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



Na 52

												· · · ·
								·				
									• •			
												•
. <u>.</u>							-			•		
						· .			· · ·	•		
		· .						•			· ·	
	•									* . 		
	• • •	· · ·								· · · · · · · · · · · · · · · · · · ·	!	
· .	:			· · · ·	÷				· · ·	:		• •
•								•				· · ·
					,		· · · ·	•.			· · · · · · · · · · · · · · · · · · ·	
			·						· · · ·		. •	4 * •

· .

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

1136435 (3)

### APPENDICES

	APPENDIX 3	CURRENT CONDITION OF ENR & IT'S PROBLEMS	. 1
	App. 3.3.1	Number of Railway Passengers by Line Category and by Ticket Type/ by Type of Service	
	App. 3.3.2	Transport Volume of ENR Parcels	2
	App. 3.3.2 App. 3.3.3	Actual Performance of Container Freight Train	. 2
	App. 3.3.4	Number of Containers (Import and Export) in 1992/93 and 1993/94.	3
	App. 3.3.5	Notation and Location of Different GARBLT's District	. 4
	App. 3.3.6	Registered taxis and Buses from 1986 to 1994	4
	Арр. 3.3.7	Performance of Revenue and Cost of Public Bus Company	
	App. 3.3.8	(1) Operations of Four Bus Companies in 1990/91, 1993/94 and 1994/95 : (1)	
	крр. э.э.в	Performance	6
	App. 3.3.8 (2)	Operations of Four Bus Companies in 1990/91, 1993/94 and 1994/95 : (2) Financial Statement	7
	App. 3.3.9	Routes and Fares of "Super Jet Bus"	8
	App. 3.3.10 (1)	Comparison of Fare (Railway, Bus, Inter-city Taxi) from Cairo to Major Cities	9
	App. 3.3.10 (2)	Comparison of Fare (Railway, Bus, Inter-city Taxi) from Cairo to Major Cities	. 10
	App. 3.3.10 (3)	Comparison of Fare (Railway, Bus, Inter-city Taxi) from Cairo to Major Cities	. 11
	App. 3.3.10 (4)	Comparison of Fare (Railway, Bus, Inter-city Taxi) from Cairo to Major Citics	.12
	App. 3.3.10 (5)	Comparison of Fare (Railway, Bus, Inter-city Taxi) from Cairo to Major Citics	. 13
	App. 3.3.10 (6)	Comparison of Fare (Railway, Bus, Inter-city Taxi) from Cairo to Major Citics	.14
	App. 3.3.11	Performance of Revenue and Cost of Public Trucking Company	.15
	App. 3.3.12	Total Volume of Commodities Transported Using Waterways During 1991 - 1995 in Ton (1,000) and Ton-Km (Million)	. 16
	App. 3.3,13	Performance of Revenue and Cost of Inland Waterway Company	. 17
	App. 3.6.1	Distribution of Trip Purpose of Railway Passengers by Railway Line (by Main Line and Branch Line)	. 18
	Арр. 3.6.2	Distribution of Type of Job of Railway Passengers by Railway Line (by Main Line and Branch Line)	. 18
	App. 3.6.3	Distribution of Trip Purpose / Type of Job of Railway Passengers by Railway Line (by Main Line and Branch Line)	
•	App. 3.6.4	Distribution of Personal Income of Railway Passengers by Railway Line (by Main Line and Branch Line)	
	App. 3.6.5	Distribution of Trip Purpose by Service / by Railway Line of Railway Passengers (by Main Line and Branch Line)	21
	Арр. 3.6.6	Distribution of Type of Job by Service / by Railway Line of Railway Passengers (by Main Line and Branch Line)	.22
	App. 3.6.7	Distribution of Method of Payment of Railway Passengers by Railway Line (by Main Line and Branch Line)	.23
	App. 3.6.8	Distribution of Method of Payment of Railway Passengers by Railway Line /by Type of Job (by Main Line and Branch Line)	24
	App. 3. 6. 9	Distribution of Dominant Reason to Use Railway as Usual Transport Mode of Railway Passengers by Type of Service (for All Lines)	, <u>2</u> 5
	App. 3.6.10	Distribution of Dominant Reason to Use Railway as Usual Transport Mode of Railway Passengers by Trip Purpose (for All Lines)	26
	App. 3.6.11	Distribution of Dominant Reason to Use Railway of Railway Passengers by Railway Line (by Main Line and Branch Line)	.27
	App. 3.6.12	Distribution of Trip Purpose of Bus/Inter-City Taxi Passengers by Corridor (by Cairo - Alexandria and Cairo - Aswan Corridor )	.28
	App. 3.6.13	Distribution of Type of Job of Bus/Inter-City Taxi Passengers by Route Corridor (by Cairo - Alexandria and Cairo - Aswan Corridor) Distribution of Type of Job / Trip Purpose of Bus/Inter-City Taxi Passengers by Bus	.28
	App. 3.6.14	and Inter-City Taxi for Aggregation of Corridor of Cairo - Alexandria and Cairo - Aswan	.29
	· · ·	A3Hall	
	•		
		A-i	

•

Арр. 3.6.16	Alexandria and Cairo - Aswan Corridor)	v
	of Bus/Inter-City Taxi Passengers by Trip Purpose (for Aggregation of Corridors	
A	of Cairo - Alexandria, Cairo - Aswan and Cairo - Damietta)	1
App. 3.6.17	Summary of Railway Passengers' Comments for Railway Service (Main Line : Cairo - Alexandria)	2
App. 3.6.18	Summary of Railway Passengers' Comments for Railway Services (Main Line : Cairo - Aswan)	
App. 3.6.19	Summary of Railway Passengers' Comments for Railway Services (Main Line : Cairo - Port Said)	
App. 3.6.20	Summary of Railway Passengers' Comments for Railway Services (Main Line : Total)	
App. 3.6.21	Summary of Railway Passengers' Comments for Railway Services (Branch Line : Total)	
App. 3.7.1	Performance of Consumer Price Indexes For Main Groups of All Urban Population	7
App. 3.7.2	Weights of Major Components of Consumer Price Indexes	
App. 3.7.3	Tariff Structure of Passenger for ENR	
App. 3.7.4	Average Fare Per Passenger of East Delta Bus Company	
App. 3.7.5	Average Fare Per Passenger of Middle Delta Bus Company	0
App. 3.7.6	Average Fare Passenger of West Delta Bus Company	
App. 3.7.7	Average Fate Passenger of Upper Egypt Bus Company	1
App. 3.7.8	Average Fare Per Passenger Km. of East Delta Bus Company	2
App. 3.7.9	Average Fare Per Passenger km. of Middle Delta Bus Company	2
App. 3,7.10	Average Fare Per Passenger km. of West Delta Bus Company	3
App. 3.7.11	Average Fare Per Passenger km. of Upper Egypt Bus Company	
App. 3.7.12	List of Commodities by Category of ENR	1
App. 3.7.13	Tariff Structure of Freight for ENR	5
App. 3.7.14	Examples of Category and Degree of Car Load Density	5
App. 3.7.15	Example of Calculation for Freight Fare of ENR	1
App. 3.7.16	Freight Transport and Fare of Railway for Main Routes	
App. 3.7.17	Performance of Freight Traffic Volume by Commodity (Truck)	)
Арр. 3.7.18 Арр. 3.7.19	Freight Transport and Fare of Truck for Main Routes	
App. 3.7.20	Freight Transport and Fare of Waterway for Main Routes	
App. 3.7.23	Performance of Freight Tariff Raise of Truck for Major Cargoes	
App. 3.7.21	Performance of Passenger Fare of Bus for Main Routes	
App. 3.7.22	Performance of Passenger Fare Raise Ratio of Bus for Main Routes	
App. 3.7.24	Performance of Fare of Waterway for Main Routes	
App. 3.7.25	Performance of Freight Fare Raise Ratio of Waterway for Main Routes	
App. 3.7.26	Passengers' Evaluation for Characteristics of Service by Mode	5
App. 3.7.27	Affordability for Tariff Raise by Mode	5
App. 3.7.28	Affordability for Tariff Raise by Type of Service (Railway)	<b>;</b>
App. 3.7.29	Affordability for Tariff Raise by Type of Service (Bus)	•
ърр. 3.7.30	Affordability for Tariff Raise by Personal Income(Railway)	t
Арр. 3.7.31	Affordability for Tariff Raise by Personal Income(Bus)	t
App. 3.7.32	Affordability for Tariff Raise by Personal Income(Shared Taxi)	
App. 3.7.33	Affordability for Tariff Raise by Method of Payment (Railway)	*
App. 3.7.34 App. 3.7.35	Affordability for Tariff Raise by Method of Payment (Bus)	r.
App. 3.7.35 App. 3.7.36	Affordability for Tariff Raise by Trip Purpose (Railway)	
App. 3.7.30 App. 3.7.37	Affordability for Tariff Raise by Trip Purpose(Bus)	
App. 3.7.38	Affordability for Tarifi Raise by Type of Job (Railway)	
Арр. 3.7.39	Affordability for Tariff Raise by Type of Job (Bus)	
App. 3.7.40	Affordability for Tariff Raise by Type of Job (Shared Taxi)	
App. 3.7.41 (1)	Affordability for Tariff Raise by Line Category and by Personal Income (Railway)	
App. 3.7.41 (2)	Affordability for Tariff Raise by Line Category and by Personal Income (Raiway)	
App. 3.7.42 (1)	Affordability for Tariff Raise by Line Category and by Type of Service (Railway)	
App. 3.7.42 (2)	Affordability for Tariff Raise by Line Category and by Type of Service (Railway)	
App. 3.7.43 (1)	Affordability for Tariff Raise by Line (Railway)	·
	A - ii	

App. 3.7.43 (2) App. 3.7.44	Affordability for Tariff Raise by Line (Railway) Comparison of Annual Growth Rate Among Tariff, Traffic Volume, Revenue and	65
Арр. 5.7.44	Average Fare of ENR (Excluded Metro)	
App. 3.7.45	Comparison of Annual Growth Rate Among Tariff, Traffic Volume, Revenue and	·
	Average Fare of Metro	66
App. 3.7.46	Estimates of Traffic Demand Elasticity and Cross-Elasticity to Fare (Passenger)	
App. 3.7.47	Sensitivity Analysis of Railway Traffic Demand of Passenger to Fare Change	
App. 3.7.48	Sensitivity Analysis of Railway Revenue of Passenger to Fare Change	
App. 3.7.49	Estimates of Traffic Demand Elasticity and Cross-Elasticity to Fare (Freight)	
App. 3.7.50	Sensitivity Analysis of Railway Traffic Demand of Freight to Fare Change	
App. 3.7.51	Sensitivity Analysis of Railway Traffic Demand of Freight to Fare Change	
App. 3.7.52	GNP Per Capita and Average Passenger Fare by Country	
Арр. 3.7,53	GNP Per Capita and Average Passenger Fare in PPP by Country	
App. 3.7,54	GNP Per Capita and Average Freight Fare by Country	
App. 3.7.55	Average Freight Fare in PPP by Country	76
Арр. 3.9.6	Estimation of Cost Recovery Ratio.	
App. 3.9.6 (1)	Assumption of Estimation of Cost Recovery Ratio	
Арр. 3.9.6 (2)	Actual Expenses and Allocation	
Арр. 3,9.6 (3)	Estimation of Unit Cost	
App. 3.9.6 (4)	Estimation of Cost for each Line	
App. 3.9.6 (5)	Estimation of Passenger Revenue (1994/95)	
App. 3.9.6 (6)	Estimation of Revenue and Cost Recovery Ratio	
App. 3.10.1	Train Number and Direction on Trunk Lines, Cairo-Alexandria Line	
Арр. 3.10.2	Train Number and Direction on Trunk Lines, Cairo-Benha-Zagazig-Ismailia-Port Said Line	
App. 3.10.3	Train Number and Direction on Trunk Lines, Cairo-Tanta-Mansura-Domietta Line	
App. 3.10.4	Train Number and Direction on Trunk Lines, Cairo-Asyut-Luxor-Aswan Line	
App. 3.11.1	Particulars of Locomotive and Train Unit	
App. 3.11.2	Current Conditions of Locomotive and Train Unit	94
App. 3.11.3	Number of Locomotives by First Service Year (1)	
App. 3.11.3	Number of Locomotives by First Service Year (2)	
App. 3.11.4	Transition Number on Book (Diesel Loco., Train Unit)	
App. 3.11.5	Particulars and Current Conditions of Pessenger Car	
App. 3.11.6	Age-wise Passenger Car.	
App. 3.11.7	Transition Number on Book [Passenger Cat (1)]	100
App. 3.11.7	Transition Number on Book [Passenger Car (2)]	101
App. 3.11.8	Particulars of Freight car	
App. 3.11.9	Age-wise Freight Car (1).	
App. 3.11.9	Age-wise Freight Car (2).	104
App. 3.11.10	Transition Number on Book [Freight Car (1)]	
App. 3.11.10	Transition Number on Book [Freight Car (2)]	
App. 3.11.11	History of Each Locomotive	107
App. 3.11.12	Holding Number of DELs, Turbo Train and Metro EC	123
App. 3.11.13	Holding Number of PCs	
App. 3.11.14	Holding Number of FCs.	
App. 3.11.15	Number of Rolling Stock to be Procured	
App. 3.11.16	Given Cost of Passenger and Freight Cars (1,000 LE)	129
App. 3.11.17	Investment Plan of Rolling Stock and Maintenance.	
App. 3.11.18	Regular Maintenance for Main Line Locomotives.	
App. 3.11.19	Depot-wise Locomotive in Charge	122
App. 3.12.1		
App. 3.12.2	Track Structure & Maintenance Way on each Line/Segment (1) Track Structure & Maintenance Way on each Line/Segment (2)	
App. 3.12.2	Number and Category of Personnel in Permanent Way	
App. 3.12.3	ivuniter and Category of reisonner in refinancit way	, 130

APPENDIX 4	BUSINESS IMPROVEMENT PROPOSAL	13
App. 4.2.4	Sca Container Railway Transportation Plan (Summary)	13
App. 4.2.6.1	Discount Rate of Seasonal Ticket of Bus Company	13
App. 4.2.8.1.1	Locomotive Breakdown Table (Young Number Order)	
App. 4.2.8.1.2	Locomotive Breakdown Table (Alphabetic Order of Cause)	
	Cost Estimation of Passenger (Rail and Bus)	
	Cost Estimation for Railway	
App. 4.2.10-1 (3)		
App. 4.2.10-2	12 Lines Survey Descriptions and Reconfinendation	
App. 4.2.12	Ideal Concept of Railway System	
	Comparison between Electronic Interlocking and Relay Interlocking	
APPENDIX 6	TRANSPORTATION DEMAND FORECAST	198
App. P 6.1	Relation between Railway Stations and Different Zoning Systems	
App. P 6.2	Summary of Calculating Total Number of Railway Passengers Travelling on Different	·
Арр. Р 6.3	Lines in the Base Year (1995) Total Number of Railway Passengers Generated from Traffic Zones in Different	
	Planning Years	
App. P 6.4	Average Distance O-D Matrix for Railway Passengers (km)	
App. P 6.5	Estimated O-D Matrix for Railway Passengers in 1995.	
App. P 6.6	Estimated O-D Matrix for Railway Passengers in 2012.	
Table P 6.6	Definition of Railway Segment Based on the 43 Lines	266
Table P 6.7	Traffic Assignment of Railway Passengers and Passenger-km in Different Planning years - Do - Nothing Case	27
Арр. Р 6.7.1	Traffic Assignment of Railway Passengers and Passenger-km in Case of 5%-5% Fare Raise in Different Planning Years using All-Income Model: Without Case	276
Арр. Р 6.7.2	Traffic Assignment of Railway Passengers and Passenger-km in Case of 7%-5% Fare Raise in Different Planning Years using All-Income Model: With Case 1	28
App. P 6.7.3	Traffic Assignment of Railway Passengers and Passenger-km in Case of 7%-7% Fare Raise in Different Planning Years using All-Income Model: With Case 2	
App. F 6.1	Observed O-D Matrix for each Commodity in 1995 (Tons)	
App. F 6.2	Average Distance O-D Matrix for each Commodity.	318
App. F 6.3	Revenue O-D Matrix (LE) for each Commodity	
Table 6.15	Observed O-D Matrix for Total Commodities in 1995 (Tons)	
Table 6.16	Average Distance O-D Matrix for Total Commodities (km)	<mark>37</mark> 3
Table 6 17	Revenue O-D Matrix (1000 LE) for Total Commodities.	374
App, F 6,4	Estimated O-D Matrix for each Commodities in 2012 (Tons)	
Table 6.21	Estimated C-D Matrix for Total Commodities in 1998 (Tons)	
Table 6.22	Estimated O-D Matrix for Total Commodities in 2002 (Tons)	
Table 6.23	Estimated O-D Matrix for Total Commodities in 2007 (Tons)	
Table 6.24	Estimated O-D Matrix for Total Commodities in 2012 (Tons)	405
Table 6.25	Assignment Results of Total Commodities (1000 Tons) and Ton-Km (x1000) for Each Segment of ENR Railway Network in Different Planning Years	406
Арр. F 6.5	Tonnage Density of each Commodity and Ton-km (1000) for each Line of ENR Railway Network in Different Years	411
APPENDIX 7	ΤΟ ΑΙΝ ΩΡΕΡΑΤΙΩΝ ΡΙ ΑΝ	120
	TRAIN OPERATION PLAN.	
App. 7.1	Test Results	. 438
App. 7.2	Characteristic of Traction Effort	
App. 7.3	Curves and Limiting Speeds	.441
App. 7.4	Simulation of Train Running Curve	
PASSENGER IN	TERVIEW SURVEY	
App. S 6.1.(1)	Railway Passenger Interview Survey Sheet	
App. S 6.1.(2)	Railway Passenger Origin Destination Survey Sheet	.466
App. S 6.2.(1)	Bus Passenger Interview Survey Sheet.	
App. S 6.2.(2)	Taxi Passenger Interview Survey Sheet	. 468
	A - iv	

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

e ar				RailwayLine		·	Main			Saburban			Grand			
	Ticket	Service	Main		Branch		Main and			Saparoan			Tetal			
		(Class)	6	Share Ratio	ſ	Share Ratio		Share Ra	60	1 {	Share Ra	50		Shace Rat	ia	
		(T. ).					13,164			0			13,164			
/93		First	13,164			(0,07)		(9.8%)	-		(34)%)		51,108			
		Second	30,595		•	(5.5%)			•	· · · ·	(3374)		351,201			
		Third	219,345	··-· · 1	104,722			(\$674)			• •					
		Total		(100.0%) (83.9%)		(106.0%) (89.5%)		(100.0%)	(8) + ()		(100.0%)	100.64)	415,473		(52 1.6)	(62
	Season	First		(0.45)		(0.0%)		(0,3%)		0	(99%)		207	(024)		
		Second	,33,900	(67.2%)		(56,9%)	2.5.5	(67,1%)			(\$5.3%)		65,395			
		Third	16,365	(32,4%)		1333432		(32.6%)	1.1		(11,7%)			(3134)		
		<u>T</u> ্থায়	50,472	(190.0%) (16.1%)	12,963	(100.0 c) (10.5%)		(100.6%)	(1154)	26.769	(100.01)	(39.24)		(100 (-1)	(17.5%)	<u>- 6†</u>
	Kiloneter	First						(34.99)			an señ se	공항자	1.	(34.9%)		
		Second					444	(65.14)						(65   4)		
		1dir3					0	(9.97)					0	(0.07-)	·	
		Tetal					682	(106.9%)	(3 2%)		<u>) - 1 - 1</u>		682	(190 0%)	(0.1%)	(Ò,
- 1	Sabtotal	First	13,371	(4.3%)	0	(0.0%)	13,609	(3 I %)		0	(0.0%)		13,609	(274)		
		Second		(20.6%)	14 749	(11.9%)	79,688	(18.2%)		37,259	(51.5%)		116,947	(2315)		
		Third	235,710		109.013			(11.7%)			(15 5%)		375,803			
ļ		ઉસરો		(100.0%) (106.0%)		(100.0%) (100.0%)		(100.95)	(100.04)		(100.0%)	(190.0%)		(100 0%)	(190 0%)	04
1	(0.)	3000	(61.9%)	1100.0 4) (100.04)	(24.4%)		(86.5%)			(13.5%)			(100.0%)			
	(%) (%)	L	(01.9%)	68 X.6	127.947		(00.0 e)	য়েলয়ন	e de la c				155,492			(23
	Conductor		<u></u>	<u></u>	123,762	<u> </u>	438,020	<u>,</u>	للانعانية) الرامعين	68,339	<u> </u>		661,761			(190
	Grand Tel	a <u>ı -</u>	313,576	·····	143,194		419/070			- <u>800</u>						_ <u>```</u>
104	Normal	First	16.757	(6.0%)	0	(0.0%)	15,757	(4 2%)		0	(0.9%)		16,757	(3.97)		
	Ticket	Second		(12.5%)		(6.9%)		(10.6%)			(3337)		52,673	(12 2%)		
		Third	228,458			(24.0%)		(\$5 2%)			(66.7%)		360,855			
		Tesal		(100.0%) (51.1%)		(100.0%) (\$9.7%)		(100.0%)	(\$4.84)		(100.07)	(53 2%)		(190.0%)	(813%)	- (51
	Season							(0.3%)			(200)			(0.2%)		
	SCASOR	First		(0.1%)		(0.0%) (09.8%)		(681%)	• • • •		(\$3.04)	· · -		(723%)		
		xicity	38,540						• • • • • •		(17.0%)	· - ·		(27.5%)		-
	:	Third	18,138	CALLER COLOR		(70,2%)		(31.6%)		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	(100.0%)			(100.0%)	10 B. 675	
ī		Total	56,906	(100.0%) (16.9%)	13,6,24	(100.9%) (10.3%)		(100.0%)	(15.9%)		(100.0%)	(+5.6.1-)			(100#)	114
	Kilometer							(335%)						(3355)		• •
		Second		ene in the Alfr Helenald				(65.5%)		[11] x 1	33			(66.5%)		• • • •
		Third						(0.05)						(0.0%)		· ]
		Tetal		<u>972 - 288 7  </u>	<u> 1933 (b. </u>			(105.0%)	(0.2%)	12.22	<u></u>	<u></u>		(100.0%)	(9.14)	(0
	Subtotal	First	16,985	(5.0%)	0	(0.0%)	17,223				(0.2%)		17.223	(3.34)		-
		Second	73,607	(21 84)	15,565	(1264)		(1935)		1 C 1 C 1 C 1 C 1	(56.5 %)		124,234			
		Third	246,626	(73 14)	115,409	(37.4%)	362.035	(77.0%)		25,819	(115%)	1.1	387,854	(;)]#}	:	
	)	Total	• · · · · ·	(109.04) (109.04)	131,974	(100.04) (100.0%)	469,903	(100.0%)	(100.0%)	59,408	(100.6%)	(100.0%)	529,311	(190.0%)	(190.0%)	· (79
	(%)	[	(63.7%)		(24.9%)		(88.8%)			((1.2%)			(100.0%)			
	Conductor							-	28				140,988			(21
	Grand Tot	<u>v</u>	337,218		131,974		469,903			59,408			670,293			(100
										r						
/95	Normal	First	18,592	(6.4%)	. 0	(9.0%)	1\$,592	(1.1%)		0	(9.0 %)		18,592			
	Ticket	Second		(12.7%)	8,320	(6.5%)	45,217	(10.8%)		11,168	(33.3%)	1	56,385	(12.5%)	1.1	
		Third		(90.7%)	119,133	(93.54)	354,245	(\$4.7%)	1	22,336	(66.7%)		376,581	(63.4%)		
		Total		(100.0%) (\$2.4%)	127,453	(100.0%) (\$9.4%)	418,054	(100.0%)	(\$131)	33,504	(199.0%)	(\$0.14)	451,558	(100.2%)	(80 24)	(62
	Season	First	232	(0.44)		(0.0%)		(0.3%)		D	(0.0%)		232	(0 24)		÷
		Second		(69.7%)		(72.4%)		(103%)	-	E	(15 2%)		82,510	(74,74)		ĺ.
		Third		(24.9%)		(27.6%)		(29.45)	1.17	3 · · · · · · ·	(14.8%)		21,657	(2514)		
£	•	Total		(150.64) (17.6%)		(200.0%) (20.5%)		(100.0%)	(15.6%)		(100.0%)	(49,7%)		(100.54)	(19.6%)	às
Ţ.,	Kilemeter		<u> (2005)</u>			1999,000		(1) 73)		1.1.2	Dauts	्रियेष्ट		(33.74)		
	NULUE RI	Second	se defin			소리님 영화		(66.34)		[	문서는			(16.3%)		• •
		111122-112				2월 28일 문화					승규는	à de la c		(0.0%)	• • •	
	ł	Third	변경하			영말 김 김정희		(0.0%)		<b> </b> 240 €		10 전			10.74	
	-	Telal	<u> 19. 19. 19. 19. 19. 19. 19. 19. 19. 19.</u>	<u>- 2012</u> 991010000	<u>بلند معتام</u> ا	<u>la septida en este en</u>		(190.0%)	(0 2%)		<u></u>	<u></u>		(199.0%)	(0 24)	
	Subtotal	First		(5.3%)		(0.0%)		(3.97)		1 · · · · ·	(0 D%)			(3.44)	· -	- · ·
		Second	80,251	(22.7%)	19.225	(13.5%)		(20.2%)		<b>1</b>	(59.1%)			(24 6%)		÷
	· ·	Third	253,699		123,286	(\$6.5%)	376,985	(70 D%)			(10.9%)		474,238			
		Total	352,774	(100.04) (100.05)	142,511	(100.0%) (200.0%)	426,137	(100.2%)	(100.0%)	66,672	(100.0%)	(190.0%)		(100.9%)	(100 0%)	(75
	(%)		(62.7%)		(25.3%)		(88.24)			(1183)	,		(100.0%)		· · ·	
				en thu Castin			te sé	1910-7	ing dapa		승규 전 전)	e, an P	155,474			(21
	Conducto	L .	and the second second													

Note: 1) "Kiloneter Ticket" are common for Muin and Branch 2) "Conductor" are not divided for each line, then counted in "Grand Total".

	Growth R	atio to F	teriour Year (by Tic	tet Type)						
	Type of		Category of Railway	Line						
	Ticket		Man	Branch		บัส กูส สะท	Soberban		Grand Total	
93.91	Ticket	ee	633	615		6.67	2.51		3 6%	· · · · · · · · · · · · · · ·
for	Scasog		12 73	515	e en se se terreter en terre	11 24	315		9.01	
92/93	Kilometer				8 i i i 🗖	437			4.15	
1.0.1	Subtotal		7.55	657	· · · · · · · · · · · · · · · · · · ·	134	1315		4.5%	
· [ .	Conductor							21.14 × 141	9.34	
	Total		755	6.6%		731	1314		115	
93.94	ficket		374	17		4.92	\$ 91		4.72	
for	Season		935	1054		9.51	19.47		1234	o Magan San Sa 🖡
92/93	Kilometer					10.14	·		1014	그는 것으로 비행하다.
1 .	Sublotal		4.67	0.97		5 6%	1125		63%	
	Conductor				장 방송 문	<u> </u>			1035	이 영화 전 영화 🛔
	Total		4.63		<u> (1865) (875) (875) (875)</u>	5.67	12 24	<u>. 1947 - 1947 - 1</u>	724	ł

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 2 (Total: 7)	185 11 (Total: 196)	<ul> <li>Port Said to Alexandria</li> <li>Suez to Port Said</li> </ul>

Source: Commercial Department, ENR

Note: Purpose of Container Transport is for "Transhipment".

## 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		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	368,080
		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			و المربق المربق المربق		
		Normal	270,687	63,174	22,246	4,755	360,862
		Transit	0	125,671	457,429	. 0	583,100
	ŀ	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

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	В	Beni Svef
Seventh	ASYUT	A	Asyut
Eighth	QENA	Q	Qena
Ninth	RED SEA	R	Hurghada
Tenth	TOLL		Haram / Giza

Appendix 3.3.5	Notation and <b>f</b>	<b>Jocation of Different</b>	GARBLT's District
----------------	-----------------------	------------------------------	-------------------

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

Appendix 3.3.6 Registered Taxis and Buses from 1986 to 1994

		Registere	d Number		Annuai Gi	rowth (%)
	Taxi	Bus			Taxi	Bus
Year		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 Ani	ual Growth 19	86-1990(%)	L		4.10%	3.64%
•	ual Growth 19				4.29%	3.42%
• .	ual Growth 19				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

.

