 11.11 | 0.00 |
| | Cairo | Luxor | - | 11.54 | 6.90 | 12.90 | 11.43 | 2.56 |
| | Cairo | El Koseer | - | 12.50 | 12.96 | 11.48 | 17.65 | 5.00 |

Source: Upper Egypt Bus Company

**Appendix 3.7.24 Performance of Fare of Waterway for Main Routes**

[1994/95] (Unit: LE)

| Commodity | Zone Pair | | 1989/90 | 1990/91 | 1991/92 | 1992/93 | 1993/94 | 1994/95 | Annual Average Raise Ratio(%) |
|---|---|---|---|---|---|---|---|---|---|
| | Origin | Destination | | | | | | | |
| Coal | El Maleh(Alex). | Tebeen | 5.40 | 6.21 | 7.17 | 7.83 | 9.45 | 9.45 | 11.84 |
| Sulpher | El Maleh(Alex) | Mengabad | 9.00 | 10.35 | 11.70 | 13.05 | 15.75 | 15.75 | 11.84 |
| Boxite | El Maleh(Alex). | Tebeen | - | 8.00 | 10.00 | 10.00 | 12.00 | 12.00 | 10.67 |
| Tar | El Maleh(Alex). | Nag Hammady | 15.00 | 17.25 | 19.84 | 25.00 | 25.00 | 21.00 | 6.96 |
| Molasses | Gerga | Hawamdia | - | - | - | 16.80 | - | 16.80 | - |
| | Nag Hammady | Hawamdia | - | - | - | 18.02 | - | 18.02 | - |
| | Dishna | Hawamdia | - | - | - | 19.65 | - | 19.65 | - |
| | Gose | Hawamdia | - | - | - | 20.99 | - | 20.99 | - |
| | Arment | Hawamdia | - | - | - | 22.39 | - | 22.39 | - |
| | Edfu | Hawamdia | - | - | - | 25.62 | - | 25.72 | - |
| | Hawamdia | El Maleh | - | - | - | 10.20 | - | 10.20 | - |
| Lime Stone | Samalot | Tebeen | 3.00 | 3.45 | 3.97 | 5.75 | 5.90 | 5.90 | 14.48 |
| Coke | Tebeen | El Maleh | 3.00 | 4.37 | 5.03 | 5.28 | 5.75 | 5.90 | 14.48 |
| Clay | Aswan | Tebeen | 7.50 | 8.15 | 9.26 | 12.50 | 12.65 | 15.00 | 14.87 |
| | Aswan | Shobra | - | 13.80 | 15.81 | 17.25 | 19.00 | 20.25 | 10.06 |
| Petrolium Products | Asyut | Sohag | 3.25 | 3.74 | 4.71 | 5.69 | 6.50 | 7.47 | 18.11 |
| | Asyut | Nag Hammady | 4.70 | 5.41 | 6.82 | 8.22 | 9.40 | 10.81 | 18.13 |
| | Asyut | Dishna | 5.20 | 5.98 | 7.54 | 9.10 | 10.40 | 11.96 | 18.13 |
| | Asyut | Gena | 5.70 | 6.56 | 8.27 | 9.98 | 11.40 | 13.11 | 18.13 |
| | Asyut | Gose | 6.40 | 7.36 | 9.28 | 11.19 | 12.80 | 14.72 | 18.13 |
| | Asyut | Luxor | 7.10 | 8.16 | 10.29 | 13.38 | 14.09 | 16.32 | 18.12 |
| | Asyut | Arment | 7.20 | 8.28 | 10.44 | 13.59 | 14.40 | 16.56 | 18.13 |
| | Asyut | Edfu | 9.10 | 10.47 | 13.20 | 15.25 | 18.20 | 20.93 | 18.13 |
| | Asyut | Aswan | 11.50 | 13.23 | 16.67 | 20.13 | 23.00 | 26.45 | 18.13 |

Source: Riverway Transport Company

**Appendix 3.7.25 Performance of Freight Fare Raise Ratio of Waterway for Main Routes**

[1994/95] (Unit: %)

| Commodity | Zone Pair | | 1989/90 | 1990/91 | 1991/92 | 1992/93 | 1993/94 | 1994/95 |
|---|---|---|---|---|---|---|---|---|
| | Origin | Destination | | | | | | |
| Coal | El Maleh(Alex) | Tebeen | - | 15.00 | 15.46 | 9.21 | 20.69 | 0.00 |
| Sulpher | El Maleh(Alex) | Mengabad | - | 15.00 | 13.04 | 11.54 | 20.69 | 0.00 |
| Boxite | El Maleh(Alex). | Tebeen | - | - | 25.00 | 0.00 | 20.00 | 0.00 |
| Tar | El Maleh(Alex). | Nag Hammady | - | 15.00 | 15.01 | 26.01 | 0.00 | -16.00 |
| Molasses | Gerga | Hawamdia | - | - | - | - | - | - |
| | Nag Hammady | Hawamdia | - | - | - | - | - | - |
| | Dishna | Hawamdia | - | - | - | - | - | - |
| | Gose | Hawamdia | - | - | - | - | - | - |
| | Arment | Hawamdia | - | - | - | - | - | - |
| | Edfu | Hawamdia | - | - | - | - | - | - |
| | Hawamdia | El Maleh | - | - | - | - | - | - |
| Lime Stone | Samalot | Tebeen | - | 15.00 | 15.07 | 41.84 | 2.61 | 0.00 |
| Coke | Tebeen | El Maleh | - | 45.67 | 15.10 | 4.97 | 8.90 | 2.61 |
| Clay | Aswan | Tebeen | - | 8.67 | 13.62 | 34.99 | 1.20 | 18.58 |
| | Aswan | Shobra | - | - | 14.57 | 9.11 | 10.14 | 6.58 |
| Petrolium Products | Asyut | Sohag | - | 15.08 | 26.02 | 20.69 | 14.28 | 14.92 |
| | Asyut | Nag Hammady | - | 15.11 | 25.97 | 20.62 | 14.36 | 15.00 |
| | Asyut | Dishna | - | 15.00 | 26.09 | 20.69 | 14.29 | 15.00 |
| | Asyut | Gena | - | 15.09 | 25.99 | 20.69 | 14.29 | 15.00 |
| | Asyut | Gose | - | 15.00 | 26.09 | 20.58 | 14.39 | 15.00 |
| | Asyut | Luxor | - | 14.99 | 26.09 | 30.00 | 5.35 | 15.81 |
| | Asyut | Arment | - | 15.00 | 26.09 | 30.17 | 5.96 | 15.00 |
| | Asyut | Edfu | - | 15.05 | 26.03 | 15.57 | 19.34 | 15.00 |
| | Asyut | Aswan | - | 15.04 | 26.00 | 20.73 | 14.29 | 15.00 |

Source: Riverway Transport Company

**Appendix 3.7.26 Passengers' Evaluation for Characteristics of Service by Mode**

| Mode | | Travel Cost | | | | Travel Time | | | | Convenience of Frequency | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Cheap | Reasonable | Very Expensive | Total | Very Short | Reasonable | Very Long | Total | Very Convenient | Average | Very Inconvenient | Total |
| Railway | Sample | 3,167 | 1,462 | 477 | 5,106 | 817 | 2,110 | 2,172 | 5,099 | 1,427 | 1,656 | 2,007 | 5,090 |
| | % | *62.03* | *28.63* | *9.34* | *100.00* | *16.02* | *41.38* | *42.60* | *100.00* | *28.04* | *32.53* | *39.43* | *100.00* |
| Bus | Sample | 1,000 | 1,827 | 612 | 3,439 | 845 | 1,991 | 606 | 3,442 | 2,039 | 921 | 481 | 3,441 |
| | % | *29.08* | *53.13* | *17.80* | *100.00* | *24.55* | *57.84* | *17.61* | *100.00* | *59.26* | *26.77* | *13.98* | *100.00* |
| Shared Taxi | Sample | 931 | 1,864 | 790 | 3,585 | 2,250 | 1,211 | 122 | 3,583 | 2,660 | 756 | 170 | 3,586 |
| | % | *25.97* | *51.99* | *22.04* | *100.00* | *62.80* | *33.80* | *3.40* | *100.00* | *74.18* | *21.08* | *4.74* | *100.00* |
| Total | Sample | 5,098 | 5,153 | 1,879 | 12,130 | 3,912 | 5,312 | 2,900 | 12,124 | 6,126 | 3,333 | 2,658 | 12,117 |
| | % | *42.03* | *42.48* | *15.49* | *100.00* | *32.27* | *43.81* | *23.92* | *100.00* | *50.56* | *27.51* | *21.94* | *100.00* |

| Mode | | Comfort | | | | Safety | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Very Satisfied | Average | Very Dissatisfied | Total | Very Safe | Average | Very Dangerous | Total |
| Railway | Sample | 2,408 | 1,251 | 1,434 | 5,093 | 4,048 | 617 | 429 | 5,094 |
| | % | *47.28* | *24.56* | *28.16* | *100.00* | *79.47* | *12.11* | *8.42* | *100.00* |
| Bus | Sample | 2,534 | 709 | 199 | 3,442 | 2,375 | 904 | 161 | 3,440 |
| | % | *73.62* | *20.60* | *5.78* | *100.00* | *69.04* | *26.28* | *4.68* | *100.00* |
| Shared Taxi | Sample | 2,717 | 679 | 190 | 3,586 | 1,286 | 1,481 | 818 | 3,585 |
| | % | *75.77* | *18.93* | *5.30* | *100.00* | *35.87* | *41.31* | *22.82* | *100.00* |
| Total | Sample | 7,659 | 2,639 | 1,823 | 12,121 | 7,709 | 3,002 | 1,408 | 12,119 |
| | % | *63.19* | *21.77* | *15.04* | *100.00* | *63.61* | *24.77* | *11.62* | *100.00* |

## Appendix 3.7.27 Affordability for Tariff Raise by Mode

| Mode | Maximum Willingness to Pay | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 10% Up | | 25% Up | | 50% Up | | 75% Up | | 100% Up | | will use other mode | | will never use other mode | | Total | |
| | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % |
| Railway | 1,048 | **21.03** | 619 | **12.42** | 440 | **8.83** | 147 | **2.95** | 1,485 | **29.80** | 1,077 | **21.61** | 168 | **3.37** | 4,984 | **100.00** |
| Bus | 649 | **18.92** | 551 | **16.06** | 248 | **7.23** | 100 | **2.91** | 641 | **18.68** | 1,188 | **34.63** | 54 | **1.57** | 3,431 | **100.00** |
| Shared Taxi | 734 | **20.48** | 603 | **16.82** | 305 | **8.51** | 111 | **3.10** | 674 | **18.81** | 1,043 | **29.10** | 114 | **3.18** | 3,584 | **100.00** |
| Total | 2,431 | **20.26** | 1,773 | **14.78** | 993 | **8.28** | 358 | **2.98** | 2,800 | **23.34** | 3,308 | **27.57** | 336 | **2.80** | 11,999 | **100.00** |

## Appendix 3.7.28 Affordability for Tariff Raise by Type of Service(Railway)

| Type of Service | Maximum Willingness to Pay | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 10% Up | | 25% Up | | 50% Up | | 75% Up | | 100% Up | | will use other mode | | will never use other mode | | Total | |
| | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % |
| 3 rd | 692 | 24.18 | 329 | 11.50 | 213 | 7.44 | 76 | 2.66 | 831 | 29.04 | 626 | 21.87 | 95 | 3.32 | 2,862 | 100.00 |
| 2 nd | 219 | 16.13 | 165 | 12.15 | 131 | 9.65 | 51 | 3.76 | 439 | 32.33 | 309 | 22.75 | 44 | 3.24 | 1,358 | 100.00 |
| 2 nd, A/C | 96 | 17.94 | 86 | 16.07 | 57 | 10.65 | 16 | 2.99 | 149 | 27.85 | 107 | 20.00 | 24 | 4.49 | 535 | 100.00 |
| 1 st, A/C | 35 | 16.51 | 37 | 17.45 | 38 | 17.92 | 3 | 1.42 | 63 | 29.72 | 32 | 15.09 | 4 | 1.89 | 212 | 100.00 |
| Unified | 6 | 35.29 | 2 | 11.76 | 1 | 5.88 | 1 | 5.88 | 3 | 17.65 | 3 | 17.65 | 1 | 5.88 | 17 | 100.00 |
| Total | 1,048 | 21.03 | 619 | 12.42 | 440 | 8.83 | 147 | 2.95 | 1,485 | 29.80 | 1,077 | 21.61 | 168 | 3.37 | 4,984 | 100.00 |

## Appendix 3.7.29 Affordability for Tariff Raise by Type of Service(Bus)

| Type of Service | Maximum Willingness to Pay | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 10% Up | | 25% Up | | 50% Up | | 75% Up | | 100% Up | | will use other mode | | will never use other mode | | Total | |
| | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % |
| Delux | 40 | 16.60 | 20 | 8.30 | 4 | 1.66 | 1 | 0.41 | 31 | 12.86 | 145 | 60.17 | 0 | 0.00 | 241 | 100.00 |
| Express | 259 | 19.73 | 224 | 17.06 | 112 | 8.53 | 28 | 2.13 | 272 | 20.72 | 395 | 30.08 | 23 | 1.75 | 1,313 | 100.00 |
| Ordinary | 350 | 18.65 | 307 | 16.36 | 132 | 7.03 | 71 | 3.78 | 338 | 18.01 | 648 | 34.52 | 31 | 1.65 | 1,877 | 100.00 |
| Total | 649 | 18.92 | 551 | 16.06 | 248 | 7.23 | 100 | 2.91 | 641 | 18.68 | 1,188 | 34.63 | 54 | 1.57 | 3,431 | 100.00 |

**Appendix 3.7.30 Affordability for Tariff Raise by Personal Income(Railway)**

| | Category of Income (LE) | | Maximum Willingness to Pay | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 10% Up | | 25% Up | | 50% Up | | 75% Up | | 100% Up | | will use other mode | | will never use other mode | | Total | |
| | | | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % |
| 1 | 0 - | 100 | 444 | 23.54 | 246 | 13.04 | 159 | 8.43 | 66 | 3.50 | 575 | 30.49 | 343 | 18.19 | 53 | 2.81 | 1,886 | 100.00 |
| 2 | 100 - | 250 | 321 | 24.39 | 161 | 12.23 | 119 | 9.04 | 32 | 2.43 | 332 | 25.23 | 295 | 22.42 | 56 | 4.26 | 1,316 | 100.00 |
| 3 | 250 - | 400 | 110 | 19.86 | 60 | 10.83 | 54 | 9.75 | 18 | 3.25 | 162 | 29.24 | 136 | 24.55 | 14 | 2.53 | 554 | 100.00 |
| 4 | 400 - | 700 | 36 | 15.65 | 31 | 13.48 | 28 | 12.17 | 5 | 2.17 | 71 | 30.87 | 51 | 22.17 | 8 | 3.48 | 230 | 100.00 |
| 5 | 700 - | 1,000 | 16 | 12.50 | 21 | 16.41 | 12 | 9.38 | 2 | 1.56 | 48 | 37.50 | 24 | 18.75 | 5 | 3.91 | 128 | 100.00 |
| 6 | > | 1,000 | 7 | 9.09 | 13 | 16.88 | 12 | 15.58 | 1 | 1.30 | 28 | 36.36 | 16 | 20.78 | 0 | 0.00 | 77 | 100.00 |
| | Total | | 934 | 22.29 | 532 | 12.69 | 384 | 9.16 | 124 | 2.96 | 1,216 | 29.01 | 865 | 20.64 | 136 | 3.25 | 4,191 | 100.00 |

**Appendix 3.7.31 Affordability for Tariff Raise by Personal Income(Bus)**

| | Category of Income (LE) | | Maximum Willingness to Pay | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 10% Up | | 25% Up | | 50% Up | | 75% Up | | 100% Up | | will use other mode | | will never use other mode | | Total | |
| | | | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % |
| 1 | 0 - | 100 | 245 | 20.85 | 200 | 17.02 | 92 | 7.83 | 26 | 2.21 | 172 | 14.64 | 419 | 35.66 | 21 | 1.79 | 1,175 | 100.00 |
| 2 | 100 - | 250 | 249 | 21.01 | 200 | 16.88 | 72 | 6.08 | 36 | 3.04 | 161 | 13.59 | 443 | 37.38 | 24 | 2.03 | 1,185 | 100.00 |
| 3 | 250 - | 400 | 74 | 12.54 | 87 | 14.75 | 42 | 7.12 | 23 | 3.90 | 146 | 24.75 | 212 | 35.93 | 6 | 1.02 | 590 | 100.00 |
| 4 | 400 - | 700 | 34 | 15.04 | 32 | 14.16 | 24 | 10.62 | 9 | 3.98 | 82 | 36.28 | 45 | 19.91 | 0 | 0.00 | 226 | 100.00 |
| 5 | 700 - | 1,000 | 14 | 21.54 | 9 | 13.85 | 5 | 7.69 | 2 | 3.08 | 23 | 35.38 | 12 | 18.46 | 0 | 0.00 | 65 | 100.00 |
| 6 | > | 1,000 | 10 | 29.41 | 3 | 8.82 | 3 | 8.82 | 0 | 0.00 | 11 | 32.35 | 7 | 20.59 | 0 | 0.00 | 34 | 100.00 |
| | Total | | 626 | 19.11 | 531 | 16.21 | 238 | 7.27 | 96 | 2.93 | 595 | 18.17 | 1,138 | 34.75 | 51 | 1.56 | 3,275 | 100.00 |

**Appendix 3.7.32 Affordability for Tariff Raise by Personal Income(Shatred Taxi)**

| | Category of Income (LE) | | Maximum Willingness to Pay | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 10% Up | | 25% Up | | 50% Up | | 75% Up | | 100% Up | | will use other mode | | will never use other mode | | Total | |
| | | | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % |
| 1 | 0 - | 100 | 238 | 20.39 | 197 | 16.88 | 99 | 8.48 | 27 | 2.31 | 207 | 17.74 | 341 | 29.22 | 58 | 4.97 | 1,167 | 100.00 |
| 2 | 100 - | 250 | 290 | 23.52 | 227 | 18.41 | 99 | 8.03 | 49 | 3.97 | 173 | 14.03 | 357 | 28.95 | 38 | 3.08 | 1,233 | 100.00 |
| 3 | 250 - | 400 | 144 | 21.33 | 111 | 16.44 | 68 | 10.07 | 22 | 3.26 | 154 | 22.81 | 167 | 24.74 | 9 | 1.33 | 675 | 100.00 |
| 4 | 400 - | 700 | 30 | 13.64 | 35 | 15.91 | 19 | 8.64 | 8 | 3.64 | 66 | 30.00 | 56 | 25.45 | 6 | 2.73 | 220 | 100.00 |
| 5 | 700 - | 1,000 | 7 | 11.86 | 5 | 8.47 | 7 | 11.86 | 2 | 3.39 | 23 | 38.98 | 15 | 25.42 | 0 | 0.00 | 59 | 100.00 |
| 6 | > | 1,000 | 8 | 18.60 | 3 | 6.98 | 5 | 11.63 | 2 | 4.65 | 18 | 41.86 | 7 | 16.28 | 0 | 0.00 | 43 | 100.00 |
| | Total | | 717 | 21.11 | 578 | 17.02 | 297 | 8.74 | 110 | 3.24 | 641 | 18.87 | 943 | 27.76 | 111 | 3.27 | 3,397 | 100.00 |

## Appendix 3.7.33 Affordability for Tariff Raise by Method of Payment(Railway)

| Method of Payment | Maximum Willingness to Pay | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 10% Up | | 25% Up | | 50% Up | | 75% Up | | 100% Up | | will use other mode | | will never use other mode | | Total | |
| | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % |
| Cash | 558 | 19.71 | 382 | 13.49 | 283 | 10.00 | 79 | 2.79 | 787 | 27.80 | 630 | 22.25 | 112 | 3.96 | 2,831 | 100.00 |
| Conductor | 54 | 27.00 | 14 | 7.00 | 21 | 10.50 | 8 | 4.00 | 61 | 30.50 | 41 | 20.50 | 1 | 0.50 | 200 | 100.00 |
| Seson | 431 | 22.52 | 216 | 11.29 | 135 | 7.05 | 59 | 3.08 | 623 | 32.55 | 396 | 20.69 | 54 | 2.82 | 1,914 | 100.00 |
| Kilometer | 3 | 15.79 | 3 | 15.79 | 0 | 0.00 | 1 | 5.26 | 6 | 31.58 | 6 | 31.58 | 0 | 0.00 | 19 | 100.00 |
| Total | 1,046 | 21.07 | 615 | 12.39 | 439 | 8.84 | 147 | 2.96 | 1,477 | 29.75 | 1,073 | 21.62 | 167 | 3.36 | 4,964 | 100.00 |

## Appendix 3.7.34 Affordability for Tariff Raise by Method of Payment(Bus)

| Method of Payment | Maximum Willingness to Pay | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 10% Up | | 25% Up | | 50% Up | | 75% Up | | 100% Up | | will use other mode | | will never use other mode | | Total | |
| | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % |
| Cash | 560 | 18.06 | 493 | 15.90 | 224 | 7.22 | 93 | 3.00 | 571 | 18.41 | 1,114 | 35.92 | 46 | 1.48 | 3,101 | 100.00 |
| Conductor | 69 | 35.94 | 35 | 18.23 | 11 | 5.73 | 4 | 2.08 | 25 | 13.02 | 43 | 22.40 | 5 | 2.60 | 192 | 100.00 |
| Seson | 17 | 15.60 | 18 | 16.51 | 7 | 6.42 | 2 | 1.83 | 35 | 32.11 | 28 | 25.69 | 2 | 1.83 | 109 | 100.00 |
| Other | 3 | 11.54 | 4 | 15.38 | 5 | 19.23 | 1 | 3.85 | 7 | 26.92 | 5 | 19.23 | 1 | 3.85 | 26 | 100.00 |
| Total | 649 | 18.93 | 550 | 16.04 | 247 | 7.21 | 100 | 2.92 | 638 | 18.61 | 1,190 | 34.71 | 54 | 1.58 | 3,428 | 100.00 |