									1010001		Annual Average
Name of Company	licens		Tan	1988/89	06/6861	16/0661	76/1/661	56/7661	199.694	CAMAAT	CTOWED KAG
	Operating Revenue	(e)	ILE 1,000	57,647	64.067	76,320	86.331	96,484	98,512	001'16	6.6
	Operating Cost	ê	LE 1.000	53,519	61,887	71.490	78,914	\$6.780	94,821	89.588	°6
	Operating Profit	3	LE 1.000	4,128	2,180	4,830	7,417	-306	3,691	1,512	-15,
	Traffic Volume	3	Mill. pass.km.	5,495	5,600	5,850	5.260	5.073	5,000	4,012	-5.
East Delta	Traffic Volume	(e) (i)	Mill. Pass.	280	283	292	242	200	195	<b>\$</b>	<del>م</del>
	ue	9	LE/1,000 pass. km.	10.5	11.4(	13.0	16.4	19.0	19.7	127	13.
	Average Cost	3	LE/1.000 pass. km.	9.7	11.1	12.21	15.0	161	0.61	22.3	14
	Cost Recovery Ratio (a)(b)	E	<u> </u>	101 7	103.5	106.8	109.4	5.65	103.9	101.7	.1-
	Operating Revenue	ક	LE 1,000	61,368	72,157	80,044	88,432	98,497	96,838	88.090	¢.
	Operating Cost	e	LE 1,000	57.495	62.339	71.342	84.212	99.561	98,866	87,144	7.
	Operating Profit	3	LE 1,000	3,873	6,818	8,702	4,220	-1,064	-2,028	946	2
	Traffic Volume	9	Mull. pass.km.	6,800	1,000	7,392	6,250	5,850	5,550	4,768	-5.
Upper Exypt	Traffic Volume	<b>(</b> )	Mill. Pass.	420	430	450	460	180	180	2	-12
	Average Revenue	9	[LE/1,000 pass. km.	9.0	10.3	10.8	14.1	16.8	17.4	18.5	I
	Average Cost	3	[LE/1,000 pass. km.	8.5	9.3	2.6	13.5	17.0	17.8	18.3	13.7
	Cost Rocovery Ratio (a)/(b)	a	%	106.7	110.4	112.2	105.0	989	6.79	1.101	\$
	Operating Revenue	(e)	11E 1.000	31,261	35,746	39,542	43,106	46.624	44,181		E C
	Operating Cost	ê	LE 1,000	29,402	32,807	34,960	44.719	57.178	54,787		ο¢
	Operating Profit	<b>3</b>	LE 1.000	1.859	2,939	4,582	-1,613	-10,554	-10.605	-9.219	
•	Traffic Volume	9	Mull. pass.km.	4.516	4.576	5,033	5,485	3,456	3,200	3,115	¢
Middle Delta	Traffic Volume	(e)	Mill. Pass.	195	203	230	252	230	200	581	9
	Average Revenue	S	[LE/1.000 pass. km.	6.9	7.8		7.9	13.5	13.8	. 12.5	10
	Average Cost	3	[LE/1.000 pass. km.	6.5	7.2	-	63	16.5	17.1	15.51	15.
	Cost Recovery Ratio (a)/(b)	Ê	<i>a</i> <u>n</u>	106.3	109.0	113.1	96.4	81.5	30.6	80.8	4
	Operating Revenue	(e)	LE 1.000	21.268	24,460	28,644	34,970	38,171	41,031	41.279	11
	Operating Cost	ê	LE 1.000	18.418	22,757	25.175	32,155	37,091	40,606	39.131	13
	Operating Profit	<b>9</b>	LE 1.000	2.850	1,703	3.469	2,815	1.080	425	2.148	
	Traffic Volume	ত্ত	Mill. pass.km.	2.640	2,851	2.994	3.340	3,707	3,817	3.778	\$
West Delta	Traffic Volume	<b>3</b>	Mill. Pass.	58	62	8	67	69	531		9
	Average Revenue	S	[LE/1,000 pass. km.	5.1 0	8.6	9.6	10.5	10.3	10.7		- -
	Average Cont	(8)	LE/1,000 pass. km.			8.4	9.6	10.01	10.6		6.1
	Cost Recovery Ratio (a)/(b)	3	50	115.5	107.5	113.8	108.8	102.9	101.0	105.5	I.
	Operating Revenue	( <b>a</b> )	TE1.000	171.544	196,430	224,550	252,839	017,972	280,562	259,384	2
	Operating Cost	e	IE1.000	158,834	182,790	202.967	240,000	290,620	289,080	263,997	×
	Operating Profit	3	1.E.1.000	12.710	13.640	21.583	12,839	-10,844	-8,518	4,613	-
	Traffic Volune	Ð	Will pass km.	19,451	20,027	21.269	20,335	18.086	17.567	:5.673	-3
Total	Traffic Volume	<b>(</b> )	Mill Pass.	953	978	1,037	1.021	619	628	580	- <u>7</u> -
	Average Revenue	e	LE/1,000 pass. km.	8.8	9.8	10.6	12.4	15.5	16.0	16.5	11
	Average Cost	છ ક	[LE/1,000 pass. km	5 00 5 0		9.5	11.8	16.1	16.5	16.8	12
			<u>v</u> .	0.00	107 5	110.61	105.3	г <del>х</del>	5	98.3	

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

M1         1993/594         1994/55           500         h.a.         0.a.           501         2.9754         1994/55           501         2.9754         1994/55           605         h.a.         0.a.           605         70.0         2.176           605         79.856         2.176           706         3.25,000         208,958           707         628         580           708         528         580           707         628         580           708         528         580           707         628         580           708         528         580           709         3.515         3.916           705         715,673         3.916           705         715,673         3.912           705         2.91         9.90           705         9.92         9.90           805         7.1.7         2.564           65         9.30         9.90           65         9.30         9.90           65         9.30         9.90           65         9.30         9.90      <			Fast Delta			Upper Egypt	Pt Pt		Middle Delta	3	<u>&gt;</u>	West Delta			Total		_	Average		
entrol metric         1119         1.250         1.200	liens		1990/91	1993/34	1994/95			1994/95	-	L	· · ·	<u>ا ا ا ا ا ا</u>	<u> </u>	ţ	h	1993/94	-	Ł	⊢	20/202
Der Vondert         Tittig         Lick         Lick <thlick< th="">         Lick         <thlick< th="">         Lick         Lick</thlick<></thlick<>	I Pleet, Operation and Staff							:	-										1	
Bit         Bit <td>1.1 Total Fleet Number</td> <td></td> <td>1.119</td> <td>n.a.</td> <td>n.a.</td> <td>1.200</td> <td>8</td> <td>ŝ</td> <td>800</td> <td>718</td> <td>697</td> <td>48</td> <td>24</td> <td>472</td> <td>609 Y</td> <td>na.</td> <td>Da.</td> <td>8</td> <td>П.а.</td> <td>л.а</td>	1.1 Total Fleet Number		1.119	n.a.	n.a.	1.200	8	ŝ	800	718	697	48	24	472	609 Y	na.	Da.	8	П.а.	л.а
applications         bits         xxxxx         xxxxx         xxxxx         xxxxxx         xxxxxxx         xxxxxx         xxxxx	1.2 Average Operating Fieet		1,119	1.055		8.1	733	ę.	7.67	722	626	475	469	457	3.591	2,979	2754	80%	745	680
Milesting         Tarlet         Tarlet <thtarlet< th=""> <thtarlet< th="">         Tarlet</thtarlet<></thtarlet<>	1.3 Average Daily Operating Floet		874	785	141	8	680	89	630	514	456	\$3	397	383	2.873	2.376	2.176	718	8	4
m         m	1.4 Operation Efficiency (%)	1.31.2	78.1%	74.4%	56 16	20.08	92.85	22 26	79.0%	71.2.5	72.8%	86.1%	84.6%	83.8%	80.0%	70.8%	20.02	S0.0%	70 X C	e e
Basekment (2000km)         99.000         89.000         89.000         84.000         11.000         358.700         358.700         358.700         358.700         358.700         358.700         358.700         358.700         358.700         358.700         358.700         358.700         358.700         358.700         359.700	2 Production				1						-	 					-			
Thranspored (Allilen Pa.)         222         105         115         440         105         313         540         1071         628         580         295         137         5100         1375	2.1 Total Bus-Km (1,000Km)		009,60	000'66	89,000	140,000	111,000	95,358	65,100	55,000	53,000	\$4,000	000,00	61,600	358,700	325.000	208.958	89.675	81 750	74 740
Kun Multine Par. Km)         S.MS         4.012         7.392         S.K90         4.761         7.392         S.K90         4.761         7.392         S.K91         4.767         15.073         5.337         4.302           gge Daily Operation Km Bus         2.11/3         Y12         3.46         731         4.302         2.300         3.115         3.46         7.391         4.305         5.373         4.766         4.766         4.503         2.300         7.157         7.56         2.42         4.41         3.42         4.513         4.501         4.503         5.373         4.501         4.503         4.501         4.503         7.500         2.203         2.303         7.501         2.303         7.501         2.303         7.501         2.303         7.501         2.303         2.503 <th< td=""><td>2.2 Pax. Transported (Million Pax.)</td><td></td><td>392</td><td>š</td><td>8</td><td>450</td><td>180</td><td>a S</td><td>230</td><td>8</td><td>185</td><td>39</td><td>8</td><td>5</td><td>1.037</td><td>628</td><td>580</td><td>950</td><td>ŝ</td><td>571</td></th<>	2.2 Pax. Transported (Million Pax.)		392	š	8	450	180	a S	230	8	185	39	8	5	1.037	628	580	950	ŝ	571
Ger Duly Operation KimBler         2.1/1.3         312         366         371         375         376         371         375         776         4	2.3 Pax. Km (Million Pax.Km)		5,850	\$,000	4,012	2.92	5,550	4.768	5 003	3,200	3.115	2.994	3.817	3.778	21.269	17.567	15.673	5337	602 F	101
ment         ment           ans Enroyees Number         0.407         5.898         5.418         6.547         5.408         5.418         6.547         4.508         4.548         4.568         4.564         4.568         4.564         4.568         4.564         4.568         4.564         4.568         4.564         4.566         4.566         4.513         3.126         2.246         2.206         4.767         4.568         4.568         4.566	2.4 Average Daily Operation Km/Bus	2.1/1.3	312	246	141	400	447	435	283	62	318	362	414	4	£	375	376	Ş	561	925
ating Employees Number 6,40° 6,075 5,898 5,414 6,666 6,422 3,906 3,213 3,126 2,369 2,238 18,075 18,255 17,674 4,968 4,564 2,3912 1,251 1,099 2,3912 1,251 1,099 2,3912 1,251 1,099 2,3912 1,251 1,099 2,3912 1,251 1,099 2,3912 1,251 1,099 2,3912 1,251 1,099 2,3912 1,251 1,099 2,3912 1,251 1,099 2,3912 1,251 1,099 2,3912 1,251 1,099 2,3912 1,251 1,099 2,3912 1,251 1,099 2,3912 1,251 1,591 2,3912 1,251 1,591 2,3912 1,251 1,591 2,3912 1,251 2,3912 1	3 Employment				:	:		:	<u> </u>	-			 							
Implivies         Employees         Number         1,835         1,805         1,910         955         744         850         1,251         320         302         5,003         4,372         3,912         1,251         1,003           Employees         Employees         8,350         7,860         7,324         7,011         7,166         4,766         4,513         4,337         2,560         2,613         2,5730         2,553         5,553	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	2309	1228	18,072	18.255	17.674	4,508	4.564	419
Employees         8.350         7.890         7.304         7.011         7.166         4.766         4.513         4.387         2.450         2.510         2.055         2.1586         5.759         5.657           ang Employees Wages (1,000 LF)         18.403         2.3543         7.011         7.166         4.764         4.513         4.387         2.450         5.195         5.595         5.195         5.575         2.1580         5.195         5.575         2.1580         5.195         5.575         2.1580         5.575         2.1580         5.575         2.1580         5.575         2.1580         5.575         2.1580         5.556         5.567         7.1233         9.877         1.7747         1.7233         9.877         1.7260         7.506         5.759         5.175         2.1780         7.517         7.575         2.1787         9.877         9.826         6.573         5.000         9.8717         7.5775         2.993         9.8717         7.575         2.958         8.757         9.956         6.56         6.56         8.793         9.867         8.717         9.757         9.95         6.56         6.56         8.67         9.95         6.56         8.505         9.956         6.56         8.505	3.2 Administrative Employees Number		1,883	1.815	1,605	1,910	<u>95</u>	47	\$20	1.208	1,261	320	5g	302	5,003	4.372	3.912	1221	1.003	078
ating Employees Wages (1,000 LF) 18,493 23,554 21,830 11,641 7,688 8,129 11,241 8,228 8,298 1,500 LF) 8,429 11,641 7,688 8,115,41 11,273 9,571 1,539 11,532 20,780 5,1555 5,15	3.3 Total Employees		8.350	7.890	7.503	7.324	7 61 .	7,166	4,7%	4.513	4,387	2.565	2613	2,570	20.52	22.627	21.586	5.750	\$ 657	0.
in: Employees Salaries (1,000 (E)       8,42a       11,641       7,688       56/77       3,129       1,579       1,579       1,579       1,579       5,195       5,17       2,12<	3.4 Operating Employees Wages (1,000 LB)		18,493	13.824	:	21,880			12,618			8.298			61.289			15.322		
WagestSalaries (L000 LE)         26,017         35,495         34,599         36,077         37,477         17,747         17,747         17,747         17,747         17,747         17,747         17,746         12,750         87,066         205,317         25,755         25           Ber Annual WagetSalaries (LE)         3.663         3.214         4.899         4.611         4.007         4,619         4.785         3.325         3.925         3.925         3.925         3.925         3.925         3.926         5.92         3.925	3.5 Admin. Employees Salaries (1,000 LE)		8,424	11,641		7,688			1129			1,539			20,780	·		5,195		
age Annual Wage/Salarice (LE)       3.66/3       3.214       4.090       4.611       4.037       4,619       4.785       3.233       3.972       3.928       3.835       4.954       5.040       3.563       4.549       4.511       11.37         operes per Operating Bus       3.347.3       9.6       10.1       10.2       7.6       11.2       11.9       7.6       3.92.8       3.92.8       3.95.6       5.65       8.0       9.5       9.5       9.5       9.5       9.5       9.5       9.5       9.5       9.5       9.5       8.71.2       1.0.2       7.6       9.5       9.5       5.55       5.58       6.8       6.6       6.5       6.5       6.5       8.71       5.55       8.73       9.5       3.17       9.55       9.55       8.71       6.56       8.71       5.56       8.73       8.75	3.6 Total Wages/Salaries (1,000 LE)		26,917	35,495	165.42	39.568	16.677	34,390	15,747	17,747	17,233	9.837	12.022	12,750	82,069	102.941	98,866	20.517	25.735	24.71
Orders per Operating Bur         3.3/1.3         9.6         101         10.2         7.6         11.9         7.5         8.8         9.6         6.5         6.0         9.5         9.9         8.0         9.5           Performance         Barborn         3.1/1.1         75.3         9.5         11.2         11.2         11.3         11.2         11.3         11.2         11.3         11.2         11.3         11.2         11.3         8.1         6.6         6.5         8.0         9.5         9.9         8.0         9.5           ase Coex / LOOK/m (LE)         \$3.1/1.1         75.3         55.8         56.8         66.1.7         66.4         65.7         55.8         880.5         75.8         880.5         75.4         857.8         887.1         56.5         31.7         26.4         55.8         887.1         56.5         31.7         26.4         55.5         31.7         26.4         55.5         31.7         26.4         55.5         31.7         26.4         55.5         31.7         26.4         55.5         31.7         26.4         55.5         31.7         26.4         55.5         31.7         26.4         55.5         31.7         26.4         55.5         31.7<	3.7 Average Annual Wage/Salaries (LE)	3.673.3	3.224	4,499	4,611	4,037	4,619	4 785	3, 287	2.972	3.92 K	5 KK	4,984	6.040	3,563	4.549	4.580	168	1.137	1
Performance / Bus. Km         x:17.1         753.8         991.5         725.5         528.8         681.7         664.0         622.4         857.8         856.7         622.4         857.8         856.7         622.4         857.8         856.7         622.4         877.8         8           ape Revenues /1000Km (LE)         9.57.1         773.8         991.5         1016.3         569.6         896.7         91.3         957.8         651.7         664.0         622.4         857.8         856.7         552.8         889.5         887.1         555.8         889.5         887.1         555.8         889.5         887.1         555.8         889.5         887.1         555.8         889.5         887.1         555.8         889.5         887.1         555.8         889.5         887.1         555.8         889.5         887.1         555.8         889.5         887.1         555.8         889.5         51.7         764         55.3         51.7         764         55.3         51.7         764         55.3         51.7         764         55.3         51.7         764         55.3         51.7         764         55.3         51.7         764         55.3         51.7         764         55.3         5	3.8 Employees per Operating Bus	3.30.3	9.6	10.1	10.2	. 7.6	11.2	6.11.9	7.6	8.8	9.6	6.9	6.6	6.6	8.0	5.6	00	0X	50	ð
ase Revenues / LOOOKm (LE) x.I.C.1 753.8 991.5 1016.3 569.6 804.8 905.0 795.1 725.5 52.8 681.7 664.0 62.2.4 857.8 585.7 52.2 877.8 928.5 50.8 55.2 55.8 55.1 55.2 55.8 55.1 55.2 55.8 55.1 55.2 55.8 55.1 55.2 55.8 55.1 55.2 55.8 55.1 55.2 55.8 55.1 55.2 55.8 55.1 55.2 55.8 55.1 55.2 55.8 55.1 55.2 55.8 55.1 55.2 55.8 55.2 55.8 55.1 55.2 55.8 55.8	4 Average Performance / Bur-Km				•						-		 						-	3
ere Coster / 1,000 Km (LE) 9.57.1 717.8 957.8 1006.0 509.6 890.7 913.9 537.0 996.1 908.2 466.2 676.8 655.2 565.8 589.5 x87.1 565.8 889.5 v inplueDeficiel / 1,000 Km (LE) 46.0 73.7 9.7 66.0 -27.8 -8.9 66.0 -27.1 62.6 4.9 28.7 56.5 -71.7 26.4 56.5 -31.7 26.5 -32.5 -31.7 26.5 -31.7 26.5 -31.7 26.5 -31.7 26.5 -31.7 26.5 -31.7 26.5 -31.7 26.5 -31.7 26.5 -31.7	4.1 Average Revenues / 1.000Km (LE)	x.12.1	762.8	391.5	1016.3	569.6	804.8	905.0	\$97.0	795.1	725.5	528.8	681.7	664.0	622.4	857.8	856.7	622.4	357.58	855
urpluu/Deficiet / 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 76.4 76.5 31.7 76.5 31.7 76.5 31.7 76.5 31.7 76.5 31.7 76.5 31.7 76.5 31.7 76.5 31.5 31.0 10.5 31.5 31.7 10.5 31.5 31.7 10.5 31.5 31.7 10.5 31.5 31.7 10.5 31.5 31.7 10.5 31.5 31.5 31.5 31.5 31.5 31.5 31.5 31	4.2 Average Costs / 1,000 Km (LE)	9.50.1	717.8	957.8	1006.6	509.6	890.7	913.9	537.0	906.1	908.2	466.2	676.8	635.2	\$65.8	\$ 688	X87.1	×	\$ 0.58	1.583
Performance         Performance         State         Passe         State	4.3 Net Surplue/Deficit / 1,000Km (LE)		46.0	11.7	9.7	60.0	-25.8	6.8	60.09	-201.0	-182.7	62.6	4.9	28.7	5.55	317	26.4	š	7 2	
age Revenues / Vebicle (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 63.0 62.2 93.6 age	5 Average Performance						-													
age Coar / Vehicle (LE) - 9.5/1.2 63.9 89.9 87.1 59.5 134.9 135.5 43.9 75.9 75.9 53.0 86.6 85.6 55.5 97.0 55.9 56 35. 97.0 55.97.0 55.5 97.0 55.5 97.0 55.5 97.0 55.5 97.0 55.5 55.5 55.5 55.5 55.5 55.5 55.5 5	5.1 Average Revenues / Vehicle (LE)	8.1/1.2	68.0	93.0.	88.0.	66.5	1310	134.2	48.8	60.6	61.4	60.1	87.2	89.5	62.2	93.6	0.6	5.5	0.6	0.0
urpluwDeficit Vehicle (LE) 4.1 3.2 0.8 7.0 3.9 1.3 4.9 1.5.3 1.5.5 7.1 0.6 3.9 5.6 3.5 2.9 5.6 3.5	5.2 Average Coat / Vehicle (LE)	9.5/1.2	63.9	89.9	87.1	5.65	1.74,9	135.5	43.9	75.9	76.9	53.0	86.61	85.6	\$	97.0	0.56	ş	0.0	0.0
	5.3 Net Surpluw/Deficit / Vehicle (LE)		4,1	3.2	0.8	7.0	3.9	-1.3	4.9	-15.3	-15.5	1.1	0.6	3.9	\$ 6	2	0 0	×	v	
	ource: TPA								-											

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

	East Delta	æ		Upper Egypt	'Pť	<u> </u>	Middle Delta	ta	<u> </u>	West Delta		~	Total			Average		
lieme	16/0661	1993/94	56/1661	16/0661	96/0661	20/9661	16/0661	1993/94	1994/95	16/0661	1993/94	1994/95	16/0661	4646661	1994/95	16/0661	1993/94	1994/05
(Balance Sheet)						-									<b> </b>			
6 Austrice		· .			-	i		-			 - -	<u>-</u>	•					
6.1 Fixed assets	361.251	160,061	159,494	162,780	171,971	175,851	116,769	111,530	109,841	79.397	100,300	168,601	514,146	543,862	555,037	128,536	135,966	138,759
6.2 Current Assets	61,265	75.585	39.647	49,124	169.09	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	•	3.001	0	0	0	0	ò	27,112.	37,388	0	0	0	ō	30,203	37,388	0	7,551	745.6
(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	5 S	¥9,Y1	25.654
7.2 Reserves	6'1'6			14,361	15,991	21.703	5,189	302	1,046	4,137	6,274	6,622	33,446	15,447	34,676	8,762	6.762	8,669
7.3 Depreciation Allocation	61.765	92,220	Ä	74,830	+	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		3,713		4,112	10	119	116	5.05	08.4	4,085	10,995	15,940	13,383	2,749	3,985	3.340
7.5 Long-term Loans	-	•	0	53,522	:13	87	3,500	0	12,000	35,760	6,000	19,521	92.856	623	31,608	31.214	1.568	7,902
7.6 Other Loans	175'6	1.575	192	615		49	4	520	476	14,00.7	Ş.	107	24,240	2919	1.024	6,060	730	ž
7.7 National Investment Bank	65,006	65.206	ñ	0	42,693	27,081	49,096	49,196	39,055	Ö	33,428	23,454	114,102	190,523	122,655	28,526	47,631	30,05
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	1092'011	362.67	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	677,658	750,950	705.552	169,417	187.738	176,388
(Profit and Loss)							 											
% Revenues		_		t.									:					
8.1 Operating Revenues	76.076	98,158	8454	79,749	95,998	86296	38,867	43,723	38,453	28,557	40,902	40.901	223,249	278.791	256,104	55,812	69,698	64,026
8.2 Other Reveoue	<b>FF2</b>	2	Ł	202	840	1 794	6.5	47	462	£	129	3.5	1.301	1.770	3,2.60	325	\$	20
8.3 (Total)	76.320	98,512	001.100	80,044	96, 838	060,88	1242,95	44,180	38,915	28,644	41,011	41.2%	134.550	280,561	259.384	56.138	70,140	S4, 445
2 Expenditure			!		-	• • •						 - -						
9.1 Wages/Saluries	26,917	35.495	55 PT	29,568	36,677	34,290	15,747	17 747	17,233	9,837	11,022	12,750	82,069	102,941	98,866	20,517	х Х	24,717
9.2 Material Requirements	120,222	35,066		22,565	38,028	10.00	9,524	17,652	15,503	6.776	14,977	15,801	61.792	107,323	96,776	15,448	26,831	24,194
9.3 Services Requirements	2.232	Į Į	3.692	2,798	2,708	2,481	1.087	644	579	1,061	2,0%0	1.723	6.778	6,763	7,481	1,695	1,691	1,870
9.4 Others	19,414	¢ ł	19.038		23.854	18,160	8,602	18,743	14,819	1,501	9.527	8,857	52,328	72,053	60,874	13,082	18,013	15,215
9.5 (Total)	71,490	-			98,867	87,144	34,960	\$4,786	48.134	25.175	40,606	39,131	202,967	289,080	263,997	50,742	72,270	65,999
10 Nurplus of Current Operations	4,830	3,69)	1.512	8 70.3	000 07	046	4 582	10,606	0100	0.04	475	7 148	21 522	015 X-	4613	\$ 205	120	1 1 4 2

#### Remarks Kind of Fare Route То From (LE) Service Domestic Operation 20.00 All Buses (Domestic Normal Service Alexandria (Morning) Cairo 22.00 and International) (Night) with 51 Seats 31.00 with A/C, Vidco & Toilet. Cairo Airport Alexandria (Morning) 33.00 (Night) 15.00 Cairo Port Said Hurghada (Morning) 42.00 Cairo 47.00 (Night) 65.00 Alexandria Hurghada 50.00 Cairo Sharm El Sheikh 29.00 **VIP Service** Chiro Alexandria with 27 Seats Cairo Sharm El Shèikh 25.00 Operation During the Seasonal Agami Cairo 27,00 Summer Time up to Operation Cairo Maragia 32.00 Summer Resort and Cairo Marina Mersa Matruh 36.00 Beaches. Cairo Alexandria Mersa Matruh 23.00 International **Operation** 170.00 Cross Operation Jordan Cairo Amman 125.00 Egyptian Operation Only Libia Cairo Bini Ghazy 205.00 (Through Agency Cairo Trabuls Alexandria Bini Ghazy <sup>•</sup> 90.00 for Ticket Reservation) Alexandria 195.00 Trabuls 260.00 Egyptian Operation Only Syria Cairo Damuskuss (Through Agency for Ticket Reservation) Saudi Arabia Cairo **Et Daman** 260.00 Egyptian Operation is Cairo Medina 212.00 up to the Borders Kuwait Cairo Kuwait 275.00 (Safaga and Neweiba) and Completing the Trip by Other Country's Company Divided by Contract (Bus - Ferry Boat - Bus)

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

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				( Rus				Inter-city Taxi	20
	Distance	Class	- Fare	Travel	Distance Class	Class	Fare	Travel	Fare	Travel
	(Km)		(ar)	Time	(Kn)		9	Time	ឡ	Time
1 Alexandria	208	1		3:40 - 5:00	224	<via agricultural="" road=""></via>			10.00	3:30
		Second				(No Scat Seservation)				
		Second A/C (French)	12.00	1		Express Without A/C	7.00	84		
		Second A/C (Spanish/Turbo)	17.00	:		Express with A/C	7.50	4.8		
		Fust A/C (French)	20.00		÷	(Express and Seat Rservation)				
		First A/C (Spanish/Turbo)	22.00	2:10		Without A/C				
						With AC				
						With A/C & Video				
						With A/C, Video & Toilet				
					<b>.</b>	<via (200="" :="" desert="" km)="" road=""></via>	:	-	10.00	3:15
						(No Seat Seservation)			·	(3:30.
	• •					Economy				Including
					<u>.</u>	Express			•	One Stop)
						(Express and Seat Rservation)				
						Wrthout NC	8.00	3:00		
			:			With A/C	1			
			:		<u>.</u>	With A/C & Video				
					<b>-</b>	With A/C. Video & Toilet	16.00	995 1		
2 Damanhur	147	Third	1.80	2:55	99 1	(No Scat Seservation)			6.00	2:15
<u>.</u>		Second	3.90		,	Economy				
	-	Second A/C	9.00			Express				
		First A/C	14.00		<b></b>	(Express and Seat Rservation)				
						Without A/C	5.50	2:30		
						With A/C		2:30	,	
					1	With A/C & Video	-			
:	_				-	With A/C, Video & Toilet			r	

Time = Hour and Minutes
 Bus Companies = West Delta, Middle Delta, East Delta and Upper Egypt.
 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 •

. .