## Appendix 3.7.35 Affordability for Tariff Raise by Trip Purpose (Railway)

| Trip Purpose | Maximum Willingness to Pay | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 10% Up | | 25% Up | | 50% Up | | 75% Up | | 100% Up | | will use other mode | | will never use other mode | | Total | |
| | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % |
| 1 Home to work | 106 | 16.41 | 66 | 10.22 | 62 | 9.60 | 25 | 3.87 | 211 | 32.66 | 147 | 22.76 | 29 | 4.49 | 646 | 100.00 |
| 2 Work to home | 224 | 23.55 | 97 | 10.20 | 65 | 6.83 | 29 | 3.05 | 282 | 29.65 | 233 | 24.50 | 21 | 2.21 | 951 | 100.00 |
| 3 Home to school | 78 | 17.77 | 57 | 12.98 | 29 | 6.61 | 12 | 2.73 | 134 | 30.52 | 110 | 25.06 | 19 | 4.33 | 439 | 100.00 |
| 4 School to home | 148 | 22.26 | 80 | 12.03 | 52 | 7.82 | 23 | 3.46 | 244 | 36.69 | 114 | 17.14 | 4 | 0.60 | 665 | 100.00 |
| 5 Other to home | 96 | 23.08 | 59 | 14.18 | 44 | 10.58 | 15 | 3.61 | 99 | 23.80 | 89 | 21.39 | 14 | 3.37 | 416 | 100.00 |
| 6 Other to work | 13 | 26.00 | 7 | 14.00 | 2 | 4.00 | 4 | 8.00 | 7 | 14.00 | 16 | 32.00 | 1 | 2.00 | 50 | 100.00 |
| 7 Shopping | 12 | 15.38 | 9 | 11.54 | 10 | 12.82 | 3 | 3.85 | 22 | 28.21 | 17 | 21.79 | 5 | 6.41 | 78 | 100.00 |
| 8 Own business | 40 | 24.10 | 22 | 13.25 | 18 | 10.84 | 3 | 1.81 | 41 | 24.70 | 32 | 19.28 | 10 | 6.02 | 166 | 100.00 |
| 9 Employer's business | 36 | 20.93 | 22 | 12.79 | 25 | 14.53 | 4 | 2.33 | 42 | 24.42 | 34 | 19.77 | 9 | 5.23 | 172 | 100.00 |
| 10 Official | 69 | 23.79 | 31 | 10.69 | 30 | 10.34 | 5 | 1.72 | 86 | 29.66 | 56 | 19.31 | 13 | 4.48 | 290 | 100.00 |
| 11 Personal & social affairs | 140 | 20.03 | 103 | 14.74 | 64 | 9.16 | 15 | 2.15 | 217 | 31.04 | 135 | 19.31 | 25 | 3.58 | 699 | 100.00 |
| 12 Recreational | 30 | 27.27 | 23 | 20.91 | 10 | 9.09 | 1 | 0.91 | 24 | 21.82 | 18 | 16.36 | 4 | 3.64 | 110 | 100.00 |
| 13 Others | 56 | 18.86 | 42 | 14.14 | 28 | 9.43 | 8 | 2.69 | 76 | 25.59 | 73 | 24.58 | 14 | 4.71 | 297 | 100.00 |
| Total | 1,048 | 21.05 | 618 | 12.41 | 439 | 8.82 | 147 | 2.95 | 1,485 | 29.83 | 1,074 | 21.57 | 168 | 3.37 | 4,979 | 100.00 |



## Appendix 3.7.36 Affordability for Tariff Raise by Trip Purpose(Bus)

| Trip Purpose | Maximum Willingness to Pay | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 10% Up | | 25% Up | | 50% Up | | 75% Up | | 100% Up | | will use other mode | | will never use other mode | | Total | |
| | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % |
| 1 Home to work | 36 | 19.46 | 31 | 16.76 | 8 | 4.32 | 5 | 2.70 | 32 | 17.30 | 69 | 37.30 | 4 | 2.16 | 185 | 100.00 |
| 2 Work to home | 71 | 14.70 | 70 | 14.49 | 35 | 7.25 | 18 | 3.73 | 93 | 19.25 | 192 | 39.75 | 4 | 0.83 | 483 | 100.00 |
| 3 Home to school | 18 | 15.25 | 23 | 19.49 | 12 | 10.17 | 4 | 3.39 | 20 | 16.95 | 41 | 34.75 | 0 | 0.00 | 118 | 100.00 |
| 4 School to home | 69 | 23.79 | 54 | 18.62 | 20 | 6.90 | 7 | 2.41 | 58 | 20.00 | 79 | 27.24 | 3 | 1.03 | 290 | 100.00 |
| 5 Other to home | 131 | 19.79 | 99 | 14.95 | 62 | 9.37 | 18 | 2.72 | 113 | 17.07 | 229 | 34.59 | 10 | 1.51 | 662 | 100.00 |
| 6 Other to work | 14 | 27.45 | 11 | 21.57 | 5 | 9.80 | 1 | 1.96 | 8 | 15.69 | 12 | 23.53 | 0 | 0.00 | 51 | 100.00 |
| 7 Shopping | 14 | 17.50 | 11 | 13.75 | 6 | 7.50 | 2 | 2.50 | 17 | 21.25 | 27 | 33.75 | 3 | 3.75 | 80 | 100.00 |
| 8 Own business | 37 | 16.09 | 29 | 12.61 | 19 | 8.26 | 9 | 3.91 | 36 | 15.65 | 97 | 42.17 | 3 | 1.30 | 230 | 100.00 |
| 9 Employer's business | 31 | 16.32 | 36 | 18.95 | 14 | 7.37 | 1 | 0.53 | 31 | 16.32 | 75 | 39.47 | 2 | 1.05 | 190 | 100.00 |
| 10 Official | 37 | 17.87 | 29 | 14.01 | 13 | 6.28 | 5 | 2.42 | 37 | 17.87 | 85 | 41.06 | 1 | 0.48 | 207 | 100.00 |
| 11 Personal & social affairs | 134 | 20.30 | 111 | 16.82 | 36 | 5.45 | 23 | 3.48 | 133 | 20.15 | 209 | 31.67 | 14 | 2.12 | 660 | 100.00 |
| 12 Recreational | 4 | 7.69 | 9 | 17.31 | 5 | 9.62 | 1 | 1.92 | 16 | 30.77 | 17 | 32.69 | 0 | 0.00 | 52 | 100.00 |
| 13 Others | 54 | 23.89 | 38 | 16.81 | 13 | 5.75 | 6 | 2.65 | 46 | 20.35 | 59 | 26.11 | 10 | 4.42 | 226 | 100.00 |
| Total | 650 | 18.93 | 551 | 16.05 | 248 | 7.22 | 100 | 2.91 | 640 | 18.64 | 1,191 | 34.68 | 54 | 1.57 | 3,434 | 100.00 |

## Appendix 3.7.37 Affordability for Tariff Raise by Trip Purpose(Shared Taxi)

| | Trip Purpose | Maximum Willingness to Pay | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 10% Up | | 25% Up | | 50% Up | | 75% Up | | 100% Up | | will use other mode | | will never use other mode | | Total | |
| | | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % |
| 1 | Home to work | 36 | 16.44 | 36 | 16.44 | 22 | 10.05 | 11 | 5.02 | 47 | 21.46 | 63 | 28.77 | 4 | 1.83 | 219 | 100.00 |
| 2 | Work to home | 71 | 16.75 | 80 | 18.87 | 45 | 10.61 | 10 | 2.36 | 109 | 25.71 | 101 | 23.82 | 8 | 1.89 | 424 | 100.00 |
| 3 | Home to school | 21 | 23.33 | 18 | 20.00 | 3 | 3.33 | 5 | 5.56 | 15 | 16.67 | 28 | 31.11 | 0 | 0.00 | 90 | 100.00 |
| 4 | School to home | 42 | 17.95 | 48 | 20.51 | 21 | 8.97 | 3 | 1.28 | 55 | 23.50 | 61 | 26.07 | 4 | 1.71 | 234 | 100.00 |
| 5 | Other to home | 97 | 16.50 | 120 | 20.41 | 40 | 6.80 | 16 | 2.72 | 110 | 18.71 | 185 | 31.46 | 20 | 3.40 | 588 | 100.00 |
| 6 | Other to work | 11 | 18.97 | 11 | 18.97 | 4 | 6.90 | 1 | 1.72 | 8 | 13.79 | 18 | 31.03 | 5 | 8.62 | 58 | 100.00 |
| 7 | Shopping | 30 | 21.43 | 20 | 14.29 | 17 | 12.14 | 3 | 2.14 | 28 | 20.00 | 38 | 27.14 | 4 | 2.86 | 140 | 100.00 |
| 8 | Own business | 94 | 27.98 | 48 | 14.29 | 25 | 7.44 | 7 | 2.08 | 67 | 19.94 | 85 | 25.30 | 10 | 2.98 | 336 | 100.00 |
| 9 | Employer's business | 39 | 18.22 | 34 | 15.89 | 18 | 8.41 | 10 | 4.67 | 43 | 20.09 | 69 | 32.24 | 1 | 0.47 | 214 | 100.00 |
| 10 | Official | 40 | 17.54 | 32 | 14.04 | 25 | 10.96 | 9 | 3.95 | 37 | 16.23 | 79 | 34.65 | 6 | 2.63 | 228 | 100.00 |
| 11 | Personal & social affairs | 187 | 25.17 | 109 | 14.67 | 61 | 8.21 | 26 | 3.50 | 105 | 14.13 | 217 | 29.21 | 38 | 5.11 | 743 | 100.00 |
| 12 | Recreational | 13 | 16.46 | 5 | 6.33 | 9 | 11.39 | 5 | 6.33 | 14 | 17.72 | 29 | 36.71 | 4 | 5.06 | 79 | 100.00 |
| 13 | Others | 53 | 22.94 | 42 | 18.18 | 15 | 6.49 | 5 | 2.16 | 36 | 15.58 | 70 | 30.30 | 10 | 4.33 | 231 | 100.00 |
| | Total | 734 | 20.48 | 603 | 16.82 | 305 | 8.51 | 111 | 3.10 | 674 | 18.81 | 1,043 | 29.10 | 114 | 3.18 | 3,584 | 100.00 |