				Trank			Ears	1.200.01	1940 1	Travel
	Unstance (Km)	CLASS	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Time	(Kn) (Kn)		Ŷ	Time	(ar)	Time
3  Tanta	\$%	Third	1.10	1:35	R	(No Seat Sexervation)			4.00	1:30
		Second	2.30	1:35		Economy				
		Second A/C	0.0	8:1		Express	3.75	1:30		
	•	First AC	 9.00	1:00		(Express and Scat Rservation)				
•	: • •		 	***		Without A/C				
						With A/C	4.00			
						•	4.50			
			 			With A/C, Video & Toilet	5.50	1:30		
4 Benha	45	Third	0.60	0:50	84	(No Seat Seservation)			1.50	8
		Second	 1.30	0:50		Economy				
	-	Second A/C	 4.00	0:30	1	Express			-	
		First A/C	 6.00	0:30		(Express and Scat Reservation)				
					1	Without A/C				
			 			With NC	1.25	1:00		
			 			With A/C & Video				
			 			With A/C. Video & Toilet				
5 Kati	149	Third	1.80	3:50	2	(No Scat Seservation)			4.50	8
El-Shaikh		Second	4.00	3:50		Economy				
		Second A/C				Express	4.50	2:15		
		First AC				(Express and Seat Rservation)	_			
					<b></b> 1	Withour A/C				
•					,	With AC	5.00	2.15		
						With A/C & Video	5.00	2.15		
						With A/C. Video & Toilet				
6 Al-Mahalla	115	Thurd	1.40	2:20	122	(No Seat Seservation)			5.00	8;8
El-Kubra		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 Reervation)				
						Without AC				
						With A/C	5.00	2:00		
					:	With A/C & Video	5.50	2:00		
;						With A/C, Video & Toilet	6.25	2:00		

1 Time = Hour and Minutes
 Bus Companies = West Delta, Middle Delta, East Delta and Upper Egypt.
 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

rom Cairo to	Kailway					Bas				Inter-city Taxi	Laxi
				Ecto	Turnet	Thursday 1		Case	lanes!	Eac.	Tester T
	(Km)	Liass	-	भू ( <u>व</u> ि	Time	(Km)	CLARK	(FE)	Time	(e)	Time
7   Mansura	141	Third		1.70	2:55	12	(No Seat Seservation)			6.00	2:00
	•	Second		3.70	2:55						
		Second A/C		00'6	2:30	••••	Express	-		-	
		First AC		14.00	2:30		(Express and Scat Reervation)			•	
						1	Without A/C	5.50	2:30		
							With A/C	<b>6.0</b>	2:30		
		£					With A/C & Video	6.50	- 2:30		
	•						With A/C, Video & Toilot	2.00	2:30		
S 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 Scat Rservation)				
							Without A/C	8.50	3:30		
						<u>.</u>	With A/C	9.00	3:30		
							With NC & Video	10.50	3:30		
	:						With A/C, Video & Toilet	11.00	3:30		
9 El Zagazig	8	Third		1.00	1:35 -	85	(No Scat Seservation)			3.25	1:30
· · ·		Second		2.20	1:35		Economy			·	
		Second A/C		6.00	1:30		Express				
		First A/C					(Express and Scat Reervation)				
							Without A/C	8.5	1:30		
							With MC			<b></b>	
-							With AC & Video				
10 Ismailia	159	Third		1 90	3:55	651	(No Seat Severvation)			4.50	2:00
	•	Second		4.20	2:55		Economy				
	:	Second A/C		10.00	2:30		Express				
		First AC					(Express and Scat Rscrvation)	(Via Desen Road)	t Road)		
,-			-				Without A/C	5.25	.2:00		
							With A/C	5.50	8 3		
							With A/C & Video				
				-			With A/C. Video & Toilet	6.80 8	8	-	

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

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

									Inter-city Taxa	Iaxi
	Distance	Class	Fare	Travel	Distance	Class	Fare	Travel	Fare	Travel
•	(Km)	• • •	Ê	Time	(Km)		Ą	Time	(F)	Time
Port Said	237	Third	2.80	4:15	224	(No Seat Severvation)			8.00	3:00
			6.30	4.15		Economy				
		Second A/C	14.00	4.15		Express				
		First AC				(Express and Scat Rservation)	(Via Desert Road)	t Road)		
						Without A/C				
						With A/C	10.00	3:00		
						With A/C & Video				
•						With A/C, Video & Toilet	13.00	3:00		
Suez	126	Third (via Ain Shams)	1.00	2:15		(No Seat Seservation)			4.50	1:45
	(via Ain	(via Ain Second (via Ain Shams)	2.60	2:15		Есопоту				
	Shams)		-			Express				
						Seat Rservation)	(Via Desert Road)	(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				
Beni Suct	12	Third	1.50	2:00	123	(No Scat Seservation)			4.00	1:30
		Second	3.30	2:00		Economy				
		Second A/C	8.8	- 1:45		Express	2.50	58		
		Furt A/C	13.00	1:45		(Express and Seat Rservation)				
						Without A/C	3.25	2:00		
			:	•		With AC	4.00	2:00		
						With A/C & Video	4.50	8 5		
						With A/C, Video & Toilet	5.00	2:00		
Al Minya	247	Thurd	0672	4:05	248	(No Seat Seservation)			10.00	3:30
	•	Second	6.50	4:05		Economy				
		Second NC	14.00	3:10		Express	8.00	8		
		First A/C	23.00	3:10		(Express and Seat Rservation)				
						Without A/C	8.00	4 8:		
						With A/C	8:50	4:0	:	
						With AC & Video	0.0	4:00		
	:					With AC, Video & Toilet	:			

Time = Hour and Minutes
 Bus Companies = West Delta, Middle Delta, East Delta and Upper Egypt.
 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 Citics

ក្រី										
	Distance	Class	Fare	Travel	Distance Class	Class	Fare	Travel.	Farc	Travel
	(wy)	:	(ar)	Time	(Km)		Ê	Time	ទ្វ	Time
15 Asvut	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 Reervation)				
		First AC			1	Without A/C	10.00			
					1	With A/C	128			
					;	With A/C & Video	13.00	6:00	r~=	
					1	With A/C, Video & Toilet	20.00		- -	
16 Sohag	467	Third	4.80	8:15	479	(No Seat Severvation)			15.00	- 00-2
3		Second	10.90	8:15		Есопоту				
		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	eccic 4	
					1	With A/C	15.00			
						With A/C & Video	16.00	8:00		
-		*** ****************************				With A/C, Video & Toilet				
17 Oena	8	Third	5.70	9:35	622	(No Seat Seservation)				
, ,		Second	12.90	-9:35		Economy				
		Second A/C	26.00	. 3:30		Express				
		First A/C	45.00	\$:30		(Express and Scat Rscrvation)				
						Without A/C	18.00		<b></b>	
						With AC		10:00		
						With AC & Video	21.00			
						With A/C, Video & Toilet	8.9		-	

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

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

Fare	Travel	Fare	Travel
(TE)	Time	(FE)	Time
(Express and Seat Rservation)			
		<b>.</b>	
With A/C & Video 23.00	Į .		
With A/C, Video & Toilet 30.00			
<b>_</b>			
t Recrvation)			
	0 11 00		
-			
Video 28.00			
With A/C, Video & Toilet 40.00	0 11:00		
(Express and Seat Rservation)			
1			
With NC & Video			
deo & Toilet 40.00	13:00		
Reevation)			
Without A/C			
		,	
Video			
	With A/C & Video With A/C, Video & Toilet 50.00	Video & Toilet 50.00 12:00	50.00

Bus Companies = West Delta, Middle Delta, East Delta and Upper Egypt.
 Bus Fares increase by about 1.00 LE for every bus after 5 PM.

Á-14

Appendix 3.3.11 Performance of Revenue and Cost of Public Trucking Company

Name of Company	Terms		Crait.	68/8861	06/6861	1640661	26/1661	562001	1903/04	507001	Arnual Average Growth Rate
											(95)
	Operating Revenue	ত্ৰ	LE 1,000	29,967	32,036	31.061	35,039	38,190	43.154	40,553	28
	Operating Cost	e	LE1,000	27,005	32,260	616.42	33,916	46,765	46, 49	42,810	0×
	Operating Profit		1.21,000	C981	3,737	3.42	1.12	-×,575	-4,165	<u>[22]</u>	-
	[Traffic Volume(too km.)	T	Mill. Ion Icm.	5/9	689	85	732	<b>8</b> 3	889	Ð	4
Direct Transport	Traffic Volume (ton)	E	1,000 tot	2,739	2,7%8	3,080	3,276	2,74K	2,760	2607	4
	Average Revenue		LEVI.00000 km	42.8	46.5	45.0	47.9	0'19	61.1	7.5	10.4
	Average Cost	3	LE/1.000ron xm.	40.0	41.1	39.6	46.3	74.7	67.2	81,9	121
	Cost Recovery Ralio (aV(b)	ê	r F	10001	113.2	119.7	(C.601	81.7	01.0	23	
	Oneratinu kevenne	3	LE 1.000	14.528	12 245	20.8091	10.323	10.677	21.801	23.000	×
	Concration Cost	2	1F1.000	1091.51	14 155	17.547	19.864	SX2 OF	9000	149 L	101
		5	1 1		5.	LYC 2	5	2010	. m.		
				en contraction de la contracti	2	-0-C	and the second se	shrat.		A	
1	I TRIDE VOIGTOCICOLATE	9	Wall, TOO KIN.	146	0.7	<u>ş</u>	8		<b>X</b>	105	
Heavy Transport	Traffic Volume (10n)	T	1,000 ton	1,680	6	5 <u>,</u>	1.593	1,126	1,146	<b>5</b> 80	1
	Awage Rewine	ε	LEVI.000 tim.	43.9	46.3	\$23	855	61.5	65.3	7.9	101
	Avenuge Cost	3	LEV. 000on XIII	30.4	27.7	14.5	54.3	2.4	6.09	76.5	11.
	Cost Recovery Ratio (a)(b)	Ē	8	110.4	1226	118,6	97.3	65.0	72.6	101.8	
	Operating Revenue	\$	LE1.000	18.0201	21.274	12.22	25.028	468.15	25.043	29.62	×
	Operating Cost	ê	LE1.000	16,801	18,480	\$0.02	210.015	25,565	27.047	040.70	<b>*</b>
	Operating Profit	3	LE 1 000	0121	340	3,198	1413	1.05.1-	P30'C-	303	•
	Traffic Votume(100 km.)	9	Mull. ton km.	645	487	25	23	401	385	107	· · · · · · · · · · · · · · · · · · ·
Inland Transport	Traffic Volume (ton)	Û	1,000 ton	1.981	08571	1.927	1,640	1.182	3.1	1306	Ŷ
•	Average Revenue	9	LEVI.000ton km	40.1	43.7	10	43	54.6	545	7.7	107
		3	LEVI.000co km	37.4	37.9	177 M	4.6	59.5	71.41	72.4	11.8
	Cost Recovery Ratio (aV(b)	ē	\$	107.201	115.1	115.9	106.0	012	\$0.5	0 101	
	Revenue	6	LX 1.000	19,812	22.049	23.686	24.20	25.006	25,493	235.375	c
	Operating Cost	9	LE 1.000	9.46	20.316	3:52	73.87	33.049	164-25	2X.706	
	Operating Profit	3	LE 1.000	99 <del>4</del>	1.73%	145	1217	10 X	2,035	31	
	Traffic Volume(ton km.)	9	Mill. too km.	475	470	160	382	377	87	15	
Transport Affaires	Traffic Volume (100)	3	1.000 ten	8	80,	20X (	1471	X71		1. Sax	
	Average Revenue	9	1 E/1 000:00 km	6 T P	46.0	5.15	61.5	0.0	-	63.8	
	Average Cost	3	LE/1.000ton km.	40.7	414	48.1	0.89	8.3		\$.\$	x
	Cost Recovery Ratio (a)/(b)	ŝ	<b>%</b>	1024	106.5	102	93.4	75.7		98.8	Ģ
	Operating Revenue	(P)	LE 1,000	18,048	21.709	862.62	24.636	21,616	216.62	32,304	:0:
	Operating Cost	ê	151.000	17.825	161.12	CON CR	27.630	39.25	29.029	31.430	6
	Operating Profit	3	LE 1.000	Ĩ	518	465	766.2.		-5,712	574	•
	Traffic Volume(ton km.)	9	Mill. ton km.	ð	191	474	483		363	2	
Preight Transport	Traffic Volume (ton)	÷e	1,000 ion	3.566	1.00.0	1.78	2151	1,435	957-1	1.290	-15
	Awtage Revenue	£	LE/1,000ton km.	4	48.6	1.67	51.0	<b>2</b> 9	3	100.0	19
	Awaye Cost	З	1.E/1.000ton km.	33.5	47.4		5.2	81.5	×0.0	97.3	19.3
	Cost Recovery Ratio (aV(h)	Ē	5	101.3	102.4	102.0	1.22	7.9	K0.3	102.50	0
	Operating Revenue	(a)	1.51,000	99,275	C1++11	151,221	125,276	126,585	137,838	154,425	7.
	Operating Cost	Ð	LE 1,000	58° 37	102,438	788, 601	130,992	163,519	161,522	155,817	×
	Operatung Profit	3	1.E 1,000	5,13%	11,975	12.344	-1716	710'96'	130 02-	3- -	· · · · · · · · · · · · · · · · · · ·
	Traffic Volume(ton Lm.)	ŝ	Mull. ton km.	2,458	E 1	2.546	2402	518		100	~
Total	Traffic Volume (ton)	(e)	1.000 ton	12,266	11,556	11.363	10.093	116.L	N.080.K	801L	70
	Average Revenue	ε	LE/1,000ton km.	404	4	48.0	\$15	\$0°1	63.1	7.4	
		(g)	LE/1.000kon km.	590		63.2	52.6	77.6	74.0	7.9	977 139
	Cost Recovery Ratio (AV/b)	ξ	5	× 25	*		55	1	10 J J J J J J J J J J J J J J J J J J J	2	-

Appendix 3.3.12

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

		19	91	19	92	19	993	19	91	19	⊋5
Code	Product	Ton	Ton-Km	Ton	Ton-Km	Ton	Ton∙Km	Ton	Ton-Km	Тол	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	Ö	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 To	ns (%)	<u>.</u>	-6.0%		9.8%	<u>_</u> _	0.1%	<u> </u>	0.6%	
	Growth Rate of To	n-Km (%	)		-5.3%		1.8%		-3.8%		0.9%
	Average Growth R	ate of To	ns (%)			0.6%	•••	<u> </u>	· ·		
]	Average Growth R	ate of To	n-Km(%)			-1.6%					

Source: Information Center of GART

L <u>.</u>	Name of Company	Items		C trit	1988/89	06/686I	16/0661	26/1661	1992/93	1993/94	1994/95	Annual Average Growth Rate
<b></b>	N.,	Oneratine Revenue	3	1.E.1.000	14.009	14,563	13.399	13.766	16.326	21.578	21.602	7.5
		Operating Cost	ê	LE 1,000	14.567	16,890	17.066	19,850	24,809	24,489	24,622	9.1
- <b></b>		Operating Profit		LE 1.000	-558	-2,327	-3.667	-6,084	-8,483	-2,911	-3,020	
- <u></u>	River Transport	Traffic Volume(ton km.)	9	Mill. ton km.	862	748	630	583	634	785	713	-1.9
	(Nahri Trunsport)	Traffic Volume (ton)		1,000 ton	1.797	1.675	1,339	1,251	1,335	1,655	1.409	
	-	Average Revenue		1.E./1,000ton.km.	17.5	19.5	21.3	23.6	25.8	27.5	30.3	
		Average Cost	Э	LEA.000ton km	18.2		27.1	34.0	39.1	31.2	2.45	11.2
	•	- Cost Recovery Ratio (a)/(b)	æ	8	96.2		78.5	69.4	65.8	1.88	87.7	•
8 <del>-</del>		Operating Revenue	3	1E1.000	10,139	10.349	11,493	11,307	11.070	13,463	13.343	4.7
, <u></u>		Operating Cost	ê	믭	11.889		15,081	15.782	18,252	18,116	17.118	
		Operating Profit	છ	믭	-1.750		-3,588	4,475	-7,182	4.653	-3,775	in the state of th
	Water Transport	Traffic Volume(ton km.)		Mill. ton icm.	580	9 <del>7</del> .		370	360	+++	396	<b>6</b> .2
	(Maaii Transport)	Tratfic Volume (ton)	ં	1.000 ton	1.382		~	1,040	984	1.036	1.011	4
		Average Revenue	S	(f) Mill. ton km.	17.5			30.6	30.8	30.3	33.7	11.6
		Average Cost	3	LE/1.000ton km.	20.5			42.7	50.7	40.8	43.2	13.2
		Cost Recovery Ratio (a)/(b)	ê	ક્ષ	85.3		76.2	71.6	60.7	74.3	77.9	
<b>6</b>		Operating Revenue	(e)	LE 1.000	24,148	24,912	24,892	25,073	27,396	35,041	34,945	and the second
		Operating Cost	ê	LE 1.000	26,456	30,090		35.632	43,061	42,605	41.740	
		Operating Profit	3	LE 1.000	-2.308	-5,178		-10.559	-15,665	-7.564	-6.795	•
		Traffic Volume(ton km.)		Mill. ton km.	1.379		1.056	953	\$	1.229	1,109	-3.6
	Total	Traffic Volume (ton)	\$	1,000 ton	3,179	2,917	2,416	2,291	2,319	2,741	2.420	4,4
		Average Revenue		LEAL,000ton km.	17.5	19.3	23.6	26.3	27.6	28.5	31.5	10.3
		Average Cost	3	LE/1.000ton km.	19.2			37.4	43.3	2.7	37.6	11.9
		Cost Recovery Ratio (a)(b)	έ	e	7 IO			70.4	N 53	0.02	14 52	

(Share Ratio : %) Appendix 3.6.1 Distribution of Trip Purpose of Railway Passengers by Railway Line (by Main Line and Branch Line)

. . . .

Home/Work         Home/School         Other to         Other to         Own         Employee's         Official           Monv/Home         School/Home         Home         Work/Home         School/Home         Monv/Home         Employee's         Orticial           Mexandria         28,9%         16,4%         82%         1,5%         0,5%         6,3%         11,4%           Alexandria         23,6%         16,4%         82%         1,5%         0,5%         6,3%         2,4%         5,9%           Port Said         33,6%         27,3%         8,9%         0,1%         0,5%         2,4%         2,4%         2,4%         2,4%         2,4%         2,4%         2,4%         2,4%         2,4%         2,4%         2,4%         2,4%         2,4%         2,4%         2,4%         3,1%         2,4%         3,1%         2,4%         3,1%         2,4%         3,1%         2,4%         3,1%         2,4%         3,1%         2,4%         3,1%         2,4%         3,1%         2,4%         3,1%         2,4%         3,1%         2,4%         3,1%         2,4%         3,1%         2,4%         3,1%         2,1%         3,1%         2,1%         3,1%         2,1%         3,1%         3,1%		Trip Purpose												
Morecardina         Z8,9%         10,4%         Morecardina         Eurotrees         Eurotrees <theurotrees< th="">         Eurotrees         <theuro< th=""><th></th><th>Flome/Work</th><th>Home/</th><th>Other to</th><th>Other to</th><th>Shopping</th><th>umo</th><th>Employer's</th><th>Official</th><th>(Sub-total</th><th>Personal &amp;</th><th>Recreational</th><th>Others</th><th>Total</th></theuro<></theurotrees<>		Flome/Work	Home/	Other to	Other to	Shopping	umo	Employer's	Official	(Sub-total	Personal &	Recreational	Others	Total
Alexandria         28.9%         16.4%         8.2%         1.5%         0.5%         4.9%         6.3%         11.4%         (           Port Said         33.6%         27.3%         8.2%         1.5%         0.5%         0.5%         2.1%         2.9%           Awan         13.2%         19.3%         2.0,%         0.5%         2.1%         2.9%           Aswan         13.2%         19.3%         20.4%         1.1%         0.1%         2.1%         3.9%           Aswan         13.2%         19.3%         20.4%         1.1%         0.1%         2.4%         3.9%           Aswan         13.2%         19.3%         21.1%         0.1%         0.1%         2.4%         3.9%           Ino Delta Area         41.7%         28.1%         4.0%         0.5%         2.4%         3.1%         1.9%           Ino Delta Area         41.7%         26.6%         4.5%         0.5%         2.4%         3.1%           Ino Delta Area         41.7%         26.6%         4.5%         2.4%         2.1%         3.1%           Inde Sub-total)         41.7%         2.6.6%         4.5%         2.4%         2.1%         2.4%         2.1%		Work/Home		Home	Work		Bueeineas	Buninesa		Bunit & Offic)	Buni &Offi) Social Affaire			
Alexandria         28.9%         16.4%         8.2%         1.5%         0.3%         4.9%         6.3%         114%         (           Por Said         33.6%         27.3%         4.9%         0.3%         0.5%         2.1%         2.9%         1.14%         (           Aswan         13.2%         19.3%         2.0.4%         1.1%         0.1%         2.4%         2.9%         2.9%           Aswan         13.2%         19.3%         20.4%         1.1%         0.1%         2.4%         2.9%         3.9%           Line Sub-total)         13.2%         21.3%         2.4%         3.9%         3.9%         1.9%         0.1%         2.4%         3.9%         3.9%         1.9%         0.1%         2.4%         3.9%         1.1%         1.9%         0.1%         2.4%         3.9%         1.1%         1.9%         0.1%         2.4%         3.1%         0.1%         1.9%         0.1%         1.1%         1.9%         0.1%         1.1%         1.1%         1.1%         1.1%         1.1%         1.1%         1.1%         1.1%         1.1%         1.1%         1.1%         1.1%         1.1%         1.1%         1.1%         1.1%         1.1%         1.1% <td>(Main Line)</td> <td></td> <td>:</td> <td></td>	(Main Line)												:	
Port Said         33.6%         27.3%         4.9%         0.0%         0.3%         0.5%         2.1%         2.9%           Aswan         13.2%         19.3%         20.4%         1.1%         0.1%         2.4%         2.9%         2.9%           Aswan         13.2%         19.3%         20.4%         1.1%         0.1%         2.4%         2.9%         3.9%           Line Sub-total)         <25.1%	Caire - Alexandria	28.9%		%7.8	1.5%	%3'0	4,0%	6.3%	11.4%	(22.6%)	14.2%	2.9%	9/05 P	%0'001
Aswan         13.2%         19.3%         20.4%         1.1%         0.1%         2.4%         2.3%         3.9%           Line Sub-total)         <25.1%	Cairo - Port Said	33,6%		4.9%	0.0%	0.3%	0.5%	2.1%	2.9%	(2.5%)	18.8%	4.4%	%2'5	100.0%
Line Sub-total)         <           <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <          <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         <         < <t< td=""><td>Cairo - Aswan</td><td>13.2%</td><td></td><td>20.4%</td><td>1.1%</td><td>0.1%</td><td>2.4%</td><td>2.8%</td><td>3.9%</td><td>(9.2%)</td><td>23.7%</td><td>%471</td><td>11.2%</td><td>100.076</td></t<>	Cairo - Aswan	13.2%		20.4%	1.1%	0.1%	2.4%	2.8%	3.9%	(9.2%)	23.7%	%471	11.2%	100.076
Ito Delta Area         11.7%         28.1%         4.0%         0.6%         2.4%         3.7%         3.1%	(Main Line Sub-total)	<25.1%>	12	<11.2%>	<1.2%>	<0.5%>	<3.6%	<4.8%>	<%1.%>	(16.5%)	<17.5%>	<2.8%>	<6.5%>	<100.0%>
ND Delta Area         11.7%         28.1%         4.0%         0.6%         2.4%         3.7%         1.7%         3.1%           NO Delta Area         11.2%         15.6%         8.2%         1.5%         6.5%         1.2%         0.8%         1.9%           NU Deper Egypt Area         11.2%         15.6%         8.2%         1.5%         6.5%         1.2%         0.8%         1.9%           Line Sub-total)         <41.7%	(Branch Line)						:							
10 Upper Egypt Area 41.2% 15.6% 8.2% 1.5% 6.5% 1.2% 0.3% 1.9% 1.9% 1.1% 0.3% 1.9% 1.9% 1.1% 0.3% 1.5% 1.9% 1.1% 0.3% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5	Related to Delta Area	41.7%		4,0%	0,6%		3.2%	: 7%	3.1%	(8.2%)	9.0%	3.2%	4.7%	100.0%
Line Sub-rotai) <41.7%> <26.6%> <4.5%> <0.7%>) <2.9%> <3.1%> <1.6%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0%> <3.0	Related to Upper Egypt Area			8.2%	1.6%	6.6%	1.2%	0.8%	1.9%	(3.9%)	11.3%	3.1%	9,65%	100.0%
1 10 1 1 10 1 1 10 1 1 10 1 1 10 1 1 10 1 1 10 1 1 10 1 1 10 1 1 10 1 1 10 1 1 10 1 1 10 1 10 1 10 1 10 1 10 1	(Branch Line Sub-total)	<41.7%>		<4.5%	<0.7%>	<2.9%	<3.1%>	<1.6%>	<3.0%>	(%.2.2)	<42.62	<1.5%>	, 2%	%0:001
	(Crand Total)	<32.3%>	<22.1%>	<8.3%>	<1.0%>	<1.5%>	<3.4%>	<3 4%>	<5.9%>	(12.7%)	<13.9%>	<9,6232	<%65>	<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: %)	atio: %)
		Type of Job						÷.,				
		Unemployed	Housewife	Parmer or	Self	Employee	Employee	(Sub-rotal	Government	Studenta	Others	Total
				Fisherman	Businees	· (Secondary	(Tertiary	'Employee)	Officials			
						(industry)	Industry)					
(Main Line)	Líne)											
<u> </u>	Cairo - Alexandría	2.9%	2.6%	C.8%	12,5%	13.1%	9.2%	(22.3%)	%6'LE	21.5%	5.5%	100.0%
L	Cairo - Port Said	%6'℃	3.1%	1.3%	6.3%	9629	5.5%	(%2'11)	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%0>	<10.5%>	<7.7%>	(18.2%)	<%.6~	25.3%5	0.1%	<100.0%>
(Branci	(Branch Line)	2		-	н - Х							
	Related to Delta Area	3.5%	2.8%	2.2%	11.0%	4.0%	6.3%	(30.3%)	29.8%	34.7%	5.7%	100.0%
	Related to Upper Egypt Area	. 6.2%	3.5%	1.2%	8.5%	2.7%	10.5%	(13.2%)	39.7%	17.1%	10.5%	100.0%
<u> </u>	(Branch Line Sub-total)	<3.8%>	C.9%>	<.0%>	<10.7%>	<3.8%>	<6.8%>	(10.6%)	<31.0%>	<32.7%>	<62%>	<100.0%
(Grand	(Grand Total)	<3.5%>	<7.8%>	<%5'1>	<11.2%>	<7.6%>	0.3%	(%6'71)	<30.3%>	<8.5%>	<6.7%	<100.0%>

Source: Traffic Survey by JICA Study Team

Appendix 3.63 Distribution of Trip Purpose / Type of Job of Railway Passengers by Railway Line (by Main Line and Branch Line)

	Trip Purpose												
	Home/Work Home/School	Hothe/School	Other to	Other to	Shopping	u v	Employers	Official	(Sub-toral	Personal &	Recreational	Others	Total
	Work/Home	School/Home	Home	Work		Buseinese	Businese		BusideOffi.)	Social Affairs			
(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%	20.07	0.0%	1.3%	0.0%	0.0%	2.5%	(25%)	65.0%	3,8%	5.0%	100.0%
Farmer / Fisherman		1.9%	13.4%	2671	0.0%	1.9%	3.8%	1.9%	(7.7%)	42.3%	1.9%	15.4%	100.07
Self-Business	21.246	0.3%	14.2%	1.8%	1.5%	25.4%	4.8%s	0.9%	(30702)	18.2%	3.0%	4.5%	100.0%
Employee (Secondary)	30.0%	0.2%	11.6%	2.0%	9.2%	0.0%	32.7%	0.3%	(33.0%)	16.8%	2.6%	3.0%	100.0%
Employee (Tertiary)	42.65	0.9%	9,49,	0.9%	0.4%	1.8%	1.3%	15.7%	(18.8%)	14.3%	2.2%	3.6%	100.0%
<b>Government Officials</b>	43.7%	1.9%	0.0%	1.7%	0.1%	0.3%	1.0%	21.3%	(22.7%)	15.8%	1.5%	3.9%	100.0%
Studente	32%	70.7%	8.1%	0.3%	0.3%	0.4%	51.0	0.4%	(1.0%)	6.2%	2.8%	4.24%	100.0%
Others	18.6%	1.0%	12.7%	1.0%	1:04	3.9%	3.4%	2,9%	(10.3%)	24.0%	2.9%	28.4%	100.0%
(Total)	<25.1%>	<18.7%>	<112%>	<1.2%>	<0.3%>	<3 <i>49</i> %>	<4.8%=>	<8.2%>	(16,6%)	<17.5%>	<2.7%>	<6.3%=>	<"60.001>
(Branch Line)			-									A A ANALAS	
Unemployed	16.7%	2.1%	15.5%	2.4%	1.2%	6.0%	1.2%	2.4%	(9.5%)	21.4%	7.1%	19.0%	100.05
Howewite	e9%	\$4010	14.1%	0.0%	28.1%	3.1%	0.0%	0.0%	(3.1%)	SETE	6.3%	10.9%	100.0%
Parmer / Fisherman	28.9%	2.2%	2.2%	2.2%	11.1%	4.4%	4.4%	0.0%	(8,9%)	30.6%	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)	44.8%	1.2%	3.6%	2.4%	6.0%	1.2%	202%	0.0%	(21.4%)	9.5%	2.4%	4.8%	100.0%
Employee (Tertiary)	77.3%	1.3%	2.0%	0.7%	1.3%	1.2%	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%	0.0%	0.3%s	7.3%	(8,7%)	6.1%	1.2%	3.7%	100.0%
Studenta	10,4%	77.9%	35%	220	0.4%	0.1%	0.0%	0.1%	(0.3%)	32%	Q.4%	32%	100.0%
Others	36.570	5.176	7.3%	2.2%	5.1%	5.1%	3,6%	1.3%	(10.2%)	16.8%	2.2%	14.6%	100.0%
(Total)	<41.7%>>	<26.6%>	<4.9%>>	<0.7%>>	<2.9%>>	<3.1%>	<1.6%>	<3.0%>	C7%)	<956>	<1.4%>	<5.1%>	<100.0%>
(Main and Branch Lines)													
Unemployed	10.076	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	124	0.076	17.4%	0.0%	13.2%	1.4%	0.0%	1.470	(2.8%)	50.0%	4.9%	7.4%	100.0%
Farmer / Fisherman	20.6%	2.1%	9.376	2.1%	5.2%	3.1%	4.1%	1.076	(8.2%)	39.2%	1.0%	12.4%	100.0%
Self-Business	33.3%	0.4%	12.4%	1.1%	2.6%	22.0%	4.2%	0.9%	(27.7%)	15.6%	2.4%	4.4%	100.0%
Employee (Secondary)	34.1%	0.8%	1.8°	2.1%	1.0%	0.3%	30,0%	0.3%	(30.5%)	152%	2.6%	3.4%	100.09%
Employee (Terbary)	60.6%	1.1%	6.4%	0.8%	0.8%	1.6%	21.1	11.0%	(13.7%)	12.1%	1.3%	3.2%	100.076
<b>Covernment Officials</b>	55.9%	1.0%	0.7%	211	0.8%	0.5%	0.7%	15.4%	(10.3%)	12.4%	1.4%	3,6%	100.0%
Students	6.M%	74.3%	5.6%	0.3%	0.3%	0.3%	0.1%	%E0	(0.6%)	6.2%	1.6%	3.9%	100.076
Others	25.8%	2.6%	10.6%	1.5%	2.6%	4.4%	3.2%	2.3%	(10.3%)	21.1%	2.6%	22.9%	100.0%
(Total)	<32.39.>	<22.19.>	<8.3%>	<1.0%>	<1.1×	<3.4%>	< 24% >	1.3.2	(12.8%)	<13.9%>	<2.2%>	< 8.5v	< 100.0% >

#### Distribution of Personal Income of Railway Passengers by Railway Line (by Main Line and Branch Line)

						(Share Ra	atio : %)
	Personal Inco	me (Monthly	)				
	LE	LE	LE	LE	LE	1 E.	Total
	0 - 100	100 - 250	250 - 400	400 · 700	700 - 1,000	> 1,000	
(Main Line)	II					<u> </u>	. <u></u>
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%	27%	1.3%	100.0%
Cairo - Aswan	51.6%	26.7%	11.4%	37%	2.8%	0.9%	100.0%
(Main Line Sub-total)	<39.2%>	<27.4%>	<17.6%>	<8.0%>	<4.9%>	<3.0,5>	<100.0%>
(Branch Line)			· · ·				
Related to Delta Area	51.7%	35.9%	7.5%	2.8%	07%	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)	<41.8%>	<31.5%>	<13.2%>	<5.6% >	<1.0%>	<1.8%>	<100.0%>

Source: Traffic Survey by JICA Study Team

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

	Trio Purpose		•										
					Same a	Į	Fundaver's	Official	(Sub-total	Personal &	Recreational	Othern	Total
Cast Claw	Mork/Home	Home/ Work [Home/ School	Home	Work	Buddowe	Business	Business	:	~				
Main Times													
Biret	20.8%	0.9%	13.9%	3.7%	260	8.8%	15.3%	14.8%	(36.9%)	9.3%	4.6%	6.9%	100.0%
See (With AC)	10.0%		13.17	0.8%	0.6%	7.5%	10.6%	17.6%	(32.7%)	23.2%	6.0%	5.6%	100.0%
See, Without AC	24.9%		8.2%	\$60	0.6%	2.4%	2.5%	6.6%	(11.6%)	13.7%	2.5%	4.9%	100.0%
Third	32.7%		12.2%	1.2%	0.4%	2.0%	2.2%	4.2%	(8.4%)	19.3%	1.3%	8.0%	100.0%
Total	<\$1.35	V	<%711>	<1.2%>	<0.5%>	<3.670>	<4.8%>	<%1%>	(16.5%)	<17.5%>	<28%>	<6.5%>	<100.0%>
(First + Sec. AC)	132%		13.4%	1.6%		7.9%	12.0%	16.8%	(36.6%)	261%	5.6%	6.0%	100.0%
(Second Total)	19.5%		10.0%	0.8%	0.6%	4.3%	5.5%	10.6%	(20.4%)	17.1%	3.8%	5.1%	100.0%
<branch line=""></branch>													
First										_			
Sec. (With AC)	62.1%	10.3%	260.0	°000	6.9%	0.0%	0.0%	0.0%	(0:0%)	17.2%	3.4%	0.0%	100.0%
Sec. (Without AC)	41.9%		5.4%	1.3%	3.1%	0.8%	1.0%	1.9%	(3.7%)	8.1%	1.7%	4.2%	100.0%
Three	41.2%		4.3%	0.5%	2.8%	3.9%	1.9%	3.4%	(21.6)	9.5%	1.3%	5.6%	100.0%
Total	< 241.7%	Į.∜	V	<b>₽</b>	4	<3.1%>	<1.6%>	<3.0%>	(222)	<9.3%>	<1.5%>	<5.2%>	<100.0%>
(First + Sec. AC)	62.1%			·	5,9%	0.0%		0.0%	(2002)	17.2%	3.4%	%0°0	100.0%
(Second Total)	43.0%					0.7%	0.9%	1.8%		8.6%	1.8%	4.0%	100.0%
-Main+Branch Line>		ŀ											
First	20.8%	\$60	13.9%	3.7%	0.9%	8.8%	15.3%	14.8%	(38.9%)	9.3%	4.6%	6.9%	100.0%
See. (With AC)	12.8%	5.3%	124%	. 0.7%	0.9%	7.1%	22:01	16.6%	(33.8%)	25.2%	5.9%	5.3%	100.0%
Sec. (Without AC)	31.1%		7.1%	1.1%	1.5%	1.8%	2.0%	4.9%	(8.7%)	11.6%	22%	4.6%	100.0%
Third	37.3%	1			1.8%	3.1%	2.0%	3.7%	(8.8%)	13.7%	1.3%	6.6%	100.076
Total	<32.3%>	<u>v</u>	<8.3%>		<1.5%>	<%YE>	<34%>	<5.9%>	(12.7%)	<13.9%>	22%>	<5.970>	<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%	100.07
	200							0.00	102.04	14.70	2.70	4.80	1000

Source : Traffic Survey by JICA Study Team

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

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

ţ

	Type of Job			•							
Lune /	Unempioyed	Housewife	Farmer or		Employee	Employee	(Sub-total	Government	Students	Othera	Total
Seat Class			Fisherman	Bueinese	(Secondary	Tertiary	Employee)	Officials			
			: .		Industry)	Industry)			· • •		
<main line=""></main>									-		
First	¥60	3.7%	%0 <sup>0</sup> 0	20.8%	23.6%	6.9%	(30.6%)	31.9%	2.3%	*£16	100.075
Sec. (With AC)	2.3%	3.9%	1.7%	14.3%	17.2%	9.6%	(27.1%)	35.4%	10.1%	5.2%	100.075
Sec. (Without AC)	3.7%	2.1%	1.7%	2219	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%)	30.2%	24.8%	8.0%	100.0%
Total	<3.75>	<2.8%>	<1.8%>	<11.6%>	<10.5%>	<7.7%>	(18.2%)	<29.9%>	<25.3%>	<7.1%>	<100.0%>
(Firet + Sec. AC)	1.9%	3.8%	% <del>7</del> 7	162%	2161	°60'6	(%1:92)	34.4%	7.8%	6.5%	100.0%
(Second Total)	3.2%	2.8%	1.7%	21.6	11,4%	7.8%	(19.2%)	29.1%	29.2%	5.9%	100.0%
<branch line=""></branch>											•
Firet							х х				
See. (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%	929	3.3%	5.0%	(%2%)	34.2%	37.7%	6.5%	100.0%
Third	4.1%	3.3%	2.2%	946.11	4.0%	7.5%	(11.5%)	29.7%	31.3%	6.1%	100.0%
Total	<3.8%>	<5%52>	<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%	<b>%0</b> 00	17.2%	3.4%	3.4%	(%69)	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%
cMain+Branch Line>			-								
First	**** 0.9 <b>%</b>	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		3.0%	2.2%	123%	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. <i>9%</i> )	<30.3%>	<28.5%>	<6.7%>	<100.0%>
(First + Sec. AC)	2.0%	%ZE	1.2%	16.3%	18.5%	. 8.8%	(%C.2%)	34.8%	8.3%	6.6%	100.0%
Versel Total	200 0		1 7.00	10, 0	1010	2		2000		ş	× ~ .

Note : "Untited" is included in the category of "Third". Source : Traffic Survey by JICA Study Team

# Appendix 3.6.7Distribution of Method of Payment of Railway Passengersby Railway Line (by Main Line and Branch Line)

	•			:	(Share R	atio : %)
	₽₩ <u>₩₩₩₩₩</u> ₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩	Method of Pa	syment (Type	of Ticket)		
		Normal	Conductor	Season	Kilometer	Total
		Ticket		:		
(Mai	n Line)			1		
11	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%>
(Brai	rch 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%>
(Gra	nd Total)	<57.0%>	<4.0%>	<38.7%>	<0.4%>	<100.0%>

Source: Traffic Survey by JICA Study Team

. .

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

(Share Ratio : %)

			yment (Type	of Ticket)		
		Normal	Conductor	Season	Kilometer	Total
		Ticket				
Main	Line)					
	Unemployed	93.8%	4.2%	2.1%	0.0%	100.09
	Housewife	90.0%	6.3%	3.8%	0.0%	100.0
	Farmer / Fisherman	77.4%	15.1%	7.5%	0.0%	100.09
	Self Business	87.8%	5.7%	6.0%	0.6%	100.09
	Employee (Secondary Ind.)	83.4%	4.7%	11.3%	0.7%	100.09
	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%	100.09
	Others	84.8%	8.3%	6.4%	0.5%	100.0
	(Total)	<63.6%>	<4.1%>	<31.8%>	<0.5%>	<100.0%
Bran	ch Line)	<b>L</b>	<u></u>			
	Unemployed	80.5%	9.8%	9.8%	0.0%	100.0
	Housewife	%.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
4.	Employee (Tertiary Ind.)	47.7%	4.7%	47.7%	0.0%	100.0
	(Employee Sub-total)	(58.4%)	(4.7%)	(36.5%)	(0.4%)	(100.09
	Government Official	44 5%		52.6%	0.4%	100.0
	Student	21.8%	17%	76.5%	0.0%	100.0
i	Others	81.0%	3.6%	15.3%	0.0%	100.0
	(Total)	<48.3%>	<3.8%>	<47.7%>	<0.2%>	<100.0%
(Mair	1 + Branch Line)	J	L		II	
	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%	+		0.0%	100.0
	Self Business	84 8%			0.4%	100.0
	Employee (Secondary Ind.)	82.1%	<u> </u>	12.5%	0.8%	100.0
	Employee (Tertiary Ind.)	54.6%	+	40.6%	0.5%	100.0
	(Employee Sub-total)	(68.6%)				(100.0)
	Government Official	57.1%				100.0
	Student	24.9%			{	100.0
	Others	83.3%	- · · · · · · · · · · · · · · · · · · ·			100.0
	(Totai)	<57.0%>		<38.7%>	}/	<100.09

Source: Traffic Survey by JICA Study Team

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

(Share Ratio : %)

	Dominant R	Dominant Reason to Use Railway as Usual Transport	ailway as Usi	ial Transport	:				-
	Available	Travel Cost	There is	<b>Travel Time</b>	Conve	Safety	Comfort	Others	Total
	All Times	(Cost is	no other	( Travel	nience				
		reasonable	alternative	time					
		compared		is faster					
Soat Class		with other		and			Ŧ		
		modes)		suitable)					
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%		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%	20.9%	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	127%	24.7%	6.4%	1.8%	14.9%	21.9%	14.6%	3.0%	100:0%
Source: Traffic Survey by JICA Study Team	A Study Team						<b>.</b>		
Note : "Unified" is included in the category of	in the category	of "Third".			•				

3

Distribution of Dominant Reason to Use Railway as Usual Transport Mode

of Railway Passengers by Trip Purpose (for All Lines)

20.001 100.0% 100.00 100.07 100.0% <100.0%> <u>3</u> 00 50.00 00.001 (100.0%) Total (Share Ratio : %) 7.4% <3.6%> 3.0% 2.0% 2.6% 2.9% %1.+ 4.7% 2.7% 2.4% 5.1%4.6% (4.2%)Others 5.9% 10.5% 5.9% 3.9% 21.1% 26.7% 19.5% 15.5% 21.8% 7.6% (%617) **%9**.21 <%6.01> Comfort (%E0Z) 12.5% 17.5% 9.1% 14.0% 21.5% 23.2% 18.7% 17.8%29.1% 212% <17.3%> Safety 13.7% 7.8% 14.6% 9.3% 10.6% 12.0% 19.6% 15.8% (13.8%) 12.2% 10.0%<%271> Conve nience 1.2% 1.4% 0.0% 2.9% 2.9% 2.0% 1.4% Dominant Reason to Use Railway as Usual Transport Travel Time 1.3% 0.0% (2.5%)%6.0 10% <1.4%> suitable ) is faster (Travel time and 7.1% 7.2% 5.5% 8.5% 9.7% 1.9% <u>19.6%</u> %4.11 5.3% 3.5% 13% There is (5.6%)<1.5%> alternative no other 16.5% 38.0% 27.5% **Travel Cost** reasonable 32.3% 24.6% 44.2% 15.8% 19.2% (%0.41) 24.8% 18.2% <%2.67 23.5% with other compared (Cost is modes) (%2:71) Available 191.61 13.7% 23.4% 17.2% 1.8% 18.9% 20.8% 10.8%11.8%19.2% <17.6%> All Times Home to School, School to Home Home to Work, Work to Home (Sub-total Business & Official) Personal & Social Affairs Employer's business Trip Purpose Other to home Own Business Other to work Recreational Shopping Others **FBHO** I otal

Source: Traffic Survey by JICA Study Team

Distribution of Dominant Reason to Use Railway of Railway Passengers by Railway Line (by Main Line and Branch Line) (Share Ratio: %)

		Dominant Re	Dominant Reason to Use Railway as Usual Transport	ailway as Usu	ual Transport				-	<b></b> 0
		Available	Travel Cost	There is	Travel Time	Conve	Safety	Comfort	Others	Ictol
	2	All Times	(Cost is	no other	(Travel	nience				
:			reasonable	alternative	tume					
			compared		is faster					
			with other		pur					
			modes)		suitable)				(	
(Main)	(Main Line)		:		а 1	-				
	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%	926	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%
(Bran	(Branch Line)					1			а 14	
	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%		1.6%	4.7%	6.2%	12.1%	2.0%	100.0%
	(Branch Line Sub-total)	<24.8%>	<%6'92>	<11.2%>	<%71>	<10.2%>	<%7%>	<%9.5>	<2.8%>	<100.0%>
(Gran	(Grand Total)	<17.6%>	<29.2%>	<1.5%>	<1.4%>	<12.4%>	<17.3%>	<10.9%>	<3.7%>	<100.0%>

Source: Traffic Survey by JICA Study Team

Λ-27

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

		Trip Purpose												
	And	Mothe/Work Hot	Home/School	Other to	Other to	Sunddow,	Own	timployer's	Official	(Sub-total	l'ereonal &	Kecreational	Ohem	Total
		Work/Home	Work/ Home School/ Home	Чоте	Work		BUNKATING	Businees		Busideoff.)	Busi.4O((L) Social Atfairs	-		
Bus Passengers	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.													
Cairo - A	Cairo - Alexandria Corridor	26.0%	14.5%	10.7%	1.8%	3.2%	8.0%	5.2%	6.6%	(78%)	17.9%	.6%	4.3%	100.0%
Cairo - A	Cairo - Aswan Corridor	11.7%	2.1%	20%	1.9%	1.1%	6.3%	7.1%	7 2%	C0.5%)	24.0%	1.3%	10.5%	100.0%
Bus Total		<%6.02	<11.9%>	<14.8%>	<1.8%>	2.1%	0.4%	<5.9%>	<6.8%>	(20.1%)	<20.1%>	<1.5%>	<6.5%>	<100.0%>
Inter-City Taxi Passengers	assengers	-										1		
Cairo - Al	Cairo - Alexandria Corridor	20.2%	8.3%	17.4%	2.5%	4.8%	8.4%	5.2%	5.9%	(761)	17.3%	3.3%	6.7%	100.0%
Cairo - A:	Cairo - Aswan Corridor	13.0%	8.3%	21.3%	0.9%	1.3%	0.3%	. 5.3%	4.6%	(% 2.61)	25.9%	1.2%	8.5%	100.0%
Bus Total		<17.7%>	<8.3%>	<18.9%>	<1.9%	<1.6%	<8.7%>	<5.3%>	<5.5%>	(19.4%)	<20.3%>	<2.5%	<7.3%>	<100.0%>
Bus and Inter-Ci	Bus and Inter-City Taxi Passengers						. 							
Cairo - Al	Cairo - Alexandria Comdor	23.1%	11.4%	14.1%	2.2%	*0*	3.28	5.2%	% 2'9	(7%)	17.6%	2.5%	5.5%	100.0%
Carro-A	Cairo - Aswan Comdor	32.3%	7.7%	21.9%	2.4%	1.2%	7.8%	6.2%	5.9%	(°%-6'6')	24.9%	1.2%	9.5%	100.0%
Bus Total	N	<%0.91>	<10.1%>	<16.9%>	<1.9%>>	<3.0%>	<8.0%>	<5.6%>	<6.1%>	(%261)	<20.2%>	20%	<6.9%>	<100.0%>
Source: Th	Source: Traffic Survey by JICA Study Team	Study Team											ĺ	

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 : %) <6.0%> 3.8% 8.4% 6.2% .0.0% 10.3% <9.1%> Ohers: 18.8% 16.5% <16.9%> 14.2% <13.4%> Studenta 31.0% 24.0% 22.0% 27.4% *€1:1*% <33%> Government Officials (19.0%) (%5.61) (%21.7%) (20.0%) (19.6%) (15.5%) (18.2%) (Sub-total Employee) 8.4% 7.20 <8.0%> 8.2% 6.7% 0.7% 8.3% 6.9% Employee (Tertiary. (ndustry) 11 4% 14.5% 10.6% 8.8% <10.5%> <12.0%> 11.0% Employee (Secondary Industry) <0.8.0> 17.8% <18.5%> 23.3% 24.8% 21.3% 19.0% Business Ś 1.9% 4.5% 2.3% 6.0% <3.59 W 2.1% <..... Parmer or Fisherman 2.9% 3,8% <3.2%> 37% <3.2% 3.3% Housewife 3.6% 7.1% 72% 4.0% <4.8% <5.4%> Unemployed Type of Job Cairo - Alexandria Corridor Cairo - Alexandría Corridor Cairo - Aswan Corridor Cairo - Alexandria Corridor Bus and Inter-City Taxi Passengers Cairo - Aswan Comidor inter-City Taxi Passengers Bus Total Bus Total Bus Passengers

100.0%

Total

<100.0%>

100.0%

100.0%

<100.0%>

100.0%

100.0%

10.2% <7.6%

12.7% <15.1%>

21.9%

(18.6%) (%1.61)

11.7% <11.3%>

25.5%>

<7.5%

<1.2%>

<.2%

32%

<100.0%>

<5.1%> Source: Traffic Survey by JICA Study Team Bus Total

Cairo - Aswan Comidor

Distribution of Type of Job / Trip Purpose of Bus/Inter-City Taxi Passengers by Bus and Inter-City Taxi

		Trip Purpose												
		Home/Work Home/School	Home/School	Other to	Other to	Shopping	ę	Employe's	Official	(Sub-total	Personal de	Recreational	Others	Total
	<u> </u>	Work/Home School/Home	chool/Home	Home	Work		Busancess	Buan ese		BusideOffi.)	Social Affairs			
(Bus Panerngers)														
Unemployed		5.5%	1.6%	29.7%	0.8%	4.7%	0.9%	3.9%	0.0%	(4.7%)	28.1%	1.6%	23.4%	100.0%
Housewite		15	12%	24.4%		5.8%	0.0%	1.2%	1.2%	(2.3%)	52.3%	0.0%s	S.1%	100.0%
Farmer / Pisherman	1	8.0%	1.1.1	28.0%	7.7%	4.0%	4,0%	4.0%	0.0%	(8,0%)	30.3%	0.0%	14.7%	100.0%
Self-Business		16291	727	11.0%	1.8%	225	35.2%	2.8%	0.4%	(38,4%)	17.3%	2.0%	\$ <b>.</b> \$	100.076
Employee (Secondary)	(Val)	21.4%	3,600	32.3%	194	1.65	0.6%	34.9%	2.2%	(947.76)	20.4%	1.9%	3.1%	100.0%
Employee (Tertiary)	Ę	30.3%	0.5%	15.2%	4.7%	0.9%	1.9%	4.3%	14.7%	(20.9%)	227%	%6'0	2.8%	100.0%
Government Officials	ctals 1	38.2%	1.7%	12.0%	2.496	1.9%	1.1%	1.0%	17.8%	(19.9%)	19.0%	- 0.8%	4.2%	100.0%
Students		3.3%	65.076	12.9%	0.2%	500	0.7%	0.2%	0.0%	(7,610)	10.9%	27%	4.0%	100.0%
other		16.1%	0.6%	25.0%	1.9%	1.2%	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%>	<27.49%>	<	<¢#%>	(20.1%)	<20.1%>	<1.3%>	< 936.37.	<100.0762
(Inter-City Taxa Passengers)	ters)											:		
Unemployed		27%	0.7%	27.4%	220	6.1%	%20	%20	2.076	(3.4%)	23.8%	4.1%.	21.1%	100.0%
Housewife		2.3%	2.3%	20.9%	124	10.5%	12%	%T L	0.0%	(2.3%)	50.0%	0.0%	10.5%	100.0%
Farmer / Fisherman	LAN	7.2%	\$40.0	30.2%	3.1%	9.44°	4.2%	0.0%	3.1%	(7.3%)	27.1%	2.1%	13.4%	100.0%
Self-Business		26.61	0.2%	17.9%	1.9%	6.0%s	32.55	2,015	0.3%	(33.9%)	162%	2.8%	5.2%	100.0%
Employee (Secondary)	(Vieto)	22.4%		MC.CI	27%	24C"O	1.4%	38.176	0.7%	(40.27c)	14.0%	2.1%	3.H%	100.0%
Employee (Tertlary)	(Â	32.2%	0.0%	17.3%	3.49%	2.4%	0.0%	1.4%	14.4%	(15.9%)	22.6%	2.4%	3.2%	100.0%
<b>Government Officials</b>	ficials	31.1%	0.8%	17.2%	1.6%	1.4%	0.3%	1.1%	16.7%	(18.2%)	22.1%	2.8%	4.74	100.0%
Students		3.6%	\$5.2%	*621	260	1.6%	0.3%	0.0%	0.0%	(%0)		2.5%	5.95	100.07
Others	-	13.0%	0.0%	25.5%	4.07	4.0%	2.4%	3.19%	0.8%	(0,0%)		2.0%	17.4%	100.07
(fotal)		<17.7%>	<8.3%->	<18.9%>	<1.976>	<3.6%>	<8776>	<2%25>	< 45.0>	(19.4%)	<20.3%>	<2.7%>	<7.2%>	<100.0%>
(Bus + Inter-City Taxi Pasengers)	Pasengers)													
Unemployed		4.0%	31.1%	33.8%	0.7%	5.3%	0.776	2.2%	1.1%	(*00*)	25.8%	2.9%	72.02	100.0%
Housewife		3.5%	1.7%	22.7%	121	8.1%	0.6%	2671	0.6%	(23%)	512%		9.7%	100.0%
Farmer / Pisherman	uru	7 49%	*#0°0	29274	2.97.	7.0%	4.1%	1.6%	1.8%	(1.69%)	29.876	27	14.0%	100.0%
Self-Business		14.9%	* <i>ie</i> ro	14.9%	1.8%	5.9%	34.2%	2.4%	0.4%		16.7%		5.7%	100.07
Employee (Secondary)	(vnebn	21.9%	%0"36	13.6%	1.5%	1.0%	1.0%	36.4%	1.7%	(38,9%)	17.4%	20%	3.5%	100.0%
Employee (Tertiary)	. (/	31.3%	0.2%	16276	4.1%	1.7%	1.0%	2.9%	14.6%	(18.4%)	23.2%	1.2%	3.3%	100.0%
<b>Covernment Officials</b>	فلدين	34.9%		14.476	2.0%	1.7%	0.7%	1.0%	17.3%	(19.1%)	20.5%	1.8%	4.5%	100.0%
Students		-24%- C	Ľ	12.7%	95°0	0.7%	0.3%	0.1%	0.0%	(0,6%)	12.4%	2.6%	4.7%	100.0%
Others		162%	250	25.3%	3.2%	2.9%	2.0%	3.4%	2.7%	(21-2)	24.6%	1.7%	. 17.7%	100.0%
į														

Source: Traffic Survey by JICA Study Team

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

(Share Ratio : %)

		Personal Inco	me (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	Totai
8us	Passengers	I		<b>_</b>			<b>I</b>	
	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%>	<17%>	<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%>
8นร	and Inter-City Taxi Passengers					······································	· · · · · · · · · · · · · · · · · · ·	
	Cairo - Alexandria Corridor	33.4%	33.7%	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%>	<16%>	<0.8%>	<100.0%>

Source: Traffic Survey by JICA Study Team

### 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 : %)
	Dominant Re	ason to Use B	us/Inter-City	as Usual Tran	sport				
	Available	Travel Cost	There is	Travel Time	Conve-	Safety	Convort	Others	Total
	All Times	(Cost is	no other	( Travel	nietwe				
		reasonable	alternative	time					
		compared		is faster					
Trip Purpose		with other		and					
	:	modes)		suitable)					
ius Passengers					., <b></b>	ı			
Home to Work, Work to Home	241%	15.5%	2.4%	3.5%	23.2%	8.3%	18.2%	5.0%	100.09
Home to School, School to Home	24.1%	15.0%	3.9%	3.2%	162%	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%	37%	5.2%	15.2%	12.0%	29.3%	6.8%	100.0
Official	16.7%	13.4%	38%	4.B%	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%)	(100.09
Personal & Social	21.2%	10.5%	3.0%	3.7%	19.3%	11.0%	25.1%	62%	100.0
Recreational	17.3%	3.8%	7.2%	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)	<21.4%>	<11.5%>	<3.3%>	<3.9%>	<19.1%>	<9.9%>	<23.9%>	<7.0%>	<100.0%
nter-City Taxi Passengers	×21,478×	1 41.3762			\$17.145				
Home to Work, Work to Home	40.4%	1.1%	12%	19,4%	35.4%	0.3%	15.4%	3.9%	100.0
Home to School, School to Home	31.0%	1.1%	7.1%	25.8%	13.8%	0.3%	16.0%	4.9%	100.0
Other to home		1.2%	6.1%	27.9%	13.4%	0.7%	16.3%	9.0%	100.0
Other to work	25.3%	\$.9%	1.7%	25.9%	6.9%	0.0%	10.3%	1.7%	100.0
	45.6%	+ · · · · · · · · · · · · · · · · · ·		22.9%	15.7%	2.9%	12.9%	6.4%	100.0
Shopping Own Business	37.1%	0.7%	14%	26.8%	14.3%	0.6%	18.8%	3.0%	100.0
·	29.8%	3.9%	3.0%		14.5%	1.4%	15.4%	5.1%	100.0
Employer's Business Official	29.9%	0.5%	2.3%	30.8%	9.6%	0.4%	17.0%	2.2%	100.0
(Sub-total Business & Official)	33.6%	1.3%	2.2%	33.6%	-	(0.8%)	(17.3%)	(23%)	(100.0
Personal & Social	(33.9%)	(2.2%)	(2.6%)		(13.0%) 13.7%	1.5%	15.1%	62%	100.0
	33.1%	1.0%	3.5%	22.9%	7.6%	0.0%	16.5%	0.0%	100.0
Recreational	45.6%	10.1%	5.1%				16.3%	17%	100.0
Others	35.6%	4.3%	3.9%		15.0%	0.9%	<15.8%>	<5.2%>	<100.09
(Inter-City Total)	<33.3%>	<2.5%>	<1.1%>	<24.5%>	<13.7%>	<0.8%>	<15.0%		<100.0,
Total of Bus and Inter-City Taxi		F	T	1			14.07	4.4%	100.0
Home to Work, Work to Home	32.1%		3.3%		19.3%	44%	16.8%	6.0%	100.0
Home to School, School to Home	27.1%	· · · · · · · · · · · · · · · · · · ·	5.3%	· · · · ·	15.1%	5.9%	17.9%	8.9%	100.0
Other to home	22.1%		1.4%		15.1%	6.1%	232%	2.8%	100.4
Other to work	367%	·	3.7%		12.8%	2.8%	147%	5.5%	100.0
Shopping	35.9%	1	<b>↓</b>		15.9%	5.0%	16.8%		100.0
Own Business	26.9%	ł	•	1	15.5%	3.7%	23.0%	3.9%	
Employer's Business	24.4%		t	·····	15.3%	6.4%	22.0%	5.9%	100.0
Oíficial	25.6%		t · ·		16.7%	3.4%	19.9%	4.6%	100.0
(Sub-total Business & Official)	(25.8%)			1	(15.8%)	(1.4%)	(21.7%)	(1.7%)	
Personal & Social	27.5%	<u> </u>	f	1	15.4%	5.9%	19.8%	6.2%	100.0
Recreational	3149	t	{ · · · · · · · · · · · · · · · · · · ·		12.2%	5.3%	18.3%	6.1%	100.0
Others	26.6%	<b>*</b>	1	1	17.0%	6.1%	19.2%	8.3%	100.0
(Bus and Inter-City Total)	<27.5%>	< 6.9%>	<37%>	<14.4%>	<16.4%>	<5.3%>	<19.8%>	<6.1%>	<100.09