**Appendix 3.7.38 Affordability for Tariff Raise by Type of Job (Railway)**

| Type of Job | Maximum Willingness to Pay | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 10% Up | | 25% Up | | 50% Up | | 75% Up | | 100% Up | | will use other mode | | will never use other mode | | Total | |
| | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % |
| 1 Unemployed | 32 | 18.39 | 25 | 14.37 | 9 | 5.17 | 6 | 3.45 | 46 | 26.44 | 43 | 24.71 | 13 | 7.47 | 174 | 100.00 |
| 2 Housewife | 37 | 25.69 | 23 | 15.97 | 8 | 5.56 | 2 | 1.39 | 35 | 24.31 | 29 | 20.14 | 10 | 6.94 | 144 | 100.00 |
| 3 Farmer or/and Fisherman | 24 | 24.49 | 16 | 16.33 | 10 | 10.20 | 3 | 3.06 | 28 | 28.57 | 14 | 14.29 | 3 | 3.06 | 98 | 100.00 |
| 4 Self-business(Peddler,etc.) | 112 | 19.96 | 60 | 10.70 | 66 | 11.76 | 16 | 2.85 | 154 | 27.45 | 131 | 23.35 | 22 | 3.92 | 561 | 100.00 |
| 5 Employee(secondary) | 77 | 20.32 | 51 | 13.46 | 41 | 10.82 | 11 | 2.90 | 103 | 27.18 | 81 | 21.37 | 15 | 3.96 | 379 | 100.00 |
| 6 Employee(tertiary) | 70 | 19.28 | 48 | 13.22 | 43 | 11.85 | 11 | 3.03 | 100 | 27.55 | 75 | 20.66 | 16 | 4.41 | 363 | 100.00 |
| 7 Government official | 326 | 21.79 | 163 | 10.90 | 121 | 8.09 | 40 | 2.67 | 453 | 30.28 | 337 | 22.53 | 56 | 3.74 | 1,496 | 100.00 |
| 8 Students | 291 | 20.49 | 180 | 12.68 | 108 | 7.61 | 45 | 3.17 | 469 | 33.03 | 303 | 21.34 | 24 | 1.69 | 1,420 | 100.00 |
| 9 Others | 74 | 22.56 | 50 | 15.24 | 33 | 10.06 | 12 | 3.66 | 89 | 27.13 | 62 | 18.90 | 8 | 2.44 | 328 | 100.00 |
| Total | 1,043 | 21.02 | 616 | 12.41 | 439 | 8.85 | 146 | 2.94 | 1,477 | 29.76 | 1,075 | 21.66 | 167 | 3.36 | 4,963 | 100.00 |

**Appendix 3.7.39 Affordability for Tariff Raise by Type of Job (Bus)**

| Type of Job | Maximum Willingness to Pay | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 10% Up | | 25% Up | | 50% Up | | 75% Up | | 100% Up | | will use other mode | | will never use other mode | | Total | |
| | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % |
| 1 Unemployed | 31 | 20.13 | 24 | 15.58 | 12 | 7.79 | 6 | 3.90 | 22 | 14.29 | 54 | 35.06 | 5 | 3.25 | 154 | 100.00 |
| 2 Housewife | 26 | 21.67 | 22 | 18.33 | 9 | 7.50 | 4 | 3.33 | 31 | 25.83 | 25 | 20.83 | 3 | 2.50 | 120 | 100.00 |
| 3 Farmer or/and Fisherman | 27 | 28.42 | 12 | 12.63 | 9 | 9.47 | 2 | 2.11 | 12 | 12.63 | 31 | 32.63 | 2 | 2.11 | 95 | 100.00 |
| 4 Self-business(Peddler,etc.) | 114 | 17.59 | 92 | 14.20 | 43 | 6.64 | 25 | 3.86 | 133 | 20.52 | 235 | 36.27 | 6 | 0.93 | 648 | 100.00 |
| 5 Employee(secondary) | 62 | 16.15 | 56 | 14.58 | 33 | 8.59 | 11 | 2.86 | 69 | 17.97 | 150 | 39.06 | 3 | 0.78 | 384 | 100.00 |
| 6 Employee(tertiary) | 49 | 18.77 | 43 | 16.48 | 15 | 5.75 | 9 | 3.45 | 50 | 19.16 | 88 | 33.72 | 7 | 2.68 | 261 | 100.00 |
| 7 Government official | 153 | 16.43 | 155 | 16.65 | 61 | 6.55 | 23 | 2.47 | 168 | 18.05 | 358 | 38.45 | 13 | 1.40 | 931 | 100.00 |
| 8 Students | 136 | 21.52 | 118 | 18.67 | 57 | 9.02 | 15 | 2.37 | 115 | 18.20 | 184 | 29.11 | 7 | 1.11 | 632 | 100.00 |
| 9 Others | 51 | 24.52 | 29 | 13.94 | 9 | 4.33 | 5 | 2.40 | 40 | 19.23 | 66 | 31.73 | 8 | 3.85 | 208 | 100.00 |
| Total | 649 | 18.90 | 551 | 16.05 | 248 | 7.22 | 100 | 2.91 | 640 | 18.64 | 1,191 | 34.69 | 54 | 1.57 | 3,433 | 100.00 |

**Appendix 3.7.40 Affordability for Tariff Raise by Type of Job (Shared Taxi)**

| Type of Job | Maximum Willingness to Pay | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 10% Up | | 25% Up | | 50% Up | | 75% Up | | 100% Up | | will use other mode | | will never use other mode | | Total | |
| | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % |
| 1 Unemployed | 48 | 24.62 | 29 | 14.87 | 21 | 10.77 | 7 | 3.59 | 24 | 12.31 | 53 | 27.18 | 13 | 6.67 | 195 | 100.00 |
| 2 Housewife | 26 | 20.97 | 20 | 16.13 | 13 | 10.48 | 4 | 3.23 | 20 | 16.13 | 33 | 26.61 | 8 | 6.45 | 124 | 100.00 |
| 3 Farmer or/and Fisherman | 22 | 19.13 | 24 | 20.87 | 8 | 6.96 | 3 | 2.61 | 16 | 13.91 | 36 | 31.30 | 6 | 5.22 | 115 | 100.00 |
| 4 Self-business(Peddler,etc.) | 202 | 23.06 | 128 | 14.61 | 64 | 7.31 | 23 | 2.63 | 206 | 23.52 | 233 | 26.60 | 20 | 2.28 | 876 | 100.00 |
| 5 Employee(secondary) | 74 | 19.17 | 67 | 17.36 | 35 | 9.07 | 11 | 2.85 | 68 | 17.62 | 125 | 32.38 | 6 | 1.55 | 386 | 100.00 |
| 6 Employee(tertiary) | 55 | 20.30 | 44 | 16.24 | 21 | 7.75 | 16 | 5.90 | 52 | 19.19 | 72 | 26.57 | 11 | 4.06 | 271 | 100.00 |
| 7 Government official | 156 | 19.05 | 133 | 16.24 | 75 | 9.16 | 27 | 3.30 | 137 | 16.73 | 258 | 31.50 | 33 | 4.03 | 819 | 100.00 |
| 8 Students | 97 | 19.68 | 98 | 19.88 | 44 | 8.92 | 14 | 2.84 | 97 | 19.68 | 135 | 27.38 | 8 | 1.62 | 493 | 100.00 |
| 9 Others | 54 | 17.82 | 60 | 19.80 | 24 | 7.92 | 6 | 1.98 | 53 | 17.49 | 97 | 32.01 | 9 | 2.97 | 303 | 100.00 |
| Total | 734 | 20.49 | 603 | 16.83 | 305 | 8.51 | 111 | 3.10 | 673 | 18.79 | 1,042 | 29.09 | 114 | 3.18 | 3,582 | 100.00 |

**Appendix 3.7.41(1) Affordability for Tariff Raise by Line Category and by Personal Income (Railway)**

| Category of Line | | Income of Last Month (LE) | Choices of Q10 | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | | 7 | | Total | |
| | | | 10% Up | | 25% Up | | 50% Up | | 75% Up | | 100% Up | | will use other mode | | will never use other mode | | | |
| | | | Sample | % | Sample | % | Sample | % | | % | Samp | % | Sample | % | Sample | % | Sample | % |
| Main Lines | 1 | 0- 100 | 265 | 28.53 | 131 | 14.10 | 62 | 6.67 | 27 | 2.91 | 263 | 28.31 | 159 | 17.12 | 22 | 2.37 | 929 | 100.00 |
| | 2 | 100- 250 | 185 | 28.42 | 74 | 11.37 | 48 | 7.37 | 12 | 1.84 | 165 | 25.35 | 138 | 21.20 | 29 | 4.45 | 651 | 100.00 |
| | 3 | 250- 400 | 92 | 21.96 | 51 | 12.17 | 42 | 10.02 | 14 | 3.34 | 109 | 26.01 | 99 | 23.63 | 12 | 2.86 | 419 | 100.00 |
| | 4 | 400- 700 | 32 | 16.93 | 27 | 14.29 | 20 | 10.58 | 5 | 2.65 | 57 | 30.16 | 41 | 21.69 | 7 | 3.70 | 189 | 100.00 |
| | 5 | 700-1000 | 15 | 12.82 | 20 | 17.09 | 12 | 10.26 | 2 | 1.71 | 43 | 36.75 | 20 | 17.09 | 5 | 4.27 | 117 | 100.00 |
| | 6 | >1000 | 7 | 10.00 | 10 | 14.29 | 12 | 17.14 | 1 | 1.43 | 25 | 35.71 | 15 | 21.43 | 0 | 0.00 | 70 | 100.00 |
| | | Total | 596 | 25.09 | 313 | 13.18 | 196 | 8.25 | 61 | 2.57 | 662 | 27.87 | 472 | 19.87 | 75 | 3.16 | 2375 | 100.00 |
| Branch Lines | 1 | 0- 100 | 179 | 18.70 | 115 | 12.02 | 97 | 10.14 | 39 | 4.08 | 312 | 32.60 | 184 | 19.23 | 31 | 3.24 | 957 | 100.00 |
| | 2 | 100- 250 | 136 | 20.45 | 87 | 13.08 | 71 | 10.68 | 20 | 3.01 | 167 | 25.11 | 157 | 23.61 | 27 | 4.06 | 665 | 100.00 |
| | 3 | 250- 400 | 18 | 13.33 | 9 | 6.67 | 12 | 8.89 | 4 | 2.96 | 53 | 39.26 | 37 | 27.41 | 2 | 1.48 | 135 | 100.00 |
| | 4 | 400- 700 | 4 | 9.76 | 4 | 9.76 | 8 | 19.51 | 0 | 0.00 | 14 | 34.15 | 10 | 24.39 | 1 | 2.44 | 41 | 100.00 |
| | 5 | 700-1000 | 1 | 9.09 | 1 | 9.09 | 0 | 0.00 | 0 | 0.00 | 5 | 45.45 | 4 | 36.36 | 0 | 0.00 | 11 | 100.00 |
| | 6 | >1000 | 0 | 0.00 | 3 | 42.86 | 0 | 0.00 | 0 | 0.00 | 3 | 42.86 | 1 | 14.29 | 0 | 0.00 | 7 | 100.00 |
| | | Total | 338 | 18.61 | 219 | 12.06 | 188 | 10.35 | 63 | 3.47 | 554 | 30.51 | 393 | 21.64 | 61 | 3.36 | 1816 | 100.00 |