Source: Traffic Survey by JICA Study Team

Summary of Railway Passengers' Comments for Railway Services (Main Line ; Cairo - Alexandria)

	(Main Line ; C		Alexandri			<u>````````````````````````````````</u>
	9				<u></u>	Telal
2) Clas		(a)	(6)	(0)	<u>(d)</u>	Total
········	·	1st AC	2nd AC	2nd	3rd	
3) Num	ber of Passengers Obtained Comments :	21	21	41	57	143
4) Com	ments					· · · · · · · · · · · · · · · · · · ·
(3)	Related to Services					
(a-1)	Related to Coaches					
. ,	- Good Service (Reasonable) in General	6	1	2	3	2
	- To Improve Services (To Maintain in General)	1		13	12	
	- Noisy (Vibration of Train)					
	- Crowded	<b></b>		<del></del>	6	<u> </u>
				9	20	3
	- More Cleaning	5	1			
	- To Improve Windows			5	16	
	- To Improve Seats			4	4	
	To Improve Doors			1	4	
	- To Improve Lights			3	4	
	- To Improve Toilets	. 1		2	3	
	- To Improve Water Supply	1. A. A.				
	- Trash Box					
	- To Isolate Smokers		3	1		·····
	- More Telephone	5				
	- Medical Care					· · ·
	and the second s		1	·		
	- Entertainment	<u>-</u>				
	- To Improve Quality of Foods Sold in Coaches		·			
	<ul> <li>Foods Prices Sold in Coaches Too Expensive</li> </ul>		1	i		
	<ul> <li>More Seats for Conductor Ticket</li> </ul>					
	(Sub-total)	(19)	(18)	(40)	(72)	(14
(a-2	Related to Stations					
	More Places to Buy Tickets	1	· ·			
	To Improve Ticket Windows					
;	(More Ticket Window at Station)	<b>.</b>				
	- To Install Ticket Office at each Station					
	- More Information Center at Station					
•	- To Improve Station Building					
	(Sub-total)	= 0				(
	Related to Train Operation		L			<u> </u>
(b)		r	1	0	( <u> </u>	
	- To Follow the Schedule (Punctuality)	<u> </u>	<b>↓</b>	8	12	
	- Speed up		!		2	
	To Adjust the Train Schedule to Meet	1 E		1	4	
	Passengers' Need				<b></b>	
	- To Reduce Waiting Time for Passing Train	·	L			<u> </u>
	- More Train		3	8	3	
	- More Coaches			4	9	
	- Faster Train	1	1			
	- Double Tracks		1		[]	
	- Track Maintenance		1		<u> </u>	
	(Sub-total)	(2)	(4)	(22)	(30)	(
(_)	Related to Fares	<b></b>	<u> </u>	<u> </u>	<u> </u>	
(c)		1			<del></del> ر	
	- Don't Change Fares		·		4	
	- To reduce fares of Season Ticket	ł	+		┟───╂	^
	- To Improve Services Then Raise Fares	<b>_</b>		i		· · · · · · · · · · · · · · · · · · ·
	- If Raising fares, Change Other Modes	ļ	<u></u>	L	<u> </u>	
	- Small Fare Raising is Acceptable	<b>_</b>			[]	
	To Continue to use Train Even if Changing Far				<u> </u>	
	(Sub-total)	(2	) (1)		(1)	(
(d	Others					
	- To Privatize ENR	T	1	r	11	·····
	(Sub-total)	1	<b></b>		┟────┦	

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

Summary of Railway Passengers' Comments for Railway Services (Mate Line Colors, Aswed)

••	(Main Line : C	airo As	#an)			
(h) Line	e Category : MainLine :	Cairo - A	Aswan			
(2) Cla		(a)	(b)	(0)	(d)	Total
() (14		1st AC	2nd AC	2nd	3rd	(
(3) Nur	nber of Passengers Obtained Comments :	22	27	47	51	147
(4) Con		<b></b>	L			
	Related to Services	······				
(a-1	) Related to Coaches	3	r	T	T	
	- Good Service (Reasonable) in General	4	4	4		10
	- To Improve Services (To Maintain in General)	4	4			
	- Noisy (Vibration of Train)			4	'	1
	- Crowded		<u>-</u> _	8		- 4
	- More Cleaning	8	5	8		
	- To Improve Windows		·	16		3
	- To Improve Seats					
	To Improve Doors	2			4	
	<ul> <li>To improve Lights</li> </ul>			4	2	
	To Improve Toilets	6	5	- 14	. 9	3
	- To Improve Water Supply		2	1	1	: :
	- Trash Box					
	- To Isolate Smokers	5	6			1
	- More Telephone	r	4			
	- Medical Care		7			
	- Entertainment			1		
	- To Improve Quality of Foods Sold in Coaches	2				
	<ul> <li>Foods Prices Sold in Coaches Too Expensive</li> </ul>	1	7			
	More Seats for Conductor Ticket	<u> </u>	1			
	(Sub-total)	(32)	(41)	(60)	(67)	(200
	A STATE OF THE OWNER AND A STATE OF				والكسيد ويرجيها	
(8-	2) Related to Stations	Т	T			. <b></b>
	More Places to Buy Tickets	<b></b>	2			
	- To Improve Ticket Windows		2		•	
	(More Ticket Window at Station)	- <b> </b>	<b> </b>	. <b></b>		÷
	- To Install Ticket Office at each Station	·	· · ·			
	- More Information Center at Station				· · ·	<u> </u>
	- To Improve Station Building					
	(Sub-total)	<u></u>	(3)		(1)	(
(b)	Related to Train Operation			;		
	- To Follow the Schedule (Punctuality)	(	5 5	1	9	
	- Speed up		2	Į.		
	- To Adjust the Train Schedule to Meet		· .		2	
	Passengers' Need	1 - A - A	$X = \{1, \dots, n\}$			
	- To Reduce Waiting Time for Passing Train			:		
	- More Train	1	i	3	4	
	- More Coaches		· ·	6	14	:
	- Faster Train		1			
	- Double Tracks	-			tl	
	Track Maintenance				{}	
		(9	) (8)	(17)	(29)	(6
	(Sub-total)	<u></u>	/ <u> </u>	میں		
(6	Related to Fares	,	2 2	1	<u>,                                     </u>	
	- Don't Change Fares		°		<u> </u>	
	- To reduce fares of Season Ticket		÷			
	- To Improve Services Then Raise Fares			<b>.</b>		
	- Il Raising fares, Change Other Modes	<b></b>		<b>}</b>	╂─────┨	
	- Small Fare Raising is Acceptable	<u> </u>	· <b> </b>	┨	<b>├</b> ┃	
	- To Continue to use Train Even if Changing Fa	165	+	Į	┟────┨	
· · · ·	(Sub-tots)	(2	) (2)	<u>l</u>		
(0	d) Others			T	r	
	- To Privatize ENR			<b> </b>		
	(Sub-total)					
	(Total)	(43	) (54)	(77)	(97)	(27

(Total) (33) (34)] Source: Traffic Survey (Railway Passengers Interview Survey) by JICA Sudy Team

Summary of Railway Passengers' Comments for Railway Services

1) Line Category : MainLine :	Calro -	Port Sald	<u>.</u>		
2) Class		(b)	(c)	(d)	Total
		2nd AC	2nd	3rd	
3) Number of Passengers Obtained Conuments :		8	14	15	37
4) Comments	<b></b>				· · · ·
(a) Related to Services					
(a-1) Related to Coaches					
- Good Service (Reasonable) in General	<b></b>				
- To Improve Services (To Maintain in General)	· · ·	1	4	7	1
- Noisy (Vibration of Train)					
- Crowded					
More Cleaning		1	2	2	· · · · ·
- To Improve Windows				Ĩ	·
- To Improve Seats			*		
- To Improve Doors					
To Improve Dools					<u></u>
- To Improve Lights	··		·· • ···· · · · ·	2	
To Improve Toilets		:		<u> </u>	
- To Improve Water Supply	· · · · · · · · · · · · · · · · · · ·				
- Trash Box					
- To Isolate Smokers					
- More Telephone				· ·	
- Medical Care					
- Entertainment				· · ·	<u> </u>
- To Improve Quality of Foods Sold in Coaches					
<ul> <li>Foods Prices Sold in Coaches Too Expensive</li> </ul>					
<ul> <li>More Seats for Conductor Ticket</li> </ul>	·		· .		
(Sub-total)		(2)	(7)	(12)	(21
(a-2) Related to Stations			2		
<ul> <li>More Places to Buy Tickets</li> </ul>					
- To Imorove Ticket Windows		1			
(More Ticket Window at Station)					· · .
- To Install Ticket Office at each Station			·	:	
- More Information Center at Station				·	
To Improve Station Building					
(Sub-total)		(1)			
(b) Related to Train Operation					<del>بينة حديد وسينة متعينية</del>
- To Follow the Schedule (Punctuality)	·	4	4	5	1
- Speed up		i	4		·
- To Adjust the Train Schedule to Meet			i		<u>`</u>
Passengers' Need			1		
- To Reduce Waiting Time for Passing Train		1		2	
- More Train		3	7		1
- More Coaches		4	4	4	<u> </u>
- Faster Train		<u> </u>			
- Double Tracks		2			
- Track Maintenance			(00)		
(Sub-total)		(14)	(20)	(15)	(49
(c) Related to Fares	******	<b></b>			
- Don't Change Fares	ļ	<u>                                     </u>			
- To reduce fares of Season Ticket					
- To Improve Services Then Raise Fares					i
- If Raising fares, Change Other Modes	<b>.</b>				
- Small Fare Raising is Acceptable				T	
- To Continue to use Train Even if Changing Fare	\$				
(Sub-total)	[	(1)			(1
(d) Others					
- To Privatize ENR	1		1		
(Sub-total)			(1)		()
(Total)	<u> </u>	(18)	(28)	(27)	(73

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

### Summary of Railway Passengers' Comments for Railway Services

i) Line (	(Main Line : To Category : MainLine :				r	· · · · · · · · · · · · · · · · · · ·
2) Class	X	(2)	(b)	(c)	(d)	Total
		1st AC		2nd	3rd	
3) Numb	er of Passengers Obtained Comments :	43	56	105	123	327
4) Comm	ients					·····
(a) ]	Related to Services					
(a-1)	Related to Coaches					
	- Good Service (Reasonable) in General	9	11	2	3	2
	- To Improve Services (To Maintain in General)	5	. 5	21	23	
	- Noisy (Vibration of Train)		1	4	1	
	- Crowded				13	1
	- More Cleaning	13	7	19	41	
	- To Improve Windows			22	36	
ļ	- To Improve Seats	1	·	4		
	- To Improve Doors	2		1	8	<u>_</u>
ļ	- To Improve Lights	:		7	6	
Ļ	To Improve Toilets	7	5	16	14	
· • •	- To Improve Water Supply		2	·1	<u> </u>	
Ļ	- Trash Box					<u>.</u>
	- To Isolate Smokers	5		1	· · · ·	
L	- More Telephone	5	4			
Ļ	- Medical Care		7			
	- Entertainment	1	<u> </u>	1		
ŀ	To Improve Quality of Foods Sold in Coaches	2			· · · · · ·	· · · · · · · · · · · · · · · · · · ·
- F	- Foods Prices Sold in Coaches Too Expensive	1	8			
	More Seats for Conductor Ticket     (Sub-tetel)	(51)	(61)	(107)	(151)	(36
	(Sub-total)	(51)	(01)	(107)	(151)	(50
(a-2) [	Related to Stations	1	<b></b>			
ŀ	- More Places to Buy Tickets	1	3			
	To Improve Ticket Windows		- 3		1	
ŀ	(More Ticket Window at Station) - To Install Ticket Office at each Station		;}			· · ·
· · }	More Information Center at Station		<u> </u>			<u></u>
ŀ	More information Center at Station     To Improve Station Building					· · · ·
ł	(Sub-total)	(1)	(4)		(1)	(
(b)	Related to Train Operation					
í (v) r	- To Follow the Schedule (Punctuality)	7	9	19	26	
ŀ	Speed up	3	3	6	2	
ŀ	- To Adjust the Train Schedule to Meet			2	6	
	Passengers' Need					
ŀ	- To Reduce Waiting Time for Passing Train		1		2	
ł	- More Train	1	6	18		·
ŀ	- More Coaches		4	14	27	
ŀ	- Faster Train		1			
ŀ	- Double Tracks		2			
ŀ	- Track Maintenance	· · ·				
ŀ	(Sub-total)	(11)	(26)	(59)	(74)	(17
(c)	Related to Fares					
Ì	- Don't Change Fares	4	4		1	;
ł	To reduce fares of Season Ticket					
1	- To Improve Services Then Raise Fares		]			
1	- If Raising fares, Change Other Modes					
ſ	Small Fare Raising is Acceptable				· · ·	
t i	- To Continue to use Train Even if Changing Fare	8			-	
ł	(Sub total)	(4)	(4)		(1)	(
(d)	Others					
) í	- To Privatize ENR		(	- 1		
			ri	(1)	rf	
. ł	(Sub-total)			<u>(I)</u>		

(Total) 67 95 Source: Traffic Survey (Railway Passengers Interview Survey) by JICA Sudy Team

	Category : Branch Line :	Delta				Upper Egypt	Total
2) Clas	S	2nd AC	2nd	3rd	Total	3nl	1.1
3) Num	aber of Passengers Obtained Comments :	6	35	96	(137)	33	(1)
4) Com	uments					• <b>**</b>	
(a)	Related to Services			•	· · · · ·		
(a-j)	Related to Coaches		- <b>14</b>				
	- Good Service (Reasonable) in General	2	. T	ī	(3)		
	- To Improve Services (To Maintain in General)	2	12	13	(27)	- 8	(
	- Noisy (Vibration of Train)			· · · · · · · · ·			X
	- Crowded	<u>├</u>					
	- More Cleaning		13	31	(41)	19	((
	- To Improve Windows	2	3	21	(26)	6	<u>(</u> 3
	To Improve Seats		ī	3	(4)	3	
	- To Improve Doors				(5)	3	
	- To Improve Lights		2		(6)		
	- To Improve Toilets	3			(10)	3	(
	- To Improve Vater Supply		ť	1			
	- Trash Box	┟╺╾╼╾┙		2	(1)	┠┨-	
	- To Isolate Smokers				(2)		
				<u> </u>			
	- More Telephone - Medical Care	┠		·		<u> </u>	
	- Medical Care - Entertainment	┠───┨				1	:
		┠╂			÷		
	- To Improve Quality of Foods Sold in Coaches	╏─────┥		·			
	- Foods Prices Sold in Coaches Too Expensive						
	- More Seats for Conductor Ticket		(10)	(00)	(100)		
	(Sub total)	(9)	(34)	(85)	(128)	(41)	(1)
(a-2	) Related to Stations	r					
	- More Places to Buy Tickets						
	- To Imorove Ticket Windows						
	(More Ticket Window at Station)	<u> </u>					
	- To Install Ticket Office at each Station	ļ				LL	
	- More Information Center at Station						
	- To Improve Station Building				(1)	· · · ·	
	(Sub-total)	╏ <sub>┹</sub> ╌╌╸┻┨		(1)	(1)	(1)	
(b)	Related to Train Operation	·					
	- To Follow the Schedule (Punctuality)	1	15	30	(46)	16	
	- Speed up		2	3	(5)	1	
3 ; •	- To Adjust the Train Schedule to Meet			5	(5)	_ f	
: ;	Passengers' Need	<u> </u>					<u> </u>
	- To Reduce Waiting Time for Passing Train		2		(2)	1	
	- More Train		13	22	(35)	1	(3
:	- More Coaches	1	2	-14	(17)	5	(
	- Faster Train			12	(12)		()
	- Double Tracks		2	12	(14)	3	()
	Track Maintenance			2	(2)		
	(Sub-total)	(2)	(36)	(100)	(138)	(27)	(10
(0)	Related to Fares						
4	- Don't Change Fares		I	3	-3	2	
	To reduce fares of Season Ticket		1	1			
	- To Improve Services Then Raise Fares		1	3	4	1	.
	- If Raising fares, Change Other Modes			1	1		
	- Small Fare Raising is Acceptable			2	2	<b> </b>	
		<u>k</u>	}		1	1	
•	- To Continue to use Train Even if Changing Fare			-			
•	- To Continue to use Train Even if Changing Fare (Sub-total)	<u></u>	- m	(10)	an	(4)	$\sim \sim 0$
	(Sub-Ictal)		· ()	(10)	(11)	(4)	(
(ð)	(Sub-total) Others		<u>. ()</u>	(10)	(11)	( <u>4)</u>	(
(ð)	(Sub-Ictal)	 	<u>()</u>	(10)	(11)	(4) 	(

### Appendix 3.6.21 Summary of Railway Passengers' Comments for Railway Services

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

302.2 211.3 304.4 308.6 298.6 Fiscal Year 1979/80 1980/81 1981/82 1982/85 1983/84 1984/85 1985/86 1986/87 1987/88 1988/89 1989/90 1990/91 1991/92 1992/93 1993/94 1994/95 274.7 481.2 258.7 539.1 293.1 390.5 320.7 (0.001=78/3861) 463.4 243.6 286.6 211.3 288.2 282.3 264.8 271.9 260.5 373.1 528.7 275.6 187.0 264.8 251.5 245.1 258.9 244.6 329.8 409.4 221.1 502.7 334.7 233.0 199.0 216.3 230.3 187.7 240.5 307.1 206.9 171.3 235.8 334.7 192.4 184.9 153.9 173.2 179.9 226.3 141.1 261.7 163.7 197.5 146.6 152.4 158.8 164.8 156.9 141.7 169.6 167.7 118.0 232.0 149.1 125.5 128.4 N.A 145.1 1063 126.6 138.4 144.5 183.3 130.7 NΝ A.N N.A 112.0 109.5 113.9 114.8 109.6 111.1 105.5 129.7 ΥN ΥZ N.A 10.01 100.01 100.0 100.01 100.0 100.0 N.A 100.0 100.00 ×۷ Ϋ́́́ N.A 80.6 88.6 79.7 914 81 89.3 92.7 ΥN ۷ N A.N <u>N.A</u> 64.2 88.1 68.7 66.1 89.4 811 79.3 83.9 AN ∢ Z ΥN N.A 50.0 83.4 0 0 8 0 73.7 25 848 68.7 A.V < 7. ΥZ 80.8 8.7 91.2 82.9 63.7 58.1 78.7 39.1 N.N N. ΥN ۲Ż. <u>33.4</u> 60.2 44.1 41.8 51.2 649 68.5 1.68 N.N ΥN Υ ΥZ <u>30.0</u> 58.5 31.4 37.1 50.3 52.9 51.7 47.1 A Z  $\leq Z$ A N 34.0 30.5 N.A. 28.1 <u>502</u> 52.1 404 30.1 50.1 ۲Ż. ΥZ マス Communication 3) Communication 7) Recreation & All Items (1) Food Beverages Transportation 2) Purchased Transportation Misceoilaneous source : CAPMAS (4) Furniture & Equipment
 (5) Medical Care (3) Rent Power & (6) Transport & 2) Clothing & Education Group/Section Footwear Tobacco 1) Private Fuel

Appendix 3.7.2 Weights of Major Components of Consumer Price Indexes

	No o'	Commogities	553.0	196	97		11		88		28	23		10		7		6	37		22	
	Cairo		1000.0	511.2	88.0	<u>.</u> !	74.8		52.7		50.2	68.5	:	33.2		28.3		7.0	80.7		73.9	
	Alexandria		1000.0	534.4	82.2		65.2		55.6		50.2	70.8		26.1		38.5		6.2	69.2		72.4	
	Canal		1000	530.4	96.1		80.0		54.5		42.7	82.4	*	55.2		22.6		4.6	61.5	 - -	52.4	
	I OWPT	Egypt	1000	559.5	86.8		104.7		43.6		44.9	55.7	:	30.2	<u></u>	20.0	•	5.5	59.7		45.1	
Trhon	1 Inner	Egypt	1000	567.8	77.9		6.00		46.2		40.0	57.6		29.3		22.6	· · ·	5-7	63.1		49.8	
	Rorder	Lands	1000	533.1	67.9		142.2		33.2		48.6	59.8		38.2		13.2	· · ·	8.4	54.6		60.6	
Iw		Egypt	1000	626.1	77.9		106:90	•	47.0		37.9	27.6	. :	1.6	· · ·	24.4		1.6	42.1	-	34.8	
Q	ч [	Egypt	1000	664.7	70.2		101.0		35.2		30.7	28.7		2.1		25.4		1.2	37.3	· · ·	32.2	
	Ground/Saction		All Items	(1) Food Beverages & Tobacco	(2) Clothing &	Footwear	(3) Rent Power &	Fuel	(4) Fumiture &	Equipment	(5) Medical Care	(6) Transport &	Communication	1) Private	Transportation	2) Purchased	Transportation	3) Communication	(7) Recreation &	Education	(8) Misceollaneous	

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

Appendix 3.7.3 Tariff Structure of Passenger for ENR

[1995]				(Uni	(Unit: P.T/pass.km.)	cm.)
Type	Type of Service		Ra	mge of Dis	Range of Distance (km.)	
		1 - 40	41 - 100	101 - 300	41 - 100 101 - 300 301 - 500	> 501
l 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	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

A-39

Appendix 3.7.4 Average Fare Per Passenger of East Delta Bus Company

< 50	200 201-300 5 3.67 1 7.10 8 16	301-400 9.00 9.92	401-500	501-600	601-700		
0.69         1.38         3.35           1.10         1.91         4.71           -         3.38         6.19	5 3.67 1 7.10 0 8.16	9.00 9.92	- 10 83	•		<1.500	2,500
x 1.10 1.91 4.71 - 3.38 6.19		9.92	10.83			I	•
3.38				1	20.88	•	T
		11.41	13.83	26.20	24.14		•
A/C & Video - 4.00 7.46	6 9.58	14.67	8	33.00	27.00	•	•
High Deck Domestic 10.00 *1) 3.28 9.29	9 12.50	19.00	23.00	38.88	42.5 *2)	•	-
International -	•		1	100.00	k	100*3)	175 *3)

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

A-40

Appendix 3.7.5 Average Fare Per Passenger of Middle Delta Bus Company

1994/95

-	-		
			Distance (km.)

Type of Service			Ŗ	Range of Distance (km.	tance (km.)	· · · ·	
	S V	51-100	51-100 101-150 151-200 201-300	151-200	201-300	301-350 351-400	351-400
Nomal/Economy	0.62	1.53	2.14	•	•	•	
Express	0.93	5.00	3.44	4.35	6.22		15.00
Delux	1	1.83	4.00	5.13	6.75	14.00	1
AC Golden Arrow	ł	3.75	5.18	6.25	88.8 888.8		•
High Deck	•	5.00	and a sumary of the		14.00	•	
Source The Middle Dolts Bue Commany	to Rue Com.	Vuev					

Source : I he injudie John pus Company

Appendix 3.7.6 Average Fare Per Passenger of West Delta Bus Company

Type of Service				R	ange of Dist	ance (km.)			
	< <u>~</u> 20	51-100	101-200	201-300	301-400	401-500 501-600	501-600	601-700	808 808
Vormal/Express, Deluxe	0.62	1.71		8.17	1		13.50	•	•
V/C, A/C & Video	1	2.00	6.33	12.00	14.20	e	19.75	24.00	36.00
figh Deck Domestic	•	i	I	20.50	19.00	1 <b>4</b>	30.00	•	42.00
International		•		•	1	•			75.00

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

(Unit: LE/pass.)

[26/9661]

A-41

Type of Service				Ra	Range of Distance (km.	ance (km.)	:				
•	8 8	51-100	101-150	201-30	301-400	401-500 501-600	501-600	601-700	800-1000	800-1000 1000-1050	1050<
Nomal/Economy	•	•	5.00	5		•	35.00	40.00	40.00	40.00	60.00
Express	,	•	6.17	10.50	ŀ	22.00	21.50	32.00	•	•	5
Delux		1	3.88	- 7.50	1 ·	15.00	22.00	24.00	•	ı	4
AC Golden Arrow	•	1	6.00	88	13.00	15.00	16.00	22.50	28.00	28.00	•
High Deck Domestic	1.25	2.75	3.36	8.50		•	16.00	19.00	1	8	1
International	0.56	1.13	2.25	*	•	•	-	-		•	5
Source : The Upper Egypt Bus Company	x Bus Comp	any.									

1

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

A REAL PROPERTY OF A REA

[1994/95]							:	-	(Unit: PT/pass.km.)	ass.km.)
Type of Scrvice				<b>Д</b> 1	Distance (km.)	r.)				
	25.00	75	150	250	350	450	550	650	1,500	2,500
Normal/Express	2.75	28.1	2.24	1.47	2.57	•	1	•		
Delux	4.40	2.54	3.14	2.84	2.83	2.41	<b>B</b>	3.21		
A/C		4 8 7	4.13	. 3.26	3.26	3.07	4.76	3.71	•	4
A/C & Video	•	5.33	4.97	3.83	4.19	1	6.00	4.15	•	
High Deck Domestic	•	4.38	6.19	5.00	5.43	5.11	7.07	6.54	•	
International	-	•		ł		12 1	18.18	1	6.67	7.00
Source : The East Deita Bus Company	Bus Company	~		:						

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

			•				
I ype of Service			นี	Distance (km.)		•	ŗ
	25	- 22	125	175	250	325	375
Nomal/Economy	2.48	5.0 <del>4</del>	1.71		•		
Express	3.72	2.66	2.75	2.49	2.49	ì	4.00
Delux		2.44	3.20	2.93	2.70	4.31	•
AC Golden Arrow		5.00	4.14	3.57	3.55	1	1
High Deck		6.67	•	1	5.60		

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

[1994/95]			:			-		(Unit: PT/pass.km.)	ass.km.)
Type of Service				ម	Distance (km.	( T			
4 •	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	•	S.45		4.20
International	1	•	•		•	•	2 2 2		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.)	tss.km.)			(Unit: PT/pass.km.)	iss.km.)
Type of Service				R	Range of Distance (km.)	ance (km.)					
	25	75	125	- 250	350	450	550	650	800	1.025	1,200
Nomal/Economy	1	1	4		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	414	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	4	•	1 - -
International	1al 2.24	1.51	1.80	•	•	1	•	•	1	-	,

Source : The Upper Egypt Bus Company

### Appendix 3.7.12 List of Commodities by Category of ENR

ategory	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	First Group for Army: Equipment, tools, chemical materials. 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

[1995]	· (	Unit:Milliems/t	on km.)
Category of	Rang	e of Distance(k	m.)
Commodity	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

Appendix 3.7.13 Tariff Structure of Freight for ENR

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

Source: Commercial Department of ENR

	Category of	Commodity	Degree of Car	Minimum Car	
Name of Commodity	Less Than	Car Load	Load Density	Load Density	Remarks
an ar an	Car Load			(ton)	ar an faith " an a faith an
Rugs and Carpet	4	5	ĸ	4	
Cinitting Needles	- 5	6	К	4	
otten Towels	5	6	<u>K</u>	4	
ilk Curtains	4	5	K	4	ant with the TOR. C. S. A. S. M. S. M.
Joke				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	<u>`</u>
Green Beans	9	10	F	6	·
Vanilla	10	11	F	6	۰ ۱۹۹۵ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹
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	Н	10	
Raw Sugar	. 12	. : 13	' H	10	
Coal					
(1) Bagged	12	13	н	10	
2) Bulky	<u>.</u>	. 13	H	10	No dealing with less than car load.
Fertilizer	12	13	H	10	There is no category numbetr of 14.
limber	10	- 11	н	10	

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

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.