**Appendix 3.7.41(2) Affordability for Tariff Raise by Line Category and by Personal Income (Railway)**

| Category of Line | | Income of Last Month (LE) | Choices of Q10 | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | | 7 | | Total | |
| | | | 10% Up | | 25% Up | | 50% Up | | 75% Up | | 100% Up | | will use other mode | | will never use other mode | | | |
| | | | Sample | % | Sample | % | Sample | % | | % | Samp | % | Sample | % | Sample | % | Sample | % |
| Main Lines | 1 | 0- 100 | 265 | 44.46 | 131 | 41.85 | 62 | 31.63 | 27 | 44.26 | 263 | 39.73 | 159 | 33.69 | 22 | 29.33 | 929 | 39.12 |
| | 2 | 100- 250 | 185 | 31.04 | 74 | 23.64 | 48 | 24.49 | 12 | 19.67 | 165 | 24.92 | 138 | 29.24 | 29 | 38.67 | 651 | 27.41 |
| | 3 | 250- 400 | 92 | 15.44 | 51 | 16.29 | 42 | 21.43 | 14 | 22.95 | 109 | 16.47 | 99 | 20.97 | 12 | 16.00 | 419 | 17.64 |
| | 4 | 400- 700 | 32 | 5.37 | 27 | 8.63 | 20 | 10.20 | 5 | 8.20 | 57 | 8.61 | 41 | 8.69 | 7 | 9.33 | 189 | 7.96 |
| | 5 | 700-1000 | 15 | 2.52 | 20 | 6.39 | 12 | 6.12 | 2 | 3.28 | 43 | 6.50 | 20 | 4.24 | 5 | 6.67 | 117 | 4.93 |
| | 6 | >1000 | 7 | 1.17 | 10 | 3.19 | 12 | 6.12 | 1 | 1.64 | 25 | 3.78 | 15 | 3.18 | 0 | 0.00 | 70 | 2.95 |
| | | Total | 596 | 100.00 | 313 | 100.00 | 196 | 100.00 | 61 | 100.00 | 662 | 100.00 | 472 | 100.00 | 75 | 100.00 | 2375 | 100.00 |
| Branch Lines | 1 | 0- 100 | 179 | 52.96 | 115 | 52.51 | 97 | 51.60 | 39 | 61.90 | 312 | 56.32 | 184 | 46.82 | 31 | 50.82 | 957 | 52.70 |
| | 2 | 100- 250 | 136 | 40.24 | 87 | 39.73 | 71 | 37.77 | 20 | 31.75 | 167 | 30.14 | 157 | 39.95 | 27 | 44.26 | 665 | 36.62 |
| | 3 | 250- 400 | 18 | 5.33 | 9 | 4.11 | 12 | 6.38 | 4 | 6.35 | 53 | 9.57 | 37 | 9.41 | 2 | 3.28 | 135 | 7.43 |
| | 4 | 400- 700 | 4 | 1.18 | 4 | 1.83 | 8 | 4.26 | 0 | 0.00 | 14 | 2.53 | 10 | 2.54 | 1 | 1.64 | 41 | 2.26 |
| | 5 | 700-1000 | 1 | 0.30 | 1 | 0.46 | 0 | 0.00 | 0 | 0.00 | 5 | 0.90 | 4 | 1.02 | 0 | 0.00 | 11 | 0.61 |
| | 6 | >1000 | 0 | 0.00 | 3 | 1.37 | 0 | 0.00 | 0 | 0.00 | 3 | 0.54 | 1 | 0.25 | 0 | 0.00 | 7 | 0.39 |
| | | Total | 338 | 100.00 | 219 | 100.00 | 188 | 100.00 | 63 | 100.00 | 554 | 100.00 | 393 | 100.00 | 61 | 100.00 | 1816 | 100.00 |

**Appendix 3.7.42(1) Affordability for Tariff Raise by Line Category and by Type of Service (Railway)**

| Category of Line | Type of Service | Choices of Q10 | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | | 7 | | Total | |
| | | 10% Up | | 25% Up | | 50% Up | | 75% Up | | 100% Up | | will use other mode | | will never use other mode | | | |
| | | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % |
| Main Lines | 3rd Class | 358 | 29.42 | 131 | 10.76 | 67 | 5.51 | 28 | 2.30 | 341 | 28.02 | 253 | 20.79 | 39 | 3.20 | 1217 | 100.00 |
| | 2nd Class | 166 | 18.67 | 108 | 12.15 | 66 | 7.42 | 28 | 3.15 | 269 | 30.26 | 223 | 25.08 | 29 | 3.26 | 889 | 100.00 |
| | 2nd A/C | 94 | 18.58 | 81 | 16.01 | 55 | 10.87 | 15 | 2.96 | 139 | 27.47 | 99 | 19.57 | 23 | 4.55 | 506 | 100.00 |
| | 1st A/C | 35 | 16.51 | 37 | 17.45 | 38 | 17.92 | 3 | 1.42 | 63 | 29.72 | 32 | 15.09 | 4 | 1.89 | 212 | 100.00 |
| | Unified | 1 | 100.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 1 | 100.00 |
| | Total | 654 | 23.15 | 357 | 12.64 | 226 | 8.00 | 74 | 2.62 | 812 | 28.74 | 607 | 21.49 | 95 | 3.36 | 2825 | 100.00 |
| Branch Lines | 3rd Class | 334 | 20.30 | 198 | 12.04 | 146 | 8.88 | 48 | 2.92 | 490 | 29.79 | 373 | 22.67 | 56 | 3.40 | 1645 | 100.00 |
| | 2nd Class | 53 | 11.30 | 57 | 12.15 | 65 | 13.86 | 23 | 4.90 | 170 | 36.25 | 86 | 18.34 | 15 | 3.20 | 469 | 100.00 |
| | 2nd A/C | 2 | 6.90 | 5 | 17.24 | 2 | 6.90 | 1 | 3.45 | 10 | 34.48 | 8 | 27.59 | 1 | 3.45 | 29 | 100.00 |
| | Unified | 5 | 31.25 | 2 | 12.50 | 1 | 6.25 | 1 | 6.25 | 3 | 18.75 | 3 | 18.75 | 1 | 6.25 | 16 | 100.00 |
| | Total | 394 | 18.25 | 262 | 12.14 | 214 | 9.91 | 73 | 3.38 | 673 | 31.17 | 470 | 21.77 | 73 | 3.38 | 2159 | 100.00 |



**Appendix 3.7.42(2) Affordability for Tariff Raise by Line Category and by Type of Service (Railway)**

| Category of Line | Type of Service | Choices of Q10 | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | | 7 | | Total | |
| | | 10% Up | | 25% Up | | 50% Up | | 75% Up | | 100% Up | | will use other mode | | will never use other mode | | | |
| | | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % |
| Main Lines | 3rd Class | 358 | 54.74 | 131 | 36.69 | 67 | 29.65 | 28 | 37.84 | 341 | 42.00 | 253 | 41.68 | 39 | 41.05 | 1217 | 43.08 |
| | 2nd Class | 166 | 25.38 | 108 | 30.25 | 66 | 29.20 | 28 | 37.84 | 269 | 33.13 | 223 | 36.74 | 29 | 30.53 | 889 | 31.47 |
| | 2nd A/C | 94 | 14.37 | 81 | 22.69 | 55 | 24.34 | 15 | 20.27 | 139 | 17.12 | 99 | 16.31 | 23 | 24.21 | 506 | 17.91 |
| | 1st A/C | 35 | 5.35 | 37 | 10.36 | 38 | 16.81 | 3 | 4.05 | 63 | 7.76 | 32 | 5.27 | 4 | 4.21 | 212 | 7.50 |
| | Unified | 1 | 0.15 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 1 | 0.04 |
| | Total | 654 | 100.00 | 357 | 100.00 | 226 | 100.00 | 74 | 100.00 | 812 | 100.00 | 607 | 100.00 | 95 | 100.00 | 2825 | 100.00 |
| Branch Lines | 3rd Class | 334 | 84.77 | 198 | 75.57 | 146 | 68.22 | 48 | 65.75 | 490 | 72.81 | 373 | 79.36 | 56 | 76.71 | 1645 | 76.19 |
| | 2nd Class | 53 | 13.45 | 57 | 21.76 | 65 | 30.37 | 23 | 31.51 | 170 | 25.26 | 86 | 18.30 | 15 | 20.55 | 469 | 21.72 |
| | 2nd A/C | 2 | 0.51 | 5 | 1.91 | 2 | 0.93 | 1 | 1.37 | 10 | 1.49 | 8 | 1.70 | 1 | 1.37 | 29 | 1.34 |
| | Unified | 5 | 1.27 | 2 | 0.76 | 1 | 0.47 | 1 | 1.37 | 3 | 0.45 | 3 | 0.64 | 1 | 1.37 | 16 | 0.74 |
| | Total | 394 | 100.00 | 262 | 100.00 | 214 | 100.00 | 73 | 100.00 | 673 | 100.00 | 470 | 100.00 | 73 | 100.00 | 2159 | 100.00 |