Less Than Car Load 6 ton (2) Less Than Car Load 6 ton (2) Car Load 7.500 Ba	Bagged Category is upgraded from 12 to 11 (Article 6, First Part, Bagged Cargoes, clause 5, b, will be applied.) (1) Based on actual weight by using rate of category 11 Fare : 6 x 1.7227x 200=2,06497=20.641.E (2) Based on weight of car load density using rate of category 12 Fare :7.5 x 1.387T x 200=2,07077=20.71.E Fare :7.6 x 1.387T x 200=2,07077=20.71.E	Buiky Category 112 [Category number is not upgraded] (Article 6, Second Part, Buiky Cargoes, clause 3 will be applied.)
6 ton 7.Ston	<pre>ucgory is upgraded from 12 to 11 uricle 6, First Part, Bagged Cargoes, clause 5, b, will be applied.) Based on actual weight by using rate of category 11 Fare: 6 x 1.722Tx 200=2,064PT=20.64LE Pare: 7.5 x 1.38PT x 200=2,070PT=20.7LE Fare: 7.5 x 1.38PT x 200=2,070PT=20.7LE Cheaper tariff is selected of the two method mentioned above</pre>	Category :12 [Category number is not upgraded] [Article 6. Second Part, Bulky Cargoes, clause 3 will be applied.]
6 ton 7.Ston	riticle 6, First Part, Bagged Cargoos, clause 5, b, will be applied.) ) Based on actual weight by using rate of category 11 Fare : 6 x 1.722Tx 200=2.064PT=20.64LE ) Based on weight of car losd density using rate of category 12 Fare : 7.5 x 1.38PT x 200=2,070PT=20.7LE Cheaper tariff is selected of the two method mentioned above	Article 6. Second Part, Bulky Cargoes, clause 3 will be applied.)
7.Ston	Fare :7.5 x 1.38PT x 200=2,070PT =20.7LE Cheaper tariff is selected of the two method mentioned above	Based on the minimum tariff of full car-load even if the actual weight of cargo is less than the car load weght.
7.Ston	in tuis case, zo/ou.r. with oc selected. * Additional charge is imposed : Loading and unloading charge(Article 11) and insurance fee by contract.	Fare 7.5 x 1.38PT x 200=2,070PT=20.7LE
7.Ston	Category:12	Category.12
	(Article 6, First Part, Bagged Cargoes, clause 5, a. will be applied.) Based on actual weight by using rate of category 12. Fare :7.5 x 1.38PT x 200=2,070PT=20.7LE	(Article 6. First Bagged Cargoes, clause 5. a. will be applied.) Fare :7.5 x 1.38PT=10.35PT
	* Additional charge is imposed.	
3	Caregory:12	Category :12 (A fiide 6. Second Part, Bulky Cargoes, clause 3 will be applied)
<u>s</u>	(Article 6, First Part, Bagged Cargoes, clause 5, a. will be aplited.)	Based on the actual weght of cargo in case
10ton	Based on actual weight by using rate of category 12 Fare :10 x 1.38PT x 200=2.760PT=27.6LE	of exceeding the minimum tariff. Two wagons are requested and 7.5 tons and 2.5 tons are distributed to
More Than Car Load		one wagon respectively.
		(1) Minimum ton: 2 x 7.5=15tons (2) 2 and Writher (2000 free free 15000)
• •	Acuteonal coarge is imposed.	(z) Actual Weight, 10005 (158 that 1-0015) (3) Fare : 15 x 1.38PT x 200=4,140PT=41.4LE
		Three wagons are requested and 15 tons are distributed to two wagons
		and 5 ton are ditribured to one wagon.
	Based on actual weight by using rate of category 12 E.e AA - 1 3007 - 5 ANDT-55 - 71 E	<ol> <li>Mahumum ton: 3 x 7.5=22.5tons</li> <li>A stual Weight Othens (less than 22 stone)</li> </ol>
	* Additional charge is imposed.	(3) Fare : 22.5 x 1.38PT x 200=6.210PT=62.11E
· · · · · · · · · · · · · · · · · · ·		[ENR does not take care the loaded weight of each wagon.]
Type of Requset of Consignor to ENR Consignor asl	onsignor ask ENR to transport by the number of bag.	Consignor ask ENR to transport by the number of wagon.

Source : "kegulation of Hreight Tariff of ENR", Commercial Department of ENK.

Appendix 3.7.16 Freight Transport and Fare of Railway for Main Routes

[1994/95]		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1							-	-		
Category	<u>v</u>	Zon	Zone Pair	Dist	Travel	Revenue	Traffic'	Traffic Volume	Average Fare	Fare	Average Fare Based	Fare Based on
	Commodity	Ongin	Destination	(in)	Time	(ig)	(ton)	$\hat{\mathbf{x}}$	(Milliem/ton km.)	(LE/ton)	$\sim$	Tar
	•			3	(nour)	[9]	[c]	[d]	[b]/(d]	[p]/[c] {	(Milliem/ton km.)	(LE/ton)
	Petroleum Products Suez	s Suez	Oena	850	30.0		472	401.200	20.0	17.0	9.4	8.0
2	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
Ξ	Phosphate	Sebaeya	Abu Zabal	780	30.0	3,595.0	400	312,000	11.5	0.6	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
5	Wheat	Damietta	Cairo	261	6.0	18,860.0	1,300	253,500	74.4	14 S	10.3	2.0
ß	Crude Sugar	Kus	El Hawamdya	625	28.0	5,945.01	STT	360,625	16.5	10.3	6.7	42
	<b>}</b>	Kus	Gerga	145	4.0	1,444.0	294	42,630	33.9	4.9	10.3	1.5
ដ	Sugar Cane	Edfu	Kum -ompo	65	2.0	1.382.0	310	18,290	75.6	4.5	10.3	0.6
:1	Ferblizer	Abu-Ouer	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	8	36,900	20.6	12.7	6.8	4.2
Source:	Source: Commercial Department of ENR	ment 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)

.

1980/1990         1980/1990         1980/1990         1980/1993         1980/1993         1980/1994           tt         1,000 ton         Mil.ton km         1,000 ton         Mil.ton km         1,000 ton         Mil.ton km         1,000 ton           tt         -	[Inland Transport Company]									•					
Commodity1,000 tonMil.ton km1,0Chude OilPerroleum ProductsNaural GasNaural GasOrber Construction MaterialsOrber Construction MaterialsOrber Construction MaterialsOrber MineralsConal BlockWheat29578Wheat205WheatViber CorpsLive Stocks-15Manual Fred15Sugar13736Manulactured Fertilizer2483714Manulactured Fertilizer2483714Manulactured Goods13736-Mixed CommoditieeManulactured GoodsMixed CommoditieeMixed CommoditieeMixed Commoditie		1989	0661/	1990	1661/	1991/	1992	1992	/1993	1993/	1994	1994	V1 995	Annual Average	Average
attentiats         . <th< th=""><th></th><th>1.000 ton</th><th>Milton km</th><th></th><th>Mil.ton km</th><th>1,000 ton</th><th>Mil.ton km</th><th>1,000 ton</th><th>Mil ton km</th><th>1,000 ton</th><th>Mil.ton km</th><th>1,000 ton</th><th>Mil.ton km</th><th>Growth Rate(%) 1.000 ton Mil.ton</th><th>Rate<sup>(%)</sup> Mil.ton km.</th></th<>		1.000 ton	Milton km		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	Growth Rate(%) 1.000 ton Mil.ton	Rate <sup>(%)</sup> Mil.ton km.
attentials <th< td=""><td>I Crude Oil</td><td>•</td><td>•</td><td>۰</td><td>Ī</td><td>•</td><td>1</td><td>•</td><td>•</td><td>1</td><td>•</td><td>ľ</td><td>•</td><td>·</td><td>ſ</td></th<>	I Crude Oil	•	•	۰	Ī	•	1	•	•	1	•	ľ	•	·	ſ
Network         <	2 Petroleum Products		•	•			•		•					•	•
attriats $  -$	3 Natural Gas	•				1	•	•	•		•			•	•
attentiate         1         2 <th2< th="">         2         <th2< td=""><td>4 Cernent</td><td>-</td><td>•</td><td>-</td><td>•</td><td>•</td><td>•</td><td>l</td><td>-</td><td></td><td>-</td><td>-</td><td></td><td>•</td><td>•</td></th2<></th2<>	4 Cernent	-	•	-	•	•	•	l	-		-	-		•	•
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	5 Other Construction Materials	2	•			•	•	'	•	•	,	•		•	
SO7         131         422         115         379         124         360         114         453         149           235         78         8         1         2         9         1         4         5         149           235         78         188         54         172         55         55         300         9         7         2           9         16         64         18         22         5         300         9         7         2         2           9         16         64         18         22         5         300         9         7         2         <	6 Phosphate	121	29	240	8		4			133	42	181			7.2
293 $293$ <t< td=""><td>7 Iron Block</td><td>105</td><td>131</td><td>422</td><td>115</td><td>:</td><td>124</td><td></td><td></td><td>453</td><td>149</td><td>442</td><td>136</td><td>-2.3</td><td>0.6</td></t<>	7 Iron Block	105	131	422	115	:	124			453	149	442	136	-2.3	0.6
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	8 Coal and Coke					-							•	•	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	9 Other Minerals	-	•								•		R	•	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	10 Wheat	295		188			55			78	26	211	65	-5.4	-3.0
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	11 Other Cereals	61	16	す			5		4	<b>\$</b> 0	3	1.1	5	-19.2	-17.6
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	12 Pruits and Vegetable	-	-	•	•	•	•	•	•	•	•			•	•
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	13 Sugar Cane	•	•	•			٠	•	•	1	•			•	•
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	14 Fiber Crops	•				•	•	٩	•	•	۰	•		•	•
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	15 Live Stocks	•	•	•	Ť	•	• •	1	•	•	•	•	-	•	•
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	16 Animal Products	-	-	•	•	•	•	•	•	•	ŀ		•	•	•
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	17 Agn. Products	•	•	•	•	•	•	•	•	•	٢	•	•	1	•
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	18)Sugar		•	•	•	•	•			•	•	÷	L	•	·
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	19 Edible Oil and Fats			12	4	\$	17			16	2	18	9	10.3	7.0
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	20 Animal Feed	15		15		24	80			17	9	17	5	2.1	3.8
21     5     16     4     33     13     41     12     76     31       35     132     36     142     40     139     41     12     76     31       36     142     40     139     46     151     44     164     54       70     14     81     15     76     31     5     5       70     14     81     15     45     50     108     5       70     14     81     15     45     50     70     36       70     14     81     1     3     1     1     2     1       70     14     81     15     45     50     30     108     36       70     1     3     1     3     1     1     2     1       70     1     3     1     1     1     2     1       70     104     450     131     359     108     101     28     29     10	21 Beverages	· • ·	•	•	•	-	•	-	•	•	•	•	•	•	
21         5         16         41         33         13         41         12         76         31           13         137         36         142         40         139         46         151         44         164         55         56	22 Other Food Products		-	•	•	•	•		•	•	•	•	•	-	•
36         142         40         139         46         151         44         164         54           -	23 Chemical Products	21		16	4		13		17	76	31	9		-18.8	-14.2
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	24 Metal and Metal Products	137		142			46	-	44	2 2	<i>k</i>	135	46	-0.2	4.2
248         95         224         74         141         61         99         30         108         36           70         14         81         15         177         45         68         20         70         23           70         14         81         15         177         45         68         20         70         23           3         1         3         1         3         1         1         2         1         1           ods         -	25 Textiles	- -		•		-	-			•	•	•			-
70         14         81         15         177         45         68         20         70         23           3         1         3         1         3         1         3         1         2         1         1         2         1         1         1         2         1         1         2         1         1         1         2         1         1         1         2         1         1         1         2         1         1         1         2         1         1         2         1         1         2         1         1         2         1         1         2         1         1         2         1         1         2         1         1         2         1         1         2         1         2         1         2         1         2         1         2 <t< td=""><td>26 Manufactured Fertilizer</td><td>248</td><td></td><td>254</td><td></td><td></td><td>61</td><td>8</td><td></td><td>108</td><td>36</td><td>63</td><td>22</td><td>-20.4</td><td>-21.6</td></t<>	26 Manufactured Fertilizer	248		254			61	8		108	36	63	22	-20.4	-21.6
Coods         3         1         3         1         3         1         2         1         2         1         2         1         2         1         2         1         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         2         1         2 <th2< th="">         2         <th2< th=""> <th2< th=""></th2<></th2<></th2<>	27 Pulp and Paper	70		81			45			02	ສ	- 79			9.4
<u>401</u> 104 450 131 359 108 101 28 29 10	28 Lumber and Timber	1	. <b>1</b>	3	1		1	1	1	2	1	1	1	-16.7	0.0
401 104 450 131 359 108 101 28 29 10	29 Other Manufactured Goods	•		ŀ		•	•			•		•	•	•	•
	30 Mixed Commodities	401				359	108			29	10	150	46	-15.1	-12.7
1,889 517 1,927 526 1,640 529 1,376 402 1,154 388 1	Total	1,889	•	~		1,640	529	1		1 154	388	1,306			4
		•										:			

Appendix 3.7.18 Freight Transport and Fare of Truck for Main Routes

.....

[1994/95]

	Zon	Zone Pair	Dist	Travel	Sevenue	Traffic	Traffic Volume	Average Fare	Fare		Railway for Comparison	parison
Commodity	Onigin	Destination	(km.)	Time	(1.000LE)	(1.000ton)	(1.000ton km.)	(Milliem/ton km.)	(LE/ton)	Dist	(1.000LE)[(1.000ton)](1.000ton km.)](Aufiliem/ton km.)[(LE/ton)] Dist   Average Fare Based   Fare Based on	Fare Based on
•			ত্র		[d]*[e]*[b]	ত	[a]x[c]=[d]	[ອ]	[a]x[e]	(m)	on Tanif Tabl *2)	Tariff Table *2)
						•				1(1+	(Milliem/ton km.)	(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	8	0.6	8	10.3	1.0
Iron Block	Alexandria	All Area of Egypt	200	1	4,420.0	442	88,400	80	10.0	180	17.2	3.4
Chemical Products	Cairo	Alexandria	230	-	71.8	. 6	1,380	52	12.0	208	37.3	8.6
Animal Feeds	Cairo	All Area of Egypt	400	<u>5</u>	374.4	18	7,200	52	20.8		360 No Service	No Service
Metal and Metal Products Edfu	Edfu	Domietta	1.000	3	6.615.0	135	135,000	49	49.0	186	8.5	8.5
Fertilizer	Talkha	All Area of Egypt	360	2	1,111.3	3	22.680	617	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	Alhawamdia Upper Egypt	450	T	68.9	3	1,350	51	23.0	405	2.5	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	5.9	1.9
Source: 1. Data for truck: Inland Transport Truck Compny	Inland Transpo	ort Truck Compny										

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 adtional charges.

### Appendix 3.7.19 Freight Transport and Fare of Waterway for Main Reutes

.

	Zon	e Pair	Dist.	Travel	Revenue	Traffic	Volume	Average Fare	Fare
Commodity	Origin	Destination	(km.)	Time	(1,000LE)	(1,000ton)	(1,000ton km.)	(Milliem	(IE'ton
			[3]	(day)	{c]x[f]={b}	[0]	[8]x[c]=[d]	Aon km.)	0
				-				{(b],[d]}*1000	
Coal	El Maleh(Alex).	Tebeen	557	3.5	2,825.6	299	166,543	17.0	9.45
Magnesite	El Maleb(Alex)	Hendal	557	3.5	96.0	8	4,456	21.5	12.00
Boxite	El Maleb(Alex).	Tebeen	557	3.5	120.0	10	5,570	21.5	12.00
Sulpher	El Maleb(Alex).	Mengabad	202	7.5	3-16.5	22	19,844	17.5	15.75
[ ar	El Maleb(Alex)	Nag Hammady	1,138	11.0	105.0	5	5,690	18.5	21.00
	Gerga	Hawamdia	517	3.5	67.2	4	2,068	32.5	16.80
	Nag Hammady	Hawamdia	581	4.0	288.3	16	9,296	31.0	18.01
	Dishna	Hawamdia	651	5.0	196.5	10	6,510	30.2	19.65
Molasses	Goos	Hawamdia	716	5.0	398.8	19	13,604	- 29.3	20.99
	Arment	Hawamdia	751	5.5	537.4	24	18,024	29.8	22.39
	Edfu	Hawamdia	879	6.5	282.9	<u> </u>	9,669	29.3	25.7
	Hawamdia	El Maleb	\$57	3.5	601.8	59	32,863	18.3	10.20
ime Stone	Samalot	Tebcen	191	1.5	1,669.7	283	54,053	30.9	5.90
Phosphate	Sebaiaa	Tebcen	502	3.5	135.0	18	9,036	14.9	7.50
	Bosailia	Shobra	921	6.5	425.5	37	34,077	12.5	11.50
Coke	Tebeen	El Maleb	557	3.5	964.4	167	93,019	10.4	577
	Aswan	Tebeen	997	7.0	1,680.0	112	111,664	15.0	15.00
	Aswan	Massara	977	7.0	240.0	16	15,952	15.0	15.00
Clay	Aswan	El Sall	997	7.0	15.0	1	997	15.0	15.00
	Aswan	Massara	997	7.0	75.0	6	5,982	12.5	12.50
·	Aswan	Shobra	1,051	7.0	121.5	6	6,306	19.3	20.25
	Asyut	Sobag	91	1.0	750.0	100	9,100	82.4	7.50
	Asyut	Nag Hammady	216	2.0	20.6	2	432	47.6	10.25
	Asyut	Dishna	286	3.0	227.2	19	5 434	41.8	11.90
Petrolium	Asyut	Gena	311	3.0	589.8	46	14,306	41.2	12.87
Products	Asyut	Gose	351	3.5	6.4		176	36.5	12.80
	Asyut	Luxor	376	3.5	455.4	28	10,340	41.0	16.50
	Asyut	Arment	386	3.5	15.5	1	386	40.1	15.48
	Asyut	Edia	514	5.0	355.8	17	8,738	40.7	20.93
	Asjut	Азwал	632	6.0	1,454.8	55	34,760	41.9	26.45

Source: Riverway Transport Company

		<u>_</u>			U) (U	nit: %)
		Passen	iger		Freigh	nt
Year	1st Class	2nd Class	2nd Class	3rd Class	1-6	7-13
м. 	A/C	A/C			Category	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

### Appendix 3.7.20 Performance of Tariff Raise of ENR

Source: Commercial Department of ENR

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

		t i				1	(Unit: %)
Name of	1989/90	1990/91	1991/92	1992/93	1993/94	1994/95	Annual Average
Commodity	±						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 3.7.31 Performance of Passenger Fare of Bus for Main Routes

Type of	2.0	Ne Par	Distance	1989/90	1990/91	1991/92	1992/93	1993-94	1994 95	Annual Average
Class	Origin	Destination	(km)							Raise Raio(%)
ionad	Giza	Beniswel	115	2 25	2 25	2 50	2 50	2 50	2 50	2 13
	Em Baba	FI Fayun	120	2 25	2 25	2 50	3.00	3.00	3.00	5.92
	F2 Meria	El Fayun	175	3.25	3 25	- 4.00	4.00	4.50	4 50	67
	Magkagka	Cairo	185	3 50	4.00	4.50	5.00	5 00	5.50	9.46
	El Saff	Oi 23	60	0.70	1 00	1 00	- 1 00	100	1.00	73
	Fayian	Sanoress	-15	0 20	0.20	0 2 5	0 25	0 25	0 25	45
	Delga	Cairo	330	6.00	7.00	8.00	8 50	8 50	9.50	9.6
Dehre	Caro	El Menia	250	7.00	7.00	7.00	7.50	7.50	9.00	5.15
	Relwan	Fl Menia	225	4 20	4 20	5.00	5.50	7.00	7.00	12.8.
	Pelwan	Qena	650	12:00	1200	13.00	15.00	17.00	17.00	7.2
A/Ċ	El Menia	Alexandria	480	12 00	13 50	13.50	13 50	14.00	14.00	3.1
	Asyut	Alexandria	600	14.50	16 50	16 50	16 50	18 50	19.00	55
	Cairo	El Fayuro	115	, 			425	4.50	4 50	29
	Cairo	Edfu	815	;	21 00	21.75	23.00	26.00	27.00	6.4
	Cairo	Hurgada	535	15.00	16.50	16 50	18:00	22.00	22.00	7.9
A/C & Video	Cairo	FI Fayun	115	2 25	2 2 5	2.50	2 50	3.00	3.00	59
	El Dagitia	Cairo	815	5 25.00	25.00	25.00	28 00	35.00	35.00	. 69
	Cairo	Aswan	1,050	30.00	35.00	35.00	35.00	35 00	35.00	3.1
	Qena	Suez	65	19.00	19.50	21.00	2200	24.50	25.00	5.6
	Alexandria	El Fayum	30	7.00	7.00	9.00	9.00	10.00	10.00	7.3
High Deck	Luxor	Alexandria	920	30.00	36.00	38.50	38.50	40.00	40.00	5.9
-	Safaga	Alexandria	31	s <u>30.00</u>	35.00	35 00	37.00	40.00	40.00	
	Cairo	Aswan	1,05	34.50	41.50	43.7	5 45,00		<u>50 00</u>	7.7
	Cairo	Luxor	200	26.00	29.00	31.00	35.00	39.00	40 00	
	Cairo	El Koscer	63	24.00	27.00	30 50	34.00	40 00	42 00	118

Source: Upper Egypt Bus Company

### Appendix 3.7.22 Performance of Passenger Pare Raise Ratio of Bus for Main Routes

1991/95]						·		ait %)
Type of	Zo	ne Pair	1989.90	1990/91	1991/92	1992/93	1993/94	1994/95
Class	Origin	Destination				<u>.</u>		
Normal	Giza	Beniswef		0.00	<u> 11.11</u>	0.00	0.00	0.00
	Em Baba	H Fayam		0.00	un	20.00	0.00	000
	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
	લ ટ્યા	Oiza	· ·	42 86	0.00	0.00	0.00	0.00
	Fayua	Sanoress		0.00	25.00	0.00	0.00	0.00
	Delga	Cairo		16 67	14 29	625	0.00	11.70
Deluxe	Cairo	El Menia		0.00	0.00	7.14	0.00	20.0
	Helwan	El Menia		0.00	19.05	10 00	27.27	00
	Helwan	Qena	Ţ	0.00	8 33	15.38	13.33	0.0
A/C	El Menia	Alexandria	<u> </u>	12 50	0.00	0.00	3.70	0.0
	Asyut	Alexandria		13.79	0.00	0.00	12 12	2.7
	Cairo	El Fayuns					5.88	0.0
	Cairo	Edfu			3.57	5.75	13.04	3.8
	Cairo	Hurgada	-	10.0	0.00	9.09	22 22	0.0
A C & Video		El Payun		0.00	11.11	0.00	20.00	0.0
	H Dagkla	Cairo		0.00	0.00	12.00	25.00	0.0
	Cairo	Aswan		16.6	0.00	0.00	0.00	0.0
	Ovna	Suez		26	7.69	4.76	1135	20
а. С	Alexandria	Hi Fayum		0.0	28 57	0.00	<u>n ii</u>	0.0
High Deck	lanor	Alexandria		20.00	6.94	0.00	3.90	0.0
100 ILVIN	Safaga	Alexandria		16.6	0.00	5.71	811	0.0
	Cairo	Aswan		20.2	5.4)	2.86	1111	0.0
	Cairo	Lunor	-	115	69	12.9	11.43	2 5
	Cairo	E Koseer	1	12.5	129	11.49	17.65	5.0

Source: Upper Egy74 Bus Company

Appendix 3.7.24 Performance	of Fare of Waterway fo	Main Routes
-----------------------------	------------------------	-------------

[1994/95]			•					·	(Unit LE)
Connodity	Zon	e Pair	1989/90	1990/91	1991/92	1992/93	1993/94	1994 95	Annual Average
	Origin	Destination							Raise Raio(%)
Coal	El Malch(Alex).	Tebcen	5.4)	6.21	7.17	7.83	9.45	9.45	11 84
Sulpher	H Malch(Alex)	Mengabad	9.00	10.35	11.70	13 05	15 75	15.75	11 84
Boxite	El Malch(Alex).	Tebeen	-	8.00	10.00	10.00	12:00	12.00	10.67
Tər	El Malch(Alex)	Nag Hammady	15 00	17.25	19.84	25.00	25.00	21.00	696
	Gerga	Hawamdia				16 80		16 80	
:	Nag Hammady	Hawandia			-	18 02		18.02	
	Dishna	Haw am ch a	÷.	-		19 65		19.65	
Molasses	Gose	Hawandia		-		20.99		20.99	
	Annent	Hawaindia				22 39		22.39	•
	Edfu	Hawamdia				25.62	-	25.72	
	Hawandia	El Match				10 20	-	10 20	
Lime Stone	Samalol	Tebeen	3.00	3.45	3.97	5.75	5.90	5.90	14.48
Coke	Tebeen	El Malch	3.00	4 37	5.03	5 28	5.75	5.90	14.45
Clay	Aswan	Tebeca	7.50	8 1 5	9 26	12 50	12 65	15.00	14.87
	Aswan	Shobra		13 80	15.81	17.25	19.00	20 25	10.06
	Asyut	Sohag	3 25	3.74	4.71	5.69	6 50	7.47	18.11
	Ásyst	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
Petrolium	Asyut	Gena	5.70	6.56	8 27	9.98	11.40	13.11	18 13
Products	Asyut	Gose	6.40	7.36	9.28	11.19	12 80	14.72	18 13
	Asynt	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
	Asyat	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 Face Raise Ratio of Waterway for Main Routes

Commodity	200	e Pair	1989/90	1920.91	1991/92	1992.93	1993/94	1994.95
	Origin	Destination		1997 - 1997 1997 - 1997 - 1997 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1				
Coai	El Malch(Alex)	Tebcen	-	15.00	15.46	9.21	20.69	0.00
Sulpher	El Malch(Alex)	Mengabad		15.00	13.04	11 54	20.69	0.00
Boxite	El Maleh(Alex)	Tebeen			25.00	0.00	20.00	00
Tar	El Maleh(Alex)	Nag Haramady		15.00	15.01	26.01	0.00	16 0
	Gerga	Hawamcha						
· ·	Nag Hammady	Hawamdia	<u> </u>			-		÷.,
	Dishna	Hawarodia	· · ·					
Molasses	Gose	i ławam dia		-	·		:	
	Anakat	Hawamdia		-	-		-	
	Edlu	Hawamdia						
	Hawandia	H Maleh						
ame Stone	Samatol	Tebrea		15.00	15.07	41 84	2 61	0.00
Coke	Tebcen	El Malch		45.67	15 10	4 97	8.90	26
Clay	Aswam	Tebcen	1	8 67	13.62	34 99	1 20	18 58
	Aswan	Shobra			14 57	911	10 14	6.5
. (	Asjut	Sohag		15.08	26 02	20.69	14 28	149
	Asjut	Nag Hainmady		- 15 11	25.97	20 62	14.36	15 00
1	Agut	Dishna		15.00	26.09	20.69	14 29	15.00
Petrolium	Asyut	Gena		15.09	25.99	20.69	14 29	15.00
Products	Asyut	Gese		15.00	26.09	20 58	1439	15.0
	Asyut	Luxor		14.99	26.09	30.00	535	158
	Asyut	Artecat		15.00	26.09	30 17	5.96	15.00
	Asyu	Edru		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

Very Long 2.172 Con 2.172 S.099 1 2.1761 100.00 21 605 3.442 2 605 3.442 2 3.40 100.00 51 3.40 100.00 51 2.392 100.00 51				Trave	ا من ا			Travel	Time		Conven	Convenience of Frequency	couency	
way         Sample         3.167         1.462         477         5.106         817         2.110         2.172         5.099         1.427         1.656         2.007 $\%$ 62.03         28.63         9.34         100.00         16.02         41.38         42.60         100.00         28.04         32.53         39.43         1 $\%$ 62.03         28.63         9.34         100.00         16.02         41.38         42.60         100.00         28.04         32.53         39.43         1 $\%$ 29.08         53.13         17.80         100.00         24.55         57.84         17.61         100.00         59.26         26.77         13.98         1         13.98         1         13.98         1         13.98         1         13.98         1         13.98         1         100.00         59.26         26.07         13.98         1         1         1         1         1         1         13.98         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1	Mode		Cheap	Reasonable	Very		1	Reasonable	Very	Total	Very	Average	Very	Total
(way         Sample         3.167         1.462 $477$ 5.106 $817$ $2.110$ $2.172$ 5.099         1.427 $1.656$ $2.007$ $39.43$ $1$ %         62.03         2.8.63         9.34         100.00 $16.02$ $41.38$ $42.60$ $100.06$ $28.04$ $32.53$ $39.43$ $1$ %         2.9.08 $53.13$ $17.80$ $100.00$ $24.56$ $57.64$ $17.61$ $100.06$ $58.04$ $32.53$ $39.43$ $1$ %         2.9.08 $53.13$ $17.80$ $100.00$ $24.56$ $57.05$ $22.05$ $17.61$ $100.00$ $59.26$ $26.77$ $13.98$ $170$ %         2.5.97 $51.99$ $22.04$ $100.00$ $62.80$ $3.442$ $26.60$ $76.18$ $21.08$ $4.74$ $170$ % $25.97$ $170.00$ $52.56$ $1.70.1$ $12.392$ $2.660$ $76.126$ $21.08$ $4.74$ $170$ 10uil $50$					Expensive		Short		Long		Convenient	1	Inconvenient	
%       62.03       28.63       9.34       100.00       16.02       41.38       42.66       100.00       28.04       32.53       39.43       1         Sample       1.000       1.827       612       3.439       845       1.991       606       3.442       2.039       921       481       481         %       29.08       53.13       17.80       100.00       2.455       57.34       17.61       100.00       59.26       26.77       13.98       1         %       25.97       3.1       1.864       790       3.585       2.250       1.211       1.22       3.583       2.660       756       170         %       25.97       51.99       22.04       100.00       62.80       33.40       100.00       74.18       21.08       4.74       1         1 total       Sample       5.09       22.13       12.130       3.912       5.312       2.900       12.156       3.333       2.658       170         % $76.48$ 1.60.00       52.32       5.312       2.392       100.00       74.18       21.08       4.74       1         % $76.48$ 15.49       100.00       32.27	Rauway	Sample	3,167	1 1,462	477		817		2,172		1,427	1.656	2.007	5.090
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		% %	62.03	28.63	9.34	100.00	16.02		42.60	100.001	28.04	32.53	39.43	100.00
%     29.08     53.13     17.80     100.00     24.55     57.34     17.61     100.00     59.26     26.77     13.98     1       %     25.97     31.864     7%     3.585     2.250     1.211     1.22     3.583     2.660     756     170       %     25.97     51.99     22.04     100.00     62.80     33.40     100.00     74.18     21.08     4.74     1       %     25.08     5.153     1.879     12.130     3.912     5.312     2.900     12.124     6.126     3.333     2.658       %     42.03     42.48     15.49     100.00     32.27     43.81     23.92     100.00     50.56     27.51     21.94     1       %     42.03     42.48     15.49     100.00     32.27     43.81     23.92     100.00     50.56     27.51     21.94     1	Bus	Sample				3 439	845		809	3.442	2.039	921	<u>4</u>	3 441
txt     Sample     931     1.864     790     3.585     2.250     1.211     1.22     3.583     2.660     756     170       %     25.97     51.99     22.04     100.00     62.80     33.40     100.00     74.18     21.08     4.74     1       %     5.058     5.153     1.879     12.130     3.912     5.312     2.900     12.124     6.126     3.333     2.658       %     42.03     42.48     15.49     100.00     32.27     43.81     23.92     100.00     50.56     27.51     21.94     1       %     42.03     42.48     15.49     100.00     32.27     43.81     23.92     100.00     50.56     27.51     21.94     1		%	29.08	· ·		100.00	<b>!</b> `	57.84	17.61	100.001	59.26	26.77	13.98	100.00
%     25.97     51.99     22.04     100.00     62.80     33.40     100.00     74.18     21.08     4.74     1       Sample     5.098     5.153     1.279     12.130     3.912     5.312     2.900     12.124     6.126     3.333     2.658     1       %     42.03     42.48     15.49     100.00     32.27     43.81     23.92     100.00     50.56     27.51     21.94     1       %     42.03     42.48     15.49     100.00     32.27     43.81     23.92     100.00     50.56     27.51     21.94     1	Shared Taxi	Sample	931	1.864		3.585			123	3,583	2,660	756	170	3.586
Sample         5.098         5.153         1.279         12.130         3.912         5.312         2.900         12.124         6.126         3.333         2.658           %         42.03         42.48         15.49         100.00         32.27         43.81         23.92         100.00         50.56         27.51         21.94         1           %         Confort         Safety         S		%	25.97	51.99	22.04	100.001	Γ		3.40	100.00	74.18	21.08	4.74	100.00
42.48         15.49         100.00         32.27         43.81         23.92         100.00         50.56         27.51         21.94         1           Comfort         Safety         Safety	Total	Sample	5.098			12,130	3.912		2.900	12.124	6.126	3 333	2.658	12.117
Safety		- 2/0	42.03	42.48	15.49	100.00	32.27	43.81	23.92	100.00	50.56	27.51	21.94	100.001
				Comfort				Safety		ſ			-	

			Comfor				Safety		
Mode		Very /	1	Very	Total	Very	Average	Very	Total
		Satisfied		Dissatisfied		Safe		Dangerous	
Railway	Sample	2,408	1,251	1,434	5.093	4.0.4	617	429	5.094
	10	47.28		28.16	100.00	79.47	12.11	8.42	100.00
Bus	Sample	2.534		199	3,442	2,375	95 20	161	3,440
	10 V	73.62	20.60	5.78	100.001	69.04	26.28	4.68	100.00
Shared Taxi	Sample	2,717	649	190	3,586	1 286	1,481	818	3.585
	<i>¶</i> 0	75.77	18.93	2.30	100.001	- 35.87	4131	22.82	100.001
Total	Sample	7,659	2,639	1.823	12.121	2.709	3,002	1,408	12,119
	%	63.19	21.77	15.04	100.001	63.61	24.77	11.62	100.001

Appendix 3.7.27 Affordability for Tariff Raise by Mode

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

Type of Service	10% Up	a	25% Up	đ	20%	Up	75%	dD.	- 100%	Up Up	will use of	her mode	will use other mode   will never use other mode	e other mode	Tota!	Ţ
	Sample	89 199	Sample	rg B	Sample	<i>2</i> %	Sample	26	Sample	8	Sample	9%	Sample	26	Sampic	%
3.rd	692 2	24.18	329	11.50		47.	76	Ι.	જ઼	29.04	626	21.87	56	3.32	2,862	
2 nd	219 1	(6.13	165	12.15	-	9.65	. 51	3.76		32.33		22.75		3.24	1,358	
2 nd. A/C	8	17.94	88	16.07		10.65	-16	2.99	149	27.85		20.00		4.49	535	
1 st, A/C	35 16.51	(6.51	37	17:45	38	17.92	3	1 42	83	29.72	32	15.09	4	1.89	212	100.00
Jnified	9	35.29	61	11.76	1	5.88		5.88	3	17.65	3	17.65		5.88	17	<b></b>
Total	1.048 21.03	21.03	619	12.42	<del>1</del>	8.83	147	2.95	1.485	29.80	1.077	21.61	168	3.37	486,4	100.00

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

	~						Maximu	m Willi	faximum Willingness to Pay	Pay						
Type of Service	10% Ob		25% Ur		20% (	Up	7500	j d(	100% Up	d	will use of	her mode	will use other mode will never use other mode	other mode	Total	T I
	Sample	% San	aple	20	Sample	<i>2</i> 9	Sample	26	Sample	20	Sa	1 · · ·	Sample	3 %	Sample	20
Delux	40 1	560	20	8.30	4	1.66	-4	0.41		12.86				0.00	241	
Express	259 15	9.73	224 1	7.06	112	8.53	28	2.13		20.72				1.75	1,313	1
Ordinary	350 18	3.65		16.36	132	7.03		3.78	338	18.01	648	34.52	31	1.65	1,877	100.00
Total	31 679 1	18.92	551 1	6.06	- 248	- 7.23	81	2.91		18.68				1.57	3.431	

A-56

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

ا ب		<b>~</b>	ō	õ	0	0	0	ō	പ്ര
		0%	8	100.00	0.0 0	100.00	8 8	100.001	8.00
-	lotal	mple	9881	1,316	SS	230	128	2	4.191
	ther mode	% S		4.26	2.53	3. <del>8</del> 8 84:0	3.91	0.00	3.25
	will never use other mode	Sample	53	35	4	00	S	0	136
		% Sa	18.19	22 42	24.55	22.17	18.75	20.78	20.64
	will use other mode	mple	343	ĺ					865
Pay	<b>-</b>	% Sa	30.49	25.23	29.24	30.87	37.50	3636	10.62
Maximum Willingness to Pay	100% Up		575	1:1	1				1.216
m Wultn	Up	%	3.50	2.43	3.25	2.17	1.56	1.30	2.96
Maximu	75%	Sample	99	32	18	5	2	1	124
	Up	%	8.43	9.04	9.75	12.17	9.38	15.58	9.16
	50% (	Sample	159	119	<i>x</i>	28	12	12	384
	Up - I	%	13.04	12.23	10.83	13.48	16.41	16.88	12.69
	25%	Sample	246	161	8	31	21	13	532
	СÞ	0%	23.54	24.39	19.86	15.65	12.50	8.6	22.29
	10%	Sample	444	321	110	36	16	7	934
	ncome		100	250	8	700	1,000	1.000	
	Category of Income	(FB)	• 0	100 -	250 -	400 -	- 001	٨	Total
	Ű		1	2	3	4	S	6	

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

							: : :	MAXIMUM		W MILINGERS TO FA	o Fay						
	Category of Income	ă	10% Up	25%	% CP.	50%	5	75% U	съ СЪ	100% Up		will use other mode	ter mode	will never u	will never use other mode	l'otal	
	(TE)		Sample - %	Sample	%	Sampie	- 0%	Sampic	0%	Sample	%		.02 62	Sample	6 <sup>8</sup>	Sample	%
-1	-0	100	245 20.8	35 20		8			2.21			ľ	35.66	21		1.175	100.00
2		520	249 21.0	01 20		72		36	э. В	Γ.			37.38	24	2.03	1,185	100.00
3	250 - 2	8	74 12	2 8		상			3.90		]	ſ	35.93	9	1.02	590	100.00
4	- 004-	82	34 15.(	<b>x</b> 3	14.16	2	10.62		3.98	8	36.28	45	16.61	0	0.0	226	100.00
Ś	700 - 1,0	8	14 21	2	9 13.85	N.	7.69	61	3.08				18.46	0	0.0	65	100.00
6	> 1,(	8	10 29.	11	3 8.82	3	8.82	0	0.0 0			7	20.59	0	0.0	32	100.00
	Total		626 19.1	11 S31	11 16.21	238	:	8	2.93	565	18.17	1.138	34.75	SI	8	3275	100.00

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

	<u>۲</u>	ŕ—	1-	1	1.00	1	-	1	12
		\$°	100:00	100.00	100.00	100.00	100.00	100.00	i S
	Total	ample	1.167	1.233	6751	220	59	<del>6</del> 4	3 207
	ther mode	52	5	з.8 8.8	1.33	2.73	0.00	0.0	2.77
	will never use other mode	ample	88	38	6	9	0	0	111
 	ų	.0	5	8.9	4	25.45	25.42	16.28	2776
	will use other mode	ample	341	357	167	8	15 2	7	520
Pay	Up	% %	41.1	8	2.81	8.0	8,98	8	18.87
Maximum Willingness to Pay	100% (	Sample	207	173	2	8	23 3	18	144
m Willin	Up	°°	23	<u>6</u>	3.26	2	3.35	4.65	3 24
Maximu	75%	Sample	27	67	ส	8	6	2	110
	Úp –	<sup>9</sup> %	8.48	8.03	10.07	8.64	11.86	11.63	\$ 74
	50%	Sample	66	8	88	19	7	5	502
	Up I	9%	16.88	18.41	16.44	15.91	8.47	6.98	
	25% Up	Sample	197	227	111	35	S	3	ž
 -	с С	<i>0%</i>	20.39	23.52	2133	13.64	11.86	18.60	21.11
1	10%	Sample	238	290	<u>4</u>	30	7	8	717
	ncome		100	52	ş	202	1.000	1,000	
	Lategory of Income	(ITE)	• •	100 -	250 -	+00 -	- 700 -	۸	Total
	ບ 			61	ŝ	4	ŝ	9	

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

							Maximur	n Willin	Maximum Willingness to Pay	, Pay						
Method of Payment	t 10% Up	Up-	25% (	Чр	50% [	Up:	75% Up	d	100% Up		will use other mode will never use other mode	cr mode	vill never use	other mode	Total	
	Sample	%	Sample	%	Sample	20	Sample	<i>%</i>	Sample	<i>%</i>	Sample	<u>%</u>	Sample		Sample	20
Cash	558	558 19.71	382	I3.49		10.00	- 20	2.79	- 181	27.80	630	22.25	112	3.96	2,831 10	00.00
Conductor	X	54 27.00	4	2.00		10.50	8	4.00	61	30.50	41	20.50	T	0.50	1	100.00
Seson	431	22.52	216	11.29	135	7.05	59	3.08	623	32.55	3%	20.69	4	2.82		0.00
Kilometer	3	15.79	3	15.79		800	1	5.26	9	31.58	9	31.58	0	0.00	19 10	8.8
Total	1.046 21	21.07	615	12.39	439	8.84	147	2.96	1.477	29.75	1,073	21.62	167	3.36	4.964	00.00
	.															

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

and the second second

							Maximu	m Willin	Maximum Willingness to Pay	) Pay			•			
Method of Payment 10% Up	10%	a C D	25% Up	d D	20201	ΩÞ	75% Up	dp D	100% Up		will use of	her mode	will use other mode will never use other mode	other mode	Total	
	Sample % Sample	26	Sample	20	Sample	2%	Sample	20 20	Sample	%	Sample	%	Sample		Sample	30 20
Cash	560	560 18.06		493 15.90	224	7.22	8	3.00	571	18.41	1114	35.92	46	1.48	3,101	100.00
conductor	69	69 35.94	35	18.23	11	5.73	4	2.08	25	13.02		1	5	2.60	192	100.00
Seson	17	7 15.60	18	16.51	7	6.42	<b>?</b>	18	35	32.11	28		2	1.83	109	100.001
Other	3	11.54	4	15.38	S	19.23	1	3.85	r	26.92	S	19.23		3.85	26	100.00
Total	649	649 18.93	55	16	247	7.21	100	2.92	638	18.61	1,190	34.71	8	1.58	3,428	100.00

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

							Maximum Willingness to Pay	tin Wil	lingnes	s to Pay						
Trip Purpose	10% U	5	25% Up	c C	50%	UP I	75%	d C	100% Up	1	will use other mode	ter mode	will never use other mode	: other mode	Total	
	Sample	%	Sample	0%	Sample	20	Sample	%	Sample	%	Sample	0% 70	Sample	%	Sample	% %
I Home to work	100 10	16.41		66 10.22		09.6	25	3.87	211	32.66	147	22.76	29	4.49	<del>3</del> 5	100.001
2 Work to home	224 23	23.55		10.20		683	29	3.05	282	282 29.65	233	24.50		2.21	951	100,001
3 Home to school	78	78 17.77	57	12.98	29	6.61	12	23	134	134 30.52	110	25.06	19	4.33	139	100 001
4 School to home	148 23	22.26	80			7.82	23	3.46	मु	244 36.69	114	17.14	4	0.0	665	100.00
5 Other to home	8	96 23 08		14.18	44	ĽĽ	15	3.61	8	99 23.80	68	2139	14	3.37	416	100.00
6 Other to work	13	<b>13 26.00</b>		7 14.00	5	4.8	4	8.8	5	14.00	161	32.00		5.8	8	100.001
7 Shopping	<u>}</u>	15.38		9 11.54		12.82	3	3.85	57	28.21	17	21.79	S	6.41	78	1
8 Own business	4	40 24.10		22 13.25	18		3	1.81	41	24.70		19.28	10	6.02	1981	1
9 Employer's business	36	20.93		22 12.79	25	14.53	4	2.33	4	24.42	\$	19.77	6	5.23	172	
10 Official	8	23.79		10.69	30	10.34	Ś	1.72	86	86 29.66	S.	1931	13	4.48	1062	100.00
11 Personal & social affairs	9	20.03	103	14.74	3	9.16	15	2.15	217	217 31.04	135	19.31	જ	3.58	669	100.001
12 Recreational	30 2	27.27	ន	20.91	01	60.6	<b>F</b> -1	0.91	24	24 21.82	18	16.36	4	3.64	110	100.001
13 Others	3 8	~~ !	44	14.14	28	9.43	8	2.69	76	76 25.59	73	24.58	4	4.71	297	100.001
Total	1,048 2]	21.05	618	12.41	439	8.82	147	2.95	1.485	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)

							Maximu	TA U	Maximum Willingness to Pay	to Pav						ſ
Trip Purpose	10% Up	Ср Г	25%	üр	50%	dD D	75% Up	-dO	100%	ß	will use oth	ermode	will use other mode   will never use other mode	other mode	Tota	
	Sample	%	Sample	010	Sample	8 <sup>9</sup>	Sample	0,0	Sample	9% %	Sample	%	Sample		Sample	%
1 Home to work	36	36 19.46		16.76	8	4.32	S	2.70	32	17.30	69	37.30	4	2.16	131	100 001
2 Work to home	71	14.70		14.49	35	1.25	18		33	19.25	132	39.75	4	0.83	8	100.001
3 Home to school	18	15.25	33	19.49		10.17	4	3.39		16.95	4	34.7S	0	0.0	118	100.001
4 School to home	69	23.79		18.62	ខ្ល	6.8	4	5	\$	20.00	64	27.24	3	1.03	280	100.001
5 Other to home	131 19.	19.79	8	14.95	8	9.37	18	2.72	113	17.07	229	34.59	10	1.51	662	100.001
6 Other to work	4	27.45	11	21.57	S	8.6		1.8	8	15.69	12	23.53		0.0	51	100.00
7 Sbopping	4	17.50	11	13.75	9	7.50	2	2.50	17	17 21 25	27	33.75	3	3.75	80	100.00
8 Own business	37 16	16.09	29	12.61	-19	8.26	6	3.91	36	36 15.65	37	42.17	3	1.30	230	100.001
9 Employer's business	31 16	16.32	36	18.95	14	737	-1	0.53	31	16.32	75	39.47	2	1.05	8	100.00
10 Official	37 17.	17.87	29	14.01	13	6.28	S	2.42	37	17.87	85	41.06	1	0.48	207	100.00
11 Personai & social affairs	134 20	20.30	111	16.82	36	5.45	3	348	133	20.15	209	31.67	4	2 12	1099	100.001
12 Recreational	4	7.69	6	17.31	Ś	9.62	<b>P-4</b>	1.92	16	16 30.77	17	32.69	0	800	52	100.00
13 Others	<u>5</u> 3	23.89	38	16.81	13	5.75	9	2.65	4	46 20.35	59	26.11	10	4.4	226	100 00
Total	650 18.	18.93	551	16.05	Stor Stor	7.22	100	2.91	978	18.64	1.191	34.68	ま	1.57	3.434	100.001

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

										ſ
				W INDUINALY.	ALL DI SCOLLEGIO - 4					
Trip Purpose	10% Up	25% Up.	50% Up	75% Up	100% Up	will use other me	will use other mode will never use other mode	other mode	Total	
	Sample %	Sample %	Sample %	Sample %	Sample %	Sample %	Sample	6 <sup>2</sup>	Sample	£9
1 Home to work	36 16.44	36 16.44		11 5.02	2 47 21.46	63 28	28.77 4	1.83	219	100.00
2 Work to home	71 16.75	80 18.87	45 10.61	10	5 109 25.71	101 23	23.82 8	1.89	424	100.00
3 Home to school	21 2333	18 20.00	3 3.33	S		28 31	31.11 0	0.00	8	100.00
4 School to home	42 17.95	48 20.51	20 	3 1.28			26.07 4	1.71	34	100:00
5 Other to home	97 16.50	120 20.41	40 6.80	16 2.72	110 18.71	185 31	31.46 20	3.40	88	100:00
6 Other to work	11 18.97	11 18 97	4 6.90	-1			31.03 5	8.62	88	100.00
7 Shopping	30 21 43		17 12.14	. 3 2.14	t 28 20.00	38 27	27.14 4	2.86	9 9	100.00
8 Own business	94 27.98	48 14 29		7 2.08			25.30 10	2.98	336	100.00
9 Employer's business	39 18.22	34 15.89	18 8.41	10 4.67			32.24	0.47	214	100.00
10 Official	40 17.54	32 14.04		9 3.95		79 34	34.65 6	2.63	228	100.00
11 Personal & social affairs	187 25.17	109 14.67	61 8.21	26 3.5(	1 105 14.13	217 29.21	21 38	S.11	743	100.00
12 Recreational	- 1	5 6.33	9 1139	5 633	9 14 17.72	29 36	36.71 4	5.06	-79	100.00
13 Others	53 22.94	42  18.18		5 2.16	36 15.58	70 30	30.30 10	4.33	231	100.001
Total	734 20.48	603 16.82	305 8.51	111 3.10	0 674 18.81	1.043 29	29.10 114	3.18!	3,584	100.00

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

							Maximum	I'W WI	inguess to Pay	o Pav						Π
Type of Job	10% UP	ļ	25% 1	6	50%	å	759	, Up	100%	ЧÞ	WILL URG OF	ther mode	will use other mode will never use other mode	c other mode	Total	1
	Sample!		ample	8	Sample	<i>9</i> 2	Sample	0% jo	Sample	96	Sample	9/2 .	Sample	0%	Sampic	070 10
1 Unemployed	32) 18.39	165	S	14.37	6	S.17	Ĺ	3.4	4		43	24.71	13	7.47	174	100.00
2 Housewife	37 25.69	69	33	15.97	30	5.56		1.39			29	20.14	10	6.8	4	00.00
3 Farmer or/and Fisherman	24 24.	24.49	16	16.33	01	F		3.06	5 28	28.57		14.29		3.8	8	100:00
4 Self-business(Peddler, etc.)	112 19.	8	જ	10.70	1	1	91						52		561	00.00
conda	77 20.32	32	51	13.46	41	10.82		2.9	103		81		15	3.%	379	8.8
6(Employee(tertiary)	70 19.	28	¥	ŧ		11.85		3.0							363	100.00
7 Government of ficial	326 21.	1.79	1831	10.90	121	8.05			7 453	_	337		8		84.1	8
8 Students	291 20.49	49	180	12.68	108	7.61	\$								1,420	88
9 Others	74 22.	8.5	8	15.24	33	10.06			88	27.13			8	2.44	328	8
Total	1.043 21.02	02	616	12.41	439	8.85	146	5 2.9	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)

						Maximum W		lingness to Pay	to Pay						
Type of Job	10% Cp	25% U	C <sup>2</sup>	50%	6	75%	å	100%	ĉ	will use	other mode	will use other mode will never use other mode	are other mode	Tota	11
	Sample %	Sample	8 8	amplei	¢2	Sample	%	Sample	0%	Sample	с 80 о	Sample	<i>%</i>	Sample	%
1. Unemployed	31 20.13	7	15.58	12	66.6	0	3.90	1 22	14.29	2	4 35.00	2	3.25	ス	100.00
2 Housewrie	26 21.67	22	18.33	5	3.5	4	3.33	31	25.83	5	5 20.83	5	2.50	120	100.00
3 Farmer or/and Fisherman	27 28.42		12.63	6	9.47	14	17	<u>2</u>	12.60		32.6		2.11	95	100.0
4 Self-business (Peddler.etc.)	114117.591	  S	14.201	4	2 2	52	3.86		20.5	12	5 36.27		0.03	648	100.0
5 Employee(secondary)	62  16.15	8	14.58	331	8.59		2.86	69 0	17.9		0 39.05	5	0.78	384	.00 0
6 Employee(tertiary)	49 18.77	\$	16.48	15	5.75	6	3.45	8	19.16	8		2	2.68	261	0.00
7 Government of ficial	153 16.43	155	16,65	61	6.55	8	2.47	168	18.05		8 38.45	5 13	9	931	100.00
8 Students	136 21.52	1 8	18.67	S	0.0	15	2.37	115	18.20	184			1.11	632	100.0
9 Others	51 24.52	29	13.94	6	4 33	5	2.40	9	19.23	8	5 31.73		3.85	208	100.00
Total	068.679	1.55	12020	1840	7 22	801	2.91	640	15.64	16111	34.69	<u>8</u>	1.57	3.433	00.00

### Appendix 3.7.40 Affor dability for Tariff Raise by Type of Job (Shared Taxi)

				Maximum	N II	ingness to Pay	Pay						
Type of Job	10% Up	23% Up	50% Up	1 %54	i dí	100% C	b l	will use other mode		will never use other mod	other mode	Tota	
	Sample %	Samplei %	Sample %	Samplei	3 %	Sample	10	Samplel	<i>₩</i>	Sample	%	Sample	з <sup>е</sup>
1 Unemployed	48 24.62	62	21	16 16	3.59	54	12.31	53	27.18	13	6.67	195	100.00
2 Housewife	26 20.97	ļ	13	20 4	3.23		16.13	33	26.61	8	6.45	12 1	00.00
3 Farmer or/and Fisherman	22 19 13	F	8	6 3	2.61	16	13.91		31.30	9	5.22	115	800
ς Q	202 23 06	128 [4.6]		1 23			23.52	233	26.60	20	2.28	876	100.00
5 Employee(secondary)	74 19.17	67	35				17.62		32.38	6	1.551	386	100.00
6 Employee(tertiary)	55 20.30	4	. 21			S2	19.19		26.57	11	4.06	271	100.00
7 Government of ficial	156 19.05	133	75				16.73		31.50	33	4.03	819	100.00
8 Students	90,19,68	8	\$	2 14	2.84	5	19.68		27.38	8	1.62	493	100.00
9 Others	54 17.82	601 19.80	24 7.92	2 6	1.98	53	17,49	ŝ	32.01	- 6	2.97	303	100.00
Total	734 20.49	1	305	111 1	3.10	673	18.79	1,042	29.09	114	3.18	3.582	100.00

A-61

Appendix 3.7.43(1) Affordability for Tariff Raise by Line Category and by Personal Income (Railway)

Category Last Month of Line (LE)	ncome of			:			Choices	Choices of Q10	_								
	t Month			2		Ċ,		4		S		\$		6		Total	Γ
	<u>(</u> 2)	10% 1	ЧÞ	25% [	Up	50%	Up Up	75%	d D	100%	ر ۲	will use oth	ter mode	will use other mode will never use other mode	e other mode		
		Sample	% %	Sample	S %	Sample	20		%	Sampl	95	Sample	9%	Sample	0%	Sample	%
	0-100	265	28.53	131	14,10	3	6.67	27	2.91	263	28.31	159	17.12	22	2.37	929 1(	8.8
2 10	0-250	185	28.42	4	11.37	<del>8</del> 4	7.37	Ċ1 I	1.84	165	25.35	138	21.20	29	4.45	651 10	8.0
3 25	250-400		21.96	51.	12.17	4	10.02	14	3.34	81	26.01	8	23.63	12	2.86	4191(	<u>8</u> .00
Main Lines 4 40	0700	32	16.931	27	14.29	ន្ត្រ	10.58	5	2.65	5	30.16		21 69	6	3.70	1891(	800
S 700	0001-004	15	12.82	20	17.09	12	10.26	6	1.71	<del>8</del>	36.75	8	17.09	ľ.	4.27	11711	80.00
9	>1000	~	10.00	10	14.29	12	17.14		143	25	35.71	15	21.43	0	0.0	70 10	8 8
1.	'fotal	596	25.09	313(	13.18	196	8.25	61	2.57	602	27.87	472	19.87	75	3.16	237510	0.00
	0-100		18.70	115	12.02	67	10.14	39	4,08	312	32.60	첤	19.23	31	3.24	957110	00.00
5 10	0-250	136	20.45	87	13.08	1	10,68	20	3.01	167	25.11	157	23.61	27	4.06	665 1(	00.00
3 28	250-400		13.33	6	6.67	2	8.89	4	2.96	ß	39.26	37	27.41	1	1.48	13510	00.00
Branch Lines 4 400	0-700	4	9.76	4	9.76	<b>%</b>	19.51	0	0000	14	34.15	10	24.39	I	2.44	41 10	100.00
5 700	200-1000	[ <b>T</b>	8 6	1	6 <sup>0</sup> 6	0	0.0 0	ō	0.0	S	45.45	4	36.36	0	0.0	1110	100.00
9	>1000	0	0.00	3	42.86	0	8 0	0	0.00	3	42.86	-	14.29	Ô	0.0	7110	100.00
1	Total	3381	18.61	219	12.06	183	10.35	63	3.47	5S4	30.51	393	21.64	19	3.36	1816110	80