## Appendix 3.7.43(1) Affordability for Traiff Raise by Line (Railway)

| Category of Line | | Names of Lines | Choices of Q10 | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | | 7 | | Total | |
| | | | 10% Up | | 25% Up | | 50% Up | | 75% Up | | 100% Up | | will use other mode | | will never use other mode | | | |
| | | | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % |
| Main Lines | 1 | Cairo-Alex | 255 | 15.70 | 194 | 11.95 | 135 | 8.31 | 51 | 3.14 | 493 | 30.36 | 431 | 26.54 | 65 | 4.00 | 1,624 | 100.00 |
| | 2 | Cairo-Portsaid | 71 | 18.54 | 31 | 8.09 | 26 | 6.79 | 8 | 2.09 | 163 | 42.56 | 77 | 20.10 | 7 | 1.83 | 383 | 100.00 |
| | 3 | Cairo-Aswan | 328 | 40.10 | 132 | 16.14 | 65 | 7.95 | 15 | 1.83 | 156 | 19.07 | 99 | 12.10 | 23 | 2.81 | 818 | 100.00 |
| | | Sub-total | 654 | 23.15 | 357 | 12.64 | 226 | 8.00 | 74 | 2.62 | 812 | 28.74 | 607 | 21.49 | 95 | 3.36 | 2,825 | 100.00 |
| Branch Lines | 4 | Cairo-Tanta | 180 | 51.87 | 69 | 19.88 | 10 | 2.88 | 2 | 0.58 | 29 | 8.36 | 48 | 13.83 | 9 | 2.59 | 347 | 100.00 |
| | 5 | Tanta-Damietta | 34 | 8.25 | 35 | 8.50 | 41 | 9.95 | 18 | 4.37 | 155 | 37.62 | 116 | 28.16 | 13 | 3.16 | 412 | 100.00 |
| | 6 | Cairo-Etbarod | 20 | 30.30 | 12 | 18.18 | 11 | 16.67 | 8 | 12.12 | 9 | 13.64 | 5 | 7.58 | 1 | 1.52 | 66 | 100.00 |
| | 7 | Salhia-Abkbir | 1 | 7.69 | 0 | 0.00 | 1 | 7.69 | 0 | 0.00 | 7 | 53.85 | 4 | 30.77 | 0 | 0.00 | 13 | 100.00 |
| | 8 | Rosita-Mamora | 30 | 19.35 | 16 | 10.32 | 5 | 3.23 | 6 | 3.87 | 50 | 32.26 | 46 | 29.68 | 2 | 1.29 | 155 | 100.00 |
| | 9 | Cairo-Damietta | 13 | 5.94 | 21 | 9.59 | 40 | 18.26 | 9 | 4.11 | 105 | 47.95 | 27 | 12.33 | 4 | 1.83 | 219 | 100.00 |
| | 10 | Tanta-Zagazig | 5 | 6.94 | 6 | 8.33 | 7 | 9.72 | 1 | 1.39 | 24 | 33.33 | 29 | 40.28 | 0 | 0.00 | 72 | 100.00 |
| | 11 | Menof-Kzaiat | 17 | 39.53 | 2 | 4.65 | 2 | 4.65 | 2 | 4.65 | 12 | 27.91 | 7 | 16.28 | 1 | 2.33 | 43 | 100.00 |
| | 12 | Benha-Menof | 19 | 21.59 | 7 | 7.95 | 15 | 17.05 | 0 | 0.00 | 6 | 6.82 | 27 | 30.68 | 14 | 15.91 | 88 | 100.00 |
| | 13 | Benha-Mgamr | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 20 | 83.33 | 4 | 16.67 | 0 | 0.00 | 24 | 100.00 |
| | 14 | Tanta-Qline | 10 | 9.52 | 15 | 14.29 | 9 | 8.57 | 0 | 0.00 | 50 | 47.62 | 18 | 17.14 | 3 | 2.86 | 105 | 100.00 |
| | 15 | Mah.Roh-Santa | 0 | 0.00 | 1 | 4.76 | 5 | 23.81 | 1 | 4.76 | 8 | 38.10 | 6 | 28.57 | 0 | 0.00 | 21 | 100.00 |
| | 16 | Suiz-Iamailia | 3 | 6.98 | 2 | 4.65 | 7 | 16.28 | 7 | 16.28 | 22 | 51.16 | 2 | 4.65 | 0 | 0.00 | 43 | 100.00 |
| | 17 | Qanater-Marg | 6 | 21.43 | 3 | 10.71 | 1 | 3.57 | 1 | 3.57 | 12 | 42.86 | 4 | 14.29 | 1 | 3.57 | 28 | 100.00 |
| | 18 | Einshamz-Suez | 1 | 5.88 | 0 | 0.00 | 6 | 35.29 | 1 | 5.88 | 7 | 41.18 | 0 | 0.00 | 2 | 11.76 | 17 | 100.00 |
| | 20 | Mh.Bet-Matroh | 14 | 26.42 | 11 | 20.75 | 2 | 3.77 | 0 | 0.00 | 11 | 20.75 | 15 | 28.30 | 0 | 0.00 | 53 | 100.00 |
| | 21 | Metoris-Besily | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 11 | 100.00 | 0 | 0.00 | 0 | 0.00 | 11 | 100.00 |
| | 22 | Mansoura-Cairo | 11 | 9.24 | 10 | 8.40 | 10 | 8.40 | 5 | 4.20 | 39 | 32.77 | 40 | 33.61 | 4 | 3.36 | 119 | 100.00 |
| | 23 | Wasta-Aboksa | 27 | 11.20 | 49 | 20.33 | 39 | 16.18 | 10 | 4.15 | 75 | 31.12 | 26 | 10.79 | 15 | 6.22 | 241 | 100.00 |
| | 24 | Fayoum-SaUps | 0 | 0.00 | 1 | 6.25 | 0 | 0.00 | 0 | 0.00 | 3 | 18.75 | 11 | 68.75 | 1 | 6.25 | 16 | 100.00 |
| | 28 | Metobis-Qasabi | 1 | 9.09 | 0 | 0.00 | 1 | 9.09 | 0 | 0.00 | 5 | 45.45 | 3 | 27.27 | 1 | 9.09 | 11 | 100.00 |
| | 30 | Mansoura-Mataria | 2 | 3.64 | 2 | 3.64 | 2 | 3.64 | 2 | 3.64 | 13 | 23.64 | 32 | 58.18 | 2 | 3.64 | 55 | 100.00 |
| | | Sub-total | 394 | 18.25 | 262 | 12.14 | 214 | 9.91 | 73 | 3.38 | 673 | 31.17 | 470 | 21.77 | 73 | 3.38 | 2,159 | 100.00 |
| | | Total | 1,048 | 21.03 | 619 | 12.42 | 440 | 8.83 | 147 | 2.95 | 1,485 | 29.80 | 1,077 | 21.61 | 168 | 3.37 | 4,984 | 100.00 |

## Appendix 3.7.43(2) Affordability for Traiff Raise by Line (Railway)

| Category of Line | | Names of Lines | Choices of Q10 | | | | | | | | | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | | 7 | | | |
| | | | 10% Up | | 25% Up | | 50% Up | | 75% Up | | 100% | | will use other mode | | will never use other mode | | | |
| | | | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % | Sample | % |
| Main Lines | 1 | Cairo-Alex | 255 | 38.99 | 194 | 54.34 | 135 | 59.73 | 51 | 68.92 | 493 | 60.71 | 431 | 71.00 | 65 | 68.42 | 1,624 | 57.49 |
| | 2 | Cairo-Portsaid | 71 | 10.86 | 31 | 8.68 | 26 | 11.50 | 8 | 10.81 | 163 | 20.07 | 77 | 12.69 | 7 | 7.37 | 383 | 13.56 |
| | 3 | Cairo-Aswan | 328 | 50.15 | 132 | 36.97 | 65 | 28.76 | 15 | 20.27 | 156 | 19.21 | 99 | 16.31 | 23 | 24.21 | 818 | 28.96 |
| | | Sub-total | 654 | 100.00 | 357 | 100.00 | 226 | 100.00 | 74 | 100.00 | 812 | 100.00 | 607 | 100.00 | 95 | 100.00 | 2,825 | 100.00 |
| Branch Lines | 4 | Cairo-Tanta | 180 | 45.69 | 69 | 26.34 | 10 | 4.67 | 2 | 2.74 | 29 | 4.31 | 48 | 10.21 | 9 | 12.33 | 347 | 16.07 |
| | 5 | Tanta-Damietta | 34 | 8.63 | 35 | 13.36 | 41 | 19.16 | 18 | 24.66 | 155 | 23.03 | 116 | 24.68 | 13 | 17.81 | 412 | 19.08 |
| | 6 | Cairo-Etbarod | 20 | 5.08 | 12 | 4.58 | 11 | 5.14 | 8 | 10.96 | 9 | 1.34 | 5 | 1.06 | 1 | 1.37 | 66 | 3.06 |
| | 7 | Salhia-Abkbir | 1 | 0.25 | 0 | 0.00 | 1 | 0.47 | 0 | 0.00 | 7 | 1.04 | 4 | 0.85 | 0 | 0.00 | 13 | 0.60 |
| | 8 | Rosita-Mamora | 30 | 7.61 | 16 | 6.11 | 5 | 2.34 | 6 | 8.22 | 50 | 7.43 | 46 | 9.79 | 2 | 2.74 | 155 | 7.18 |
| | 9 | Cairo-Damietta | 13 | 3.30 | 21 | 8.02 | 40 | 18.69 | 9 | 12.33 | 105 | 15.60 | 27 | 5.74 | 4 | 5.48 | 219 | 10.14 |
| | 10 | Tanta-Zagazig | 5 | 1.27 | 6 | 2.29 | 7 | 3.27 | 1 | 1.37 | 24 | 3.57 | 29 | 6.17 | 0 | 0.00 | 72 | 3.33 |
| | 11 | Menof-Kzaiat | 17 | 4.31 | 2 | 0.76 | 2 | 0.93 | 2 | 2.74 | 12 | 1.78 | 7 | 1.49 | 1 | 1.37 | 43 | 1.99 |
| | 12 | Benha-Menof | 19 | 4.82 | 7 | 2.67 | 15 | 7.01 | 0 | 0.00 | 6 | 0.89 | 27 | 5.74 | 14 | 19.18 | 88 | 4.08 |
| | 13 | Benha-Mgamr | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 20 | 2.97 | 4 | 0.85 | 0 | 0.00 | 24 | 1.11 |
| | 14 | Tanta-Qline | 10 | 2.54 | 15 | 5.73 | 9 | 4.21 | 0 | 0.00 | 50 | 7.43 | 18 | 3.83 | 3 | 4.11 | 105 | 4.86 |
| | 15 | Mah.Roh-Santa | 0 | 0.00 | 1 | 0.38 | 5 | 2.34 | 1 | 1.37 | 8 | 1.19 | 6 | 1.28 | 0 | 0.00 | 21 | 0.97 |
| | 16 | Suiz-Iamailia | 3 | 0.76 | 2 | 0.76 | 7 | 3.27 | 7 | 9.59 | 22 | 3.27 | 2 | 0.43 | 0 | 0.00 | 43 | 1.99 |
| | 17 | Qanater-Marg | 6 | 1.52 | 3 | 1.15 | 1 | 0.47 | 1 | 1.37 | 12 | 1.78 | 4 | 0.85 | 1 | 1.37 | 28 | 1.30 |
| | 18 | Einshamz-Suez | 1 | 0.25 | 0 | 0.00 | 6 | 2.80 | 1 | 1.37 | 7 | 1.04 | 0 | 0.00 | 2 | 2.74 | 17 | 0.79 |
| | 20 | Mh.Bet-Matroh | 14 | 3.55 | 11 | 4.20 | 2 | 0.93 | 0 | 0.00 | 11 | 1.63 | 15 | 3.19 | 0 | 0.00 | 53 | 2.45 |
| | 21 | Metoris-Besily | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 11 | 1.63 | 0 | 0.00 | 0 | 0.00 | 11 | 0.51 |
| | 22 | Mansoura-Cairo | 11 | 2.79 | 10 | 3.82 | 10 | 4.67 | 5 | 6.85 | 39 | 5.79 | 40 | 8.51 | 4 | 5.48 | 119 | 5.51 |
| | 23 | Wasta-Aboksa | 27 | 6.85 | 49 | 18.70 | 39 | 18.22 | 10 | 13.70 | 75 | 11.14 | 26 | 5.53 | 15 | 20.55 | 241 | 11.16 |
| | 24 | Fayoum-SaUps | 0 | 0.00 | 1 | 0.38 | 0 | 0.00 | 0 | 0.00 | 3 | 0.45 | 11 | 2.34 | 1 | 1.37 | 16 | 0.74 |
| | 28 | Metobis-Qasabi | 1 | 0.25 | 0 | 0.00 | 1 | 0.47 | 0 | 0.00 | 5 | 0.74 | 3 | 0.64 | 1 | 1.37 | 11 | 0.51 |
| | 30 | Mansoura-Mataria | 2 | 0.51 | 2 | 0.76 | 2 | 0.93 | 2 | 2.74 | 13 | 1.93 | 32 | 6.81 | 2 | 2.74 | 55 | 2.55 |
| | | Sub-total | 394 | 100.00 | 262 | 100.00 | 214 | 100.00 | 73 | 100.00 | 673 | 100.00 | 470 | 100.00 | 73 | 100.00 | 2,159 | 100.00 |
| | | Total | 1,048 | | 619 | | 440 | | 147 | | 1,485 | | 1,077 | | 168 | | 4,984 | |

## Appendix 3.7.44 Comparison of Annual Growth Rate Among Tariff, Traffic Volume, Revenue and Average Fare of ENR (Excluded Metro)

(Unit:%)

| Year | Tariff | | | | | Traffic Volume | | | | Revenue | | | | | | | Average Fare *2) | | Demand Elasticity | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Passenger | | | | Freight | Passenger | | Freight | | Passenger | | | | | | Freight | Passenger | Freight | Passenger | Freight |
| | 1st Class A/C | 2nd Class A/C | 2nd Class | 3rd Class | | Pass. | Pass.km. [A] | Ton | Ton km. [B] | 1st Class | 2nd Class | 3rd Class | Sub-Total | Others | Total | | [C] | [D] | [A]/[C] | [B]/[D] |
| 1988/89 | 60.0 | 80.0 | 50.0 | 50.0 | 50.0 | -1.9 | 2.1 | -1.6 | -5.8 | | | | | | 20.7 | 12.1 | 18.2 | 19.0 | 0.11 | -0.31 |
| 1989/90 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 1.6 | 3.9 | 10.7 | 6.7 | | | | | | 21.7 | 34.8 | 17.1 | 26.3 | 0.23 | 0.26 |
| 1990/91 | 15.0 | 15.0 | 40.0 | 40.0 | 15.0 | 6.0 | 13.0 | 4.1 | 3.8 | 2.2 | 12.8 | 5.8 | 6.6 | 33.4 | 13.6 | 29.7 | 0.6 | 24.9 | 21.40 | 0.15 |
| 1991/92 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 4.0 | 4.0 | 0.5 | 1.6 | 23.6 | 29.2 | 22.1 | 23.4 | 42.5 | 29.3 | 14.3 | 24.3 | 12.5 | 0.16 | 0.13 |
| 1992/93 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 4.0 | 5.1 | -5.2 | -2.2 | 11.5 | 19.2 | 10.1 | 11.8 | 25.4 | 16.4 | 19.7 | 10.8 | 22.4 | 0.47 | -0.10 |
| 1993/94 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 1.1 | 4.4 | 12.2 | 15.2 | 19.9 | 27.0 | 13.6 | 16.6 | 2.1 | 11.3 | 21.6 | 6.6 | 5.5 | 0.68 | 2.78 |
| 1994/95 | 10.0 | 10.0 | 10.0 | 10.0 | 14.0 | 7.2 | 9.7 | 5.8 | 12.5 | 14.9 | 12.2 | 10.0 | 10.9 | 17.6 | 13.1 | 33.2 | 3.1 | 18.5 | 3.16 | 0.67 |
| Annual Average Growth Rate | 20.7 | 23.6 | 22.9 | 22.9 | 19.9 | 3.1 | 6.0 | 3.8 | 4.6 | 14.4 | 20.1 | 12.3 | 13.9 | 24.2 | 18.0 | 23.6 | 11.5 | 18.4 | 0.52 | 0.25 |
| Weighted Annual Average Growth Rate *1) | 1.9 | 1.2 | 3.5 | 16.1 | | | | | | | | | | | | | | | | |
| | | | Total | 22.7 | | | | | | | | | | | | | | | | |

Note: *1) Weight of service class is based on the percentile of revenue of each class in 1994/95.
*2) Average fare is derived by the formulas: (Total Revenue of Passenger)/(Pass.km. ) for passenger and (Total Revenue of Freight)/(Ton km.) for freight.



## Appendix 3.7.45 Comparison of Annual Growth Rate Among Tariff, Traffic Volume Revenue and Average Fare of Metro

(Unit:%)

| Year | Tariff | Traffic Volume | | Revenue | Average Fare *1) | Demand Elsaticity |
|---|---|---|---|---|---|---|
| | | Pass. | Pass.km. [A] | | [B] | [A]/[B] |
| 1990/91 | 0.0 | 14.4 | 13.9 | 14.4 | 0.449 | 30.93 |
| 1991/92 | 0.0 | 91.5 | 92.5 | 20.7 | -37.263 | -2.48 |
| 1992/93 | 0.0 | 9.0 | 9.0 | 20.7 | 10.731 | 0.84 |
| 1993/94 | 25.0 | 2.0 | 2.0 | 11.2 | 8.971 | 0.23 |
| 1994/95 | 0.0 | 5.2 | 5.2 | 8.2 | 2.839 | 1.85 |
| Annual Average Growth Rate (1991/92-1994/95) | 8.3 | 5.4 | 5.4 | 13.4 | 7.5 | 0.72 |

Note : *1) Average fare is derived by the formula:
(Total Revenue of Passenger)/(Pass.km.)

# Appendix 3.7.46 Estimates of Traffic Demand Elasticity and Cross-Elasticity to Fare (Passenger)

| NO. | Explained Variable | Constant | | Explanatory Variable | | | | | | | Sign Condition | R | R^2 | DW | Observed Period | Applicability |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Real Value | Logarithmic Value | RPTARIF | BTARIF | RBTARIF | BRTARIF | GDPPC | TREND | GDP | | | | | | |
| 1 | PTKM | 3.12389 | 1.13908 | -0.65421 | 0.27808 | | | 0.87468 | 0.22647 | | Logical | 0.99181 | 0.98369 | 2.32153 | 1988/89-1994/95 | Highest |
| | (S.E.) | | 12.86627 | 0.53788 | 0.36200 | | | 1.59381 | 0.19527 | | | | | | | |
| | (T-Value) | | 0.08853 | -1.21626 | 0.76817 | | | 0.54880 | 1.15977 | | | | | | | |
| 2 | PTKM | 2.83673x10^(-6) | -12.77286 | -1.16979 | 0.48886 | | | 2.51167 | | | Logical | 0.98626 | 0.97271 | 2.21056 | 1988/89-1994/95 | Higher |
| | (S.E.) | | 4.91339 | 0.31974 | 0.33059 | | | 0.78166 | | | | | | | | |
| | (T-Value) | | -2.59960 | -3.65860 | 1.47875 | | | 3.21323 | | | | | | | | |
| 3 | PTKM | 3,403.02493 | 8.13242 | -0.48246 | 0.19053 | | | | 0.32137 | | Logical | 0.99057 | 0.98122 | 1.92573 | 1988/89-1994/95 | Higher |
| | (S.E.) | | 4.91339 | 0.38315 | 0.28460 | | | | 0.07943 | | | | | | | |
| | (T-Value) | | -2.59960 | -1.25920 | 0.66946 | | | | 4.04592 | | | | | | | |
| 4 | PTKM | 15.08423 | 2.71365 | -1.75975 | 0.49923 | | | | | | Logical | 0.93744 | 0.87880 | 2.30589 | 1988/89-1994/95 | (High) |
| | (S.E.) | | 4.91339 | 0.47776 | 0.60335 | | | | | | | | | | | |
| | (T-Value) | | -2.59960 | -3.68331 | 0.82744 | | | | | | | | | | | |
| 5 | PTKM | 0.16089 | -1.82704 | -0.63883 | 0.22807 | | | | 0.09838 | 0.83663 | Logical | 0.99375 | 0.98754 | 2.42993 | 1988/89-1994/95 | Higher |
| | (S.E.) | | 4.91339 | 0.41267 | 0.28642 | | | | 0.23529 | 0.83117 | | | | | | |
| | (T-Value) | | -2.59960 | -1.54806 | 0.79628 | | | | 0.41813 | 1.00657 | | | | | | |
| 6 | PTKM | 0.00271 | -5.91065 | -0.74436 | 0.25347 | | | | | 1.16385 | Logical | 0.99320 | 0.98645 | 2.28761 | 1988/89-1994/95 | Higher |
| | (S.E.) | | 4.91339 | 0.27799 | 0.23831 | | | | | 0.23839 | | | | | | |
| | (T-Value) | | -2.59960 | -2.67755 | 1.06360 | | | | | 4.88221 | | | | | | |
| 7 | PTKM | 4,869.61423 | 8.49077 | | | -0.23631 | | 0.16457 | 0.37551 | | Logical | 0.98730 | 0.97477 | 2.23051 | 1988/89-1994/95 | High |
| | (S.E.) | | 4.91339 | | | 0.36528 | | 1.46376 | 0.13543 | | | | | | | |
| | (T-Value) | | -2.59960 | | | -0.64693 | | 0.11243 | 2.77272 | | | | | | | |
| 8 | PTKM | 4,821.11255 | 8.48076 | | | | 0.23631 | 0.16457 | 0.37551 | | Logical | 0.98730 | 0.97477 | 2.23051 | 1988/89-1994/95 | High |
| | (S.E.) | | 4.91339 | | | | 0.36528 | 1.46376 | 0.13543 | | | | | | | |
| | (T-Value) | | -2.59960 | | | | 0.64693 | 0.11243 | 2.77272 | | | | | | | |
| 9 | PTKM | 2.49046x10^(9) | -19.81080 | | | -0.86498 | | 3.93634 | | | Logical | 0.95401 | 0.91013 | 1.95372 | 1988/89-1994/95 | Highest |
| | (S.E.) | | 4.91339 | | | 0.46816 | | 0.88350 | | | | | | | | |
| | (T-Value) | | -2.59960 | | | -1.84763 | | 4.45538 | | | | | | | | |
| 10 | PTKM | 2.49046x10^(9) | -19.81081 | | | | 0.86498 | 3.93634 | | | Logical | 0.95401 | 0.91013 | 1.95372 | 1988/89-1994/95 | Highest |
| | (S.E.) | | 4.91339 | | | | 0.46816 | 0.88350 | | | | | | | | |
| | (T-Value) | | -2.59960 | | | | 1.84763 | 4.45538 | | | | | | | | |
| 11 | PTKM | 168.21619 | 5.12525 | | | -0.24238 | | | 0.29359 | 0.41178 | Logical | 0.98816 | 0.97646 | 2.41599 | 1988/89-1994/95 | High |
| | (S.E.) | | 4.91339 | | | 0.32121 | | | 0.20673 | 0.86156 | | | | | | |
| | (T-Value) | | -2.59960 | | | -0.75457 | | | 1.42015 | 0.47794 | | | | | | |
| 12 | PTKM | 3,477.26033 | 8.15400 | | | -0.37965 | | | | 1.60145 | Logical | 0.98012 | 0.96064 | 2.06679 | 1988/89-1994/95 | High |
| | (S.E.) | | 4.91339 | | | 0.34305 | | | | 0.22546 | | | | | | |
| | (T-Value) | | -2.59960 | | | -1.10668 | | | | 7.10288 | | | | | | |
| 13 | PTKM | 168.21619 | 5.12525 | | | | 0.24238 | | 0.29359 | 0.41178 | Logical | 0.98816 | 0.97646 | 2.41599 | 1988/89-1994/95 | High |
| | (S.E.) | | 4.91339 | | | | 9.59755 | | 0.20673 | 0.86156 | | | | | | |
| | (T-Value) | | -2.59960 | | | | 0.53402 | | 1.42015 | 0.47794 | | | | | | |
| 14 | PTKM | 0.00029 | -8.15400 | | | | 0.37965 | | | 1.60145 | Logical | 0.98012 | 0.96064 | 2.06679 | 1988/89-1994/95 | Higher |
| | (S.E.) | | 4.91339 | | | | 0.34305 | | | 0.22546 | | | | | | |
| | (T-Value) | | -2.59960 | | | | 1.10668 | | | 7.10288 | | | | | | |

Note: 1.S.E.: Standard Errors of parameter; T-value: Value in Probability distribution of T of student; R; Correralion Coefficient; R^2: Coefficient of determenation ; DW: Durbin Watson ratio

2. Logarithmic values are "Natural Logarithmic" ones

## Appendix 3.7.47 Sensitivity Analysis of Railway Traffic Demand of Passenger to Fare Change

| | | |
|---|---|---|
| Year: | | 1995 |
| Elasticity to Relative Railway Fare to Truck Fare | = | -0.86498 |
| Elasticity to GDP per Capita | = | 3.93634 |

(Traffic Demand of Railway:1.00000 at Fare Raise Ratio=0%)

| Ratio of Bus Fare Raise(%) / Ratio of Railway Fare Raise(%) | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 1.00000 | 1.00864 | 1.01728 | 1.02590 | 1.03451 | 1.04311 | 1.05169 | 1.06027 | 1.06884 | 1.07739 | 1.08594 | 1.09447 | 1.10299 | 1.11151 | 1.12001 | 1.12850 | 1.17082 | 1.21290 | 1.25475 | 1.29639 | 1.33782 | 1.37905 | 1.42009 |
| 1 | 0.99143 | 1.00000 | 1.00856 | 1.01711 | 1.02564 | 1.03417 | 1.04268 | 1.05118 | 1.05968 | 1.06816 | 1.07663 | 1.08509 | 1.09354 | 1.10198 | 1.11041 | 1.11883 | 1.16079 | 1.20251 | 1.24400 | 1.28523 | 1.32636 | 1.36723 | 1.40792 |
| 2 | 0.98302 | 0.99151 | 1.00000 | 1.00847 | 1.01694 | 1.02539 | 1.03383 | 1.04226 | 1.05068 | 1.05909 | 1.06749 | 1.07588 | 1.08426 | 1.09263 | 1.10099 | 1.10934 | 1.15094 | 1.19230 | 1.23344 | 1.27437 | 1.31510 | 1.35563 | 1.39597 |
| 3 | 0.97476 | 0.98318 | 0.99160 | 1.00000 | 1.00839 | 1.01677 | 1.02514 | 1.03350 | 1.04185 | 1.05019 | 1.05852 | 1.06684 | 1.07515 | 1.08345 | 1.09174 | 1.10001 | 1.14126 | 1.18228 | 1.22308 | 1.26367 | 1.30405 | 1.34424 | 1.38424 |
| 4 | 0.96664 | 0.97500 | 0.98334 | 0.99168 | 1.00000 | 1.00831 | 1.01661 | 1.02490 | 1.03318 | 1.04145 | 1.04971 | 1.05796 | 1.06620 | 1.07443 | 1.08265 | 1.09086 | 1.13177 | 1.17244 | 1.21290 | 1.25315 | 1.29320 | 1.33305 | 1.37272 |
| 5 | 0.95868 | 0.96696 | 0.97524 | 0.98350 | 0.99176 | 1.00000 | 1.00823 | 1.01645 | 1.02467 | 1.03287 | 1.04106 | 1.04924 | 1.05741 | 1.06557 | 1.07373 | 1.08187 | 1.12244 | 1.16278 | 1.20290 | 1.24282 | 1.28254 | 1.32206 | 1.36140 |
| 6 | 0.95085 | 0.95907 | 0.96727 | 0.97547 | 0.98366 | 0.99183 | 1.00000 | 1.00816 | 1.01630 | 1.02443 | 1.03256 | 1.04067 | 1.04878 | 1.05687 | 1.06496 | 1.07303 | 1.11327 | 1.15328 | 1.19308 | 1.23267 | 1.27206 | 1.31127 | 1.35029 |
| 7 | 0.94316 | 0.95131 | 0.95945 | 0.96758 | 0.97570 | 0.98381 | 0.99191 | 1.00000 | 1.00808 | 1.01615 | 1.02421 | 1.03226 | 1.04029 | 1.04832 | 1.05634 | 1.06435 | 1.10427 | 1.14395 | 1.18343 | 1.22270 | 1.26177 | 1.30066 | 1.33937 |
| 8 | 0.93560 | 0.94368 | 0.95176 | 0.95983 | 0.96788 | 0.97593 | 0.98396 | 0.99199 | 1.00000 | 1.00800 | 1.01600 | 1.02398 | 1.03196 | 1.03992 | 1.04788 | 1.05582 | 1.09542 | 1.13479 | 1.17395 | 1.21290 | 1.25166 | 1.29024 | 1.32863 |
| 9 | 0.92817 | 0.93619 | 0.94420 | 0.95221 | 0.96020 | 0.96818 | 0.97615 | 0.98411 | 0.99206 | 1.00000 | 1.00793 | 1.01585 | 1.02376 | 1.03166 | 1.03956 | 1.04744 | 1.08672 | 1.12578 | 1.16462 | 1.20327 | 1.24172 | 1.27999 | 1.31808 |
| 10 | 0.92087 | 0.92883 | 0.93677 | 0.94471 | 0.95264 | 0.96056 | 0.96847 | 0.97637 | 0.98425 | 0.99213 | 1.00000 | 1.00786 | 1.01571 | 1.02355 | 1.03138 | 1.03920 | 1.07817 | 1.11692 | 1.15546 | 1.19380 | 1.23195 | 1.26992 | 1.30771 |
| 11 | 0.91369 | 0.92158 | 0.92947 | 0.93735 | 0.94521 | 0.95307 | 0.96092 | 0.96875 | 0.97658 | 0.98440 | 0.99220 | 1.00000 | 1.00779 | 1.01557 | 1.02334 | 1.03110 | 1.06976 | 1.10821 | 1.14645 | 1.18449 | 1.22235 | 1.26002 | 1.29751 |
| 12 | 0.90662 | 0.91446 | 0.92229 | 0.93010 | 0.93791 | 0.94571 | 0.95349 | 0.96127 | 0.96903 | 0.97679 | 0.98454 | 0.99227 | 1.00000 | 1.00772 | 1.01543 | 1.02313 | 1.06149 | 1.09965 | 1.13759 | 1.17534 | 1.21290 | 1.25028 | 1.28749 |
| 13 | 0.89968 | 0.90746 | 0.91522 | 0.92298 | 0.93073 | 0.93846 | 0.94619 | 0.95390 | 0.96161 | 0.96931 | 0.97699 | 0.98467 | 0.99234 | 1.00000 | 1.00765 | 1.01529 | 1.05336 | 1.09122 | 1.12888 | 1.16634 | 1.20361 | 1.24070 | 1.27763 |
| 14 | 0.89285 | 0.90057 | 0.90828 | 0.91597 | 0.92366 | 0.93134 | 0.93900 | 0.94666 | 0.95431 | 0.96195 | 0.96958 | 0.97720 | 0.98481 | 0.99241 | 1.00000 | 1.00758 | 1.04537 | 1.08294 | 1.12031 | 1.15748 | 1.19447 | 1.23128 | 1.26793 |
| 15 | 0.88613 | 0.89379 | 0.90144 | 0.90908 | 0.91671 | 0.92433 | 0.93194 | 0.93954 | 0.94713 | 0.95471 | 0.96228 | 0.96984 | 0.97740 | 0.98494 | 0.99247 | 1.00000 | 1.03750 | 1.07479 | 1.11188 | 1.14877 | 1.18548 | 1.22202 | 1.25838 |
| 20 | 0.85410 | 0.86148 | 0.86886 | 0.87622 | 0.88357 | 0.89092 | 0.89825 | 0.90558 | 0.91289 | 0.92020 | 0.92750 | 0.93479 | 0.94207 | 0.94934 | 0.95660 | 0.96386 | 1.00000 | 1.03594 | 1.07169 | 1.10725 | 1.14264 | 1.17785 | 1.21290 |
| 25 | 0.82447 | 0.83160 | 0.83871 | 0.84582 | 0.85292 | 0.86001 | 0.86709 | 0.87416 | 0.88122 | 0.88828 | 0.89532 | 0.90236 | 0.90938 | 0.91640 | 0.92341 | 0.93042 | 0.96531 | 1.00000 | 1.03451 | 1.06884 | 1.10299 | 1.13699 | 1.17082 |
| 30 | 0.79697 | 0.80386 | 0.81074 | 0.81761 | 0.82447 | 0.83132 | 0.83817 | 0.84500 | 0.85183 | 0.85865 | 0.86546 | 0.87226 | 0.87905 | 0.88584 | 0.89261 | 0.89938 | 0.93311 | 0.96664 | 1.00000 | 1.03318 | 1.06620 | 1.09906 | 1.13177 |
| 35 | 0.77137 | 0.77804 | 0.78470 | 0.79135 | 0.79799 | 0.80462 | 0.81125 | 0.81786 | 0.82447 | 0.83107 | 0.83766 | 0.84424 | 0.85082 | 0.85738 | 0.86394 | 0.87050 | 0.90314 | 0.93560 | 0.96788 | 1.00000 | 1.03196 | 1.06376 | 1.09542 |
| 40 | 0.74748 | 0.75395 | 0.76040 | 0.76684 | 0.77328 | 0.77971 | 0.78612 | 0.79254 | 0.79894 | 0.80533 | 0.81172 | 0.81810 | 0.82447 | 0.83083 | 0.83719 | 0.84354 | 0.87517 | 0.90662 | 0.93791 | 0.96903 | 1.00000 | 1.03082 | 1.06149 |
| 45 | 0.72514 | 0.73140 | 0.73766 | 0.74392 | 0.75016 | 0.75639 | 0.76262 | 0.76884 | 0.77505 | 0.78126 | 0.78745 | 0.79364 | 0.79982 | 0.80599 | 0.81216 | 0.81832 | 0.84900 | 0.87952 | 0.90987 | 0.94006 | 0.97010 | 1.00000 | 1.02976 |
| 50 | 0.70418 | 0.71027 | 0.71635 | 0.72242 | 0.72848 | 0.73454 | 0.74058 | 0.74662 | 0.75265 | 0.75868 | 0.76470 | 0.77070 | 0.77671 | 0.78270 | 0.78869 | 0.79467 | 0.82447 | 0.85410 | 0.88357 | 0.91289 | 0.94207 | 0.97110 | 1.00000 |