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

			: :														
	Income of	ö				· · · · · ·	Chokes of Q10	of Q10							-		
Category	Last Mo		1	- 7		3		4		ŝ	÷	9		ſ		Total	
of Line	(re)		10% Up	25%	n u	20%	d C	75% (	e e	1 %001	Up Vp	will use other mode	er mode	will never use other mode	other mode	:	•
		San	nple %	Sample	0%	Sample	%		%	Samp	%	Sample	%	Sample	8	Sample	રુ
	1 0-100		265 44.46	161 131	58 T 7	62	31.63	27	44.26	263	39.73	159	33.69	22	29 33	929	39.12
	21 100-250		185 31.04	X4 74	23.64	48	24.49	12	19.67	165	24.92	138	29.24	29	38.67	651	27.41
	3  250-400		-	l4 51	16.291		21.43	14	22.95	109	16.47	8	20.97	12	16.00	419	17 64
Main Lines	4 400-700		32 5.37		8.63	50	10.20	5	8.20	S7	8.61	41	8.69	1	933	189	7.96
	5 700-1000		15 2.5	32 20	6.39	12	6.12	6	3.28	43	6.50	ล	4 22	S	6.67	117	4.93
	6 >100	8	7 1.1	7 10	3.19	12	6.12	- 1	5	25	3.78	15	3.18	0	80	70	2.95
	Total		596 100.00	0 313	100.00	1%	100.001	61	100.00	662	100.00	472	100.001	75	100.00	2375 100.0	88
	1 0-100		179 52.96	6 115	52.51	97	21.60	39	61.90	312	56.32	4	46.82	31	50.82	957	\$2.70
	2 100-250		136 40.24	8 7	39.73	17	37.77	20	31.75	167	30.14	157	39.95	27	44.26	665	36.62
	3 250-400	8	18 5.33	9	4.11	12	6.38	4	6.35	33	9.57	37	9.41	61	3.28	135	45
Branch Lines	4	2	4 1.18	8	8.	õ	4.26	o	0.00	14	2.53	10	ג יי	ľ	18	41	22
	S 700-1000	8	1 0.30		0 46	0	8 0	ō	80	S	0.80	4	1.02	0	80	11	0.61
	- 6 >1000	8	- 1		1.37	0	8 0	0	0.00	3	0.54	1	0.25	0	0 8		0.39
	Total Total		338 100.00	0 21911	100.00	188	100.00	3	63 100.00	554	100.001	393	393 100.00	61	100.00	1816 100.0	88

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

								Choices	Choices of Q10								
Category	Type of Service			~1		ŝ		4		ŝ	•	9			7	Total	-4
of Line		10% Up	Ce Ce	25%	6 Up	50%	ŝ	75% 1	ць П	100%	ср Ср	will use other mode	her mode	will never u	will never use other mode		
		Samplel	6 <sup>9</sup>	Sample	;?	Sample	202	Sample	200	Sample	%	Sample	9% 	Sample	%	Sample	c %
	3rd Class	386	29.42	12	10.76	6	<u>5.51</u>	8		341	L		20.75	39	9 3.20	20 1217	7 100.0
	2nd Class	166	166 18.67	188	12.15		7.42	8		269	ŧ.	23	25.08			588 880	9 100.00
Main Lines	2nd A/C	2	18.58	00	16.01		Γ				27.47				3 4.55	55 506	6 100.00
	1st A/C	35		37	17.45	38	17.92	3	1.42	83	<u> </u>	32	15.09		4 1.89	<u>12</u>	2 100.00
	Umfied		100.001	0	0.00	:		0	80		0.0	0	8.0		00.0	Q	1 100.00
	Total	65		357	12.64	226	L	74	2.62	812	28.74	607	21.49	95	5 3.36	56 2825	S 100.00
	3rd Class	334	<b>I</b> .	198	12.04		8.88		2.92	490		373			56 3.40	1645	5 100.0
	2nd Class	S	1130		12.15	65	13.86	33	Ŀ	170	36.25	88			15 3.20	20 469	9.001 6
Branch Lines	Lines 2nd A/C	2	8.9	S	17.24		6.90		3.45	2	34.48	00		6	1 3.45	\$5 29	9 100.00
	Unified	5	31.25	6	12.50		6.25	1	6.25	6	18.75	ŝ	18.75	1	1 6.25		16 100.00
	Total	394	18.25	262	12.14	214	16.6	52	3.38	673	31.17	470	21.77	7 . 73	3 3.38	38 2159	9 100.00

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

		:						Choices of Q10	or Q16								
Category	Type of Service			[[]		3		4		S	-	\$		L.		Total	
ofLine	4	10% Up	C P	25%	5	50%	ср С	75%	Cp Cp	100% Up	Up D	will use other mode		will never use other mode	other mode		•
		Sample	%	Sample	%	Sample	%	Sample	~ %	Sample	20	Sample	%	Sampie	с <i>и</i> 20	Sample	%
	3rd Class	358	47.42	131	36.69	63	29.65	28	37.84	341	42.00	253	41.68	39	41.05	1217	43.08
•		166		108	30.25	8	29.20	28	37.84	269	33.13	223	36.74		30.53	888	31.47
Main Lines		8	1437	81	22.69	SS	ŀ	15	20.27	139	17.12	8	16.31	23	24.21	506	17.91
	1st A/C	35		37	10.36	38	16.81	ŝ	4.05	3	7.76	32	5.27	4	4.21		2.50
•	Umfied		0.15	Ō	0.0	0	0.0	0	0.00	0	0.00	0	0.00	0	0.00	1	0.04
	Total	65	654 100.00	357	100:00	226	100.001	74	100.00	812	100:00	600	100.00	56	100.00	2825	100.00
	3rd Class	334	51.12	188	75.57	146	68.22	<b>\$</b>	65.75	490	72.81	373	79.36	95	76.71	1645	76.19
	2nd Class	S	13.45	57	21.76	65	30.37	8	31.51	120	25.26	88	18.30	151	20.55	469	21.72
Branch Lines 2nd A/C	s 2nd A/C	2	0.51	S	16.1	8	0.93	F	1.37	10	1.49	80	1.70	T	1.37	29	134
	Unified	S	5 1.27	(1)	0.76	1	0.47	1	1.37	3	0.45	m	0.64	1	137	16	0.74
	Total	325	394 100.00	262	100.00	214	100.00	73	73 100.00		673 100.00	470	100.00	73	100.001	2159	100.00

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

2.825 100.00 2.825 100.00 347 100.00 412 100.00 66 100.00 135 100.00 135 100.00 135 100.00 135 100.00 100.00 100:00 100.00 100.00 8.8 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 17 100.00 53| 100.00 100.00 100.00 4.984 100.00 % 219 2.159 8 Z 8 105 119 <del>Q</del> 8 1.624 8 8 5 1 হ Ē S i otal ample 3.36  $1.83 \\ 2.81 \\$ 2.59 1.52 1.29 1.29 8.0 3.38 1.83 2.33 80 2.86 8.0 8 3.57 11.76 80 80 3.36 6.22 6.25 80.6 3,6 3.37 15.91 vill sources of a 0 0 3 4 õ 4 0 m - + (4 õ õ 2 83 4 15 26.54 20.10 12.10 21.45 13.83 28.16 12.33 40.28 16.28 17.14 4.65 10.79 58.18 21.77 7.38 30.77 29.68 30.68 16.67 28.57 14.29 8.0 28.30 800 68.75 27.27 33.61 21.61 will use other mode 8 6 <u>11</u> 50 470 8 8 <u>048</u> 4 v 0 5 2 1 5 18 3 T. 0 5 ङ्घ 1 m 8 Sample 10 8.36 37.62 13.64 53.85 53.85 30.36 42.56 19.07 28.74 47.95 6.82 83.33 47.62 38.10 51.16 45.45 33.33 42.86 41.18 20.75 100.00 31.12 18.75 23.64 31.17 27.91 32.77 %00 105 S 673 2 Ŷ S 39 88 ନ୍ନ 12 ຊ R 00 8 r Η 11 S ŝ S 2 0.58 2 62 4.65 80 <u>8</u>.0 4.76 4.15 1.83 12 3 87 3 87 4.11 1.39 8.0 16.28 3.57 588 80 8.0 4.20 0.0 8 3.62 3.38 2.95 1 00 00 9 -3 0 0 ō ----5 õ õ 84 0 ŝ 2 Ô 0 3 e 6 Sample 5 4.65 80 35.29 0.0 Choices 18.26 9.72 17.05 8.57 16.28 3.57 8.40 16.18 0.00 -2.2 23.81 3.77 8.6 3.64 9.91 8.83 8 32 <u>3888</u> 121 2 4 4 1 2 2 0 0 Ś ø (1 Q 9 8 0 Ċ, ÷ r -4 Sample 10.32 19.85 9.59 4.65 7.95 8 14.29 4.76 4.65 6.25 12.14 8.33 8 20.75 8 <u>8</u> 8.0 3.64 10.71 20.33 357 25% 2619 6 <u>%</u> 20 C 12 0 9 2 ដ (1) 1 2 3 0 H \$ 0 3 18.54 23.15 23.15 8.25 8.25 8.25 30.30 5.94 6.94 9.52 8 26.42 18.25 69 19.35 39.53 21.59 8 6.98 21.43 5.88 8.0 9.24 11.20 8 8 8.6 3.64 187 Š 328 0 Ö 1.048 %0] Ś 5 5 2 9 4 0 394 Sample R Ϋ́ 3 1 5 0 30 Mansoura-Mataria Names of Lines 6 Carro-Etbarod 7 Salhia-Abkbir 8 Rosita-Mamora 4 Cairo-Tanta 5 Tanta-Damietta 22 Mansoura-Cairo 9 Cairo-Damietta 15 Mah Roh-Santa 18 Einshamz-Suez 20 Mh.Bet-Matroh 24 Fayoum-SaUps 28 Metobis-Qasabi 2 Cairo-Portsaid 10 Tanta-Zagazig 17 Qanater-Marg 21 Metoris-Besily 23 Wasta-Aboksa Sub-total 11 Menof-Kzaiat 13 Benha-Mgamr 3 Carro-Aswan Sub-total 12 Benha-Menof 16 Suiz-Jamailia lota 14 Tanta-Qline Cairo-Alex Branch Lines Main Lines Category of Line

(Railway)
Line
6
Raise
Traiff
for J
dability i
Affor
.43(2)
3.3
pendix
Å

l							Ĩ	Chotees	o: QI0							ł		I
	1	Viene of I leave	ŀ	-	ŕ		þ		4		\$		٥	- I	-		10101	Ani an
	Category	Names of Lines	100	ļ	201	ļ	202	E	15%	L D	100%	2	will use other mode	-	will arrer use oth			
	of Line		~ *	din.	Sample	3	Samole	2	Sample	18	Sample		Sample		Sample		Sample	<u>"</u>
			254	8		P: 7-	135	1		68.92	493	60.71	431	71.00	3	88.42	10 T	×**
	 	L Carto-Aicx		20 11	1 State	202	26	1	8	10.81	[29]	20.07	F	12.69		1.3/	-122 -122	20.01 20.01
	Main Lines	2 Carro-Portsaio	17/2	24	1421	202	53	1		20.27	138	19.21	66	16.31	ន	24.21	818	
	- <b></b>	3 Carro-Aswan			122		2061	<b>_</b>	ſ	100:001	218	100:001	607	100:00	95	100.00	7.822	3.3
		Sub-total	Ż	3	100			· I		P1. C	29	154	4	10.21	6	12.33	347	16.07
L		4 Cairo-Tanta	81	45.67	20	1		204	Ì	27.42	131	23.03	116	24.68	13	18.1	412	15.08
		5 Tanta-Damietta	¥	8.63	CE	3.30	14	01.2		304		TC.	1	1001		1.37	8	3.6
		6 Carto-Etbarod	20	5.88	12	4.58	11	5.14						128.0	to to	00.0	n	0.60
		T Salhia-Abchir		0.25	0	0.00	-4	0,47	ō	3					+			18
*,49947		X Rosta-Manora	30	19.7	21	611	9	2.34	Ŷ	8.22	2		<del>9</del>	2.12	*			
			61	00 0	54	ω s	9	18.69	6	12.33	105	15.60	R	5.74	4	5.48	219	10.14
-		9 Carro-Damietta		2000	1		5	2 27	1	1.37	24	3.57	29	6.17	o	0.0	2	3.33
_		10 Tanta-Zagazag		1.2/		74-17 1				200			C	1 49	1	1.37	\$	1.99
		11 Menof-Kzaiat	17	431	6	0.76	-1	0.75		1	**					101.01	8	4 08
		12 Benha-Menof	61	4.82	-	2.67	15	7.01	0	8	0	0.89	77	5. 'A	4	107-61	8	f
	The second second	12 Benha Manur	0	000	0	0.0	0		0	0.0	20	2.97	च	0.85	0	8.0	য়	1.11
	Drancu Lunco			2 6		5.7	6	421	0	0.0	8	7.43	18	3.83	3	4.11	102	4.8
		14 1 anta-Clime			•	0.20		C		1.37	00	1.19	6	1.28	0	0.0 8	21	0.01
		15 Man Koh-Santa						i c	C	05 0	22	3.27	,ci	0.43	0	0.0	4	66-1
		116 Suiz-Jamailia	3	0/0									~	0.85		1.37	83	1.30
-	-	17 Qanater-Marg	0	1.52	<u></u>	1.15	1			/ 6.1		1.10	r	200	1	200	1	010
	,	18 Einshamz-Suez		0.25	0	00.0	\$	2.80		1.37		8	5	3	1		1	
		20 Mh Ret-Matroh	14	3.55	11	4.20	63	0.93	0	8	11	3 1 8	15	3.19	5	8.5	8	i i
_		21 Metanic Besilv	C	0000	0	8	0	0.0	0	0.00	11	1.63	0	0.0	0	8	11	0.51
· · · ·				02 0		6	10	4.67	S		39	5.79	<del>6</del>	8.51	4	5.48	119	5.51
_			3 :					18.22	10	13.70	75	11.14	- 26	5.53	15	20.55	241	11.16
		22 WASG-ROOK						2	0	8 8	3	0.45	11	2.34	1	1 37	16	0.74
		24 Fayoum-340 ps		200				1 0.47	0	0.0	S	0.74	3	0.64	1	1.37	11	0.51
		TO INTERNATION				1		2 0.93	3	2.74	13	1.33	32	6.81	2	2.74	SS	2.55
		50 Mansoura-Malaria			ç	1	5	8		100.00	673	100.00	470	100.00	73	100.00		100.00
		200-003				1				<b>.</b>			101		168		4.984	
-		lotal	1 1.04%		10													

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

.....

																				(Unit 761
			Tanif	-			Traffic Volume	olume					Revenue				Average Pare =2)	Hare =2)	Demand	Demand Elasticity
Year		Passenger	ger		Freight	Passenger	nger	Freight	, F			Passenger	'iRer			Freisht	t-	rl Freight	Passencer	Freicht
	Ist Case	2nd Class	1st Class 2nd Class 2nd Class 3rd Class	3rd Class		Pars	Pass Km	æ	Ton km	Ist Case	1st Class 2nd Class 3rd Class Sub-Total	3rd Class	Sub-Tota	1 Others	Total	, T			ē	
	A/C	γc					[A]		(B)								D	ē		(G)/(E)
1958/89	80.00	10.08	0.05	50.0	50.01	5.1-	2.1	-1.6	1 -5.K						20.7	1 2.1	1 18.2	2] 19.0	011	15:0-
1989/90	15.01	15.0	150	15.0	15.0	9.1	391	10.7	6.7				·		121.7	34.8	8. 17			0.26
16/0661	15.01	15.0	0 01-	40.01	15.01	6.0	13.01	1.4	3.5	2.2	12.8	5.8	8 6.6	5 33.4	4 13.6	29.7	71 05		ſ	
1991/02	110	15.0	15.0	15.0	15.01	40	4.0	05	1.6	22.6	29.2	1.55	262	42.5	5! 29.3	14.3	31 24.3			
1012661	15.01		15.01	15.0		4.0	51	1.5.	2.2	11.5	19.2	101	11.8	8 25 4	4 16,4	19.7				
1 993/94	15.0		15.0	15.0	15.0	1.1	4.4	12.2		19.0		13.6	5 16.5	5	1 11.3	3 21.6	l		[	
20/102	10.01	10.01	10.01	10 01		7.2	. 971	1.5.8	12.5	14.9	12.2	100	01 10.9	9. 17.6	6 13.1			18.5		0.67
Annual Average Crowth Rate	20.7	1 W	0 66		001	r :	v v	0	A K					6 7 C						:
Weighted									ł						79.0	0.57	C'11	12.4	0.55	0.25
Crowth Rate *1)	6.1	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) A verage 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

					(Umt:%)	
		Traffic Volume	/olume		Average	Demand
Year	Tariff	Pass.	Pass.km.	Revenue	Fare *1)	Elsancity
			[A]		æ	(A)/(B)
1990/91	0.0	14.4	13.9	14.4	0.449	30.93
1991/92	0.0	91.5	925	20.7		248
1992/93	0.0	0.6				120
1993/94	25.0	2.0				0.33
56/7661	0.0	5.2				181
Annual Average						2
Growth Rate						
(1991/92-1994/95)	83	S.4	5.4	13.4	7 5	0.1

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	i ped	Constant					Explanatory Vanable	anable.			Sign	×		MQ	Oberved	Applicability
VanaNo	]	Real Value	Americanic Value	RPTARIF	BTARIF	RFTARF	BRTARIF	COPPC	TREND	4 CO	Condition				Period	
DTKM	-  ,	12	113904		0.27808	L.		0.87468	0.22647	ſ	Logcal	0.99181	0.98369	2.32153	2.32153 1.98889-1.99495	Highen
	1.1.1		17 86677		0.74200			1,50081	0.19527		•			:	:	I
Ċ	(ont - L	:	0.04853	,	0,76817			0.54480	1.1 59777							
١£		2.836734104(-6)	-12.77286		0.46686			2,51167			Logical	0.98626	1/2/6/0	2.21056	2.21056 1988/89-1994/95	Higher
:	3		491339					0.78166	-							
Ė	(T-Velue)		-2.59960	-3.65R60	1 47875			3.21323			÷	•				
£	L	5,403,02493	8.13342	-0.497.46	019051			-	0.32137		Lone	0.99057	0.98122	1.92573	1.92575 198889-199495	Higher
•	(3.E.)		4.91339	0.38315	0.25460				0.07943							
Ė	(velue)		-2.59960	,	0.665946	:			4.04592	<u> </u>						
Ē	PTKM	15.08423	2.71365	-1.75975	0.49923						Logical	0.93744	0.877880	2.30589	567661-6878961 68850672	(H1gh)
			491339											:		
ė	(7-Value)		-2.59960	•				:	-	 		÷		-		
E.	PTKM 1	0.16089	1.82704	-0.63883	0,22807				0.09838	0.80663	Lopical	0.99375	0.987754	2,42993	2,42993 1,958189-1,954/95	Higher
	(SE)		4.91339			:		:	0.23529	0,83117		:				
Ë	T.V-Inc.	•	U7002 C			· . ·			0.41813	1.00657	:		÷			
÷ È	OTVN	12000	SAULO S	1	l					1 16385	Logical	0.9320	0.98645	2.25761	2.22761 1960/89-1994/95	Histor
•										0.000						
1	(3.6)		201124		1					1.000						
ŧ	(T-Value)		-2.59960	2 er755	1.04360					4,68221						
E	PTICK 4.8	4,869,61423	8.49077			0.23631		0.16457	0.37551		Logical	0.96736	0.974777	2 23051	2 23051 198869-199495	High
	(3.E.)	:	61216 1			0.36528		1.46376	0.13543	×						
Ė	(T-Value)		2.59960			-0.64695		0,11243	2 77272							
E		4.82111255	8,48076				1396210	0.16457	0.37551		Logical	0.98730	0.97477	120021	3634661-68/8861 15062.2	Ч <u>а</u> dЧ
	(S.E.)	:	4,91339			:	0.36528	1.46376	0.13543		_					
E	(T-Value)		-2.59960			-	0.644693	0.11245	277272	-			<del></del>			
Ed 6	PTICM 2.4904	2.49046x101(9)	-19,81060			86798'0'		3.93634	-		പ്പുവം	104-56-0	E1016.0	1.95372	26/7661-68/8861 22/236-1	Highest
	(S.E.)		491339			0.46816		0.88350								
Ė	(T-Value)		-2.59960		-	-1.84763		4,45508		- <b></b> -						
R.		2.49046K104(9).	19,81081				0.86498				Logen	0.95401	0.91013 <sup>1</sup>	1.95372	1.95372 1988/89-1994/95	Haghest
	(3.E.)		491339		•	:	0.46816	0.88350	-	_						
Ė	(T-Value)		-2.59960			•	1.847453	445578					-		-	
ľ.		168,21619	5.12525			-0.24238			0.29359	0.41178	Logical	0.98816	0.97646	2,41,599	2,41,599 1,968/89-1,994/95	ЧЗЧН
	(S.E.)		491339			12125.0			0.20673	0.96156	:			-		
E	(T-Value)		-2.59960			-0.75457			1:42015	0.47794			÷			
Ł	PTKM 3,4	3,477,260031	R.15400	_		-0.37965				1.60145	Logical-	0.98012	0.96064	2.06679	2.06679 1988/89-1994/95	High
	(S.E.)		4.91339			0.34305				0.22546			•		•	
Ė	(T-Value)		-2.59960			-110668				7.10288	•		-			
Ł		168.21619	5.12525				0.24238		0.29759	0.41178	Logical	0.98816	0.97646	2.41599	3647661-6808861 6665177	Hugh
	(3.5.)		4,91339				9.59755		0.20673	0.861.56						
E	(T-Value)		-2.59960				0.53402		1.42015	0.47794						
F.	PTKM {	0.00029	-8.15400				0.37965			1.60145	Logal	21046-0	0.96064	2.06679	2.06679 1948789-1994/95	Hugher
•	(3.E)		491339				0.34305			0.22546			· ·			

Appendix 3.7.47 Sensitivity Analysis of Raliway Traffic Demand of Passenger to Fare Change

Kalway Fare to Truck Pare 

8

and the second second

Number         0         1         2         5         6         7         6         7         6         1 <th></th> <th></th> <th></th> <th></th> <th>•</th> <th></th> <th>-</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>Ę</th> <th>ffic Dema</th> <th>(Truffic Demand of Railway: 1.00000 at Fare Rails Revo-0%)</th> <th>w.1.0000</th> <th>ř.</th> <th>ise Ration0</th> <th>ş </th>					•		-										Ę	ffic Dema	(Truffic Demand of Railway: 1.00000 at Fare Rails Revo-0%)	w.1.0000	ř.	ise Ration0	ş
Num         Fare Rank(N)         0         1         2         5         6         7         6         100         11         100         1100	Leto of Bui			ŀ			ŀ								- ;						\$	<u>4</u>	8
0         1.00000         1.0010         1.0010         1.0010         1.10110         1.1010         1.10100 <th></th> <th>\$</th> <th></th> <th><b>7</b></th> <th>•'n</th> <th>*</th> <th>رہ </th> <th>¢,</th> <th>-</th> <th></th> <th><b>.</b></th> <th></th> <th>=</th> <th><u> </u></th> <th></th> <th><u></u></th> <th></th> <th></th> <th></th> <th>:··</th> <th></th> <th></th> <th></th>		\$		<b>7</b>	•'n	*	رہ 	¢,	-		<b>.</b>		=	<u> </u>		<u></u>				:··			
0         1.00000         1.00000         1.00000         1.00000         1.00000         1.00000         1.00000         1.00000         1.11000         1.11000         1.11000         1.11000         1.11	À	,								_				-				- 1				_ ł	
0.99143         1.0000         1.0005         1.0011         1.0014         1.0015         1.0014         1.1017         1.0014         1.1017         1.10117         1.10117         1.10	н			10.0	wsw.	12	1.043111		_			-			-						129039 1.33742	SURVET 1.57905	- 1
0.09143         1.00001         1.01001         1.00001         1.01001         1.01001         1.00001         1.01001         1.01001         1.00001         1.01001         1.010111         1.01011         <	0	1.00000							L			Ι.								124400 12451	523 1.32636	636 1.36723	252.01.1
0.940401         0.960101	-	0.991451	B0001	1000001						2					8269 1.1					123344 127	121 78721	1.31510 1.35563	63 1.29597
0.944/6         0.961/6         0.991/6         1.000/6 <t< td=""><td>2</td><td>0.98302</td><td>0.99151</td><td>8000</td><td>1.00047</td><td>1.0101</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>1 27.00</td><td></td><td></td><td></td><td>1 228</td><td>126</td><td>SC 1.50</td><td>405 1,24424</td><td>24 1.58424</td></t<>	2	0.98302	0.99151	8000	1.00047	1.0101									1 27.00				1 228	126	SC 1.50	405 1,24424	24 1.58424
0.96666         0.97500         0.97500         0.97500         0.97500         1.00001         1.00001         1.00001         1.00001         1.00001         1.00001         1.00001         1.00001         1.00001         1.00001         1.00001         1.00001         1.00001         1.00001         1.00001         1.00011         1.00001         1.00001         1.00001         1.00001         1.00001         1.00001         1.00001         1.00001         1.00001         1.00001         1.00001         1.000111         <	3	0.97476	0.96315	0.99160	1.0000	1.00119						_ 1	- L						2 2 2	1 25	1 25115 1 29	20111 1 101101	2261 20
056966         057536         057536         059056         057536         059057         057536         050051         057536         050051         057536         050051         057536         050051         057536         050051         057536         050051         057536         050051         057536         050051         057536         050051         057536         050051         057536         050051         057536         050051         057536         050051         057536         050051         057536         050051 <th05011< th="">         0500511         <th05011< td="" th<=""><td>4</td><td>0.96664</td><td>0.97500</td><td>0.98334</td><td>0.99160</td><td>1.00000</td><td></td><td></td><td>-</td><td></td><td>_ E</td><td>-1</td><td></td><td>0220</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>' I '</td><td>1.</td></th05011<></th05011<>	4	0.96664	0.97500	0.98334	0.99160	1.00000			-		_ E	-1		0220								' I '	1.
0 95005         0 97507         0 97577         0 97570         0 97507         0 97507         1 975055         1 97505         <		0.95666	96996 0	0.97524	0.98350	0.99176	1.00000						1 42640	05741			- 1		1.1	1.20201			Ľ
0.84016         0.9511         0.7570         0.84016         0.7570         0.84016         0.7570         1.04510         1.04521         1.04521         1.04521         1.04521         1.04521         1.04521         1.04521         1.04521         1.04521         1.04521         1.04521         1.04521         1.04521         1.04521         1.04521         1.04521         1.04521         1.04521         0.05560         0.94066         0.94066         0.94061         0.95011         0.95011         0.00011         0.015011         1.00111         0.01101         0.00111 <th0.00111< th=""> <th0.00111< th=""> <th0.01< td=""><td></td><td>0 95045</td><td>0.95907</td><td>0.96727</td><td>0.97547</td><td>0.98366</td><td>0.99163</td><td>1,0000</td><td></td><td>01630</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>(2328 1.1)</td><td>1.19308 121267 127206</td><td>121</td><td></td><td>- F</td></th0.01<></th0.00111<></th0.00111<>		0 95045	0.95907	0.96727	0.97547	0.98366	0.99163	1,0000		01630									(2328 1.1)	1.19308 121267 127206	121		- F
013350         03450         03450         03500         03450         03500         03500         03000         03150         03000         03150         03000         03150         03000         03150         03000         03150         03000         03150         03000         03150         03000         03150         03000         03150         03000         03150         03000         03150         03000         03150         03000         03150         03000         03150         03000         03150         03000         03150         030000         03000         03000         <	B 1	2000	11120	S BOXO	0.96750	0.97570						_	. 1	1				1 200		1.16343 1.22270		126177 1.30066	66 13393
ATTENT         Control         Antical         Control         Control <th< td=""><td></td><td>010100</td><td>1000</td><td>A 661 %</td><td>A BEAM</td><td>0 06766</td><td>0.97593</td><td>0.98396</td><td></td><td></td><td>00600 1</td><td></td><td></td><td>03196 1.</td><td></td><td></td><td></td><td>1</td><td>111-6240</td><td>121 2402</td><td></td><td>125166 129024</td><td>24 1.52863</td></th<>		010100	1000	A 661 %	A BEAM	0 06766	0.97593	0.98396			00600 1			03196 1.				1	111-6240	121 2402		125166 129024	24 1.52863
0.720,01         0.720,01	P	200000		ALL COLOR	1000	0.000	0.06414	0 519660	0 1146			_	<u> </u>			03956 1.			2576 1.14	1.16462 1.20327	24172	12 127999	1.31804
0,820,87)         0,820,87)         0,820,87)         0,820,87         0,986,87         0,986,86         0,986,86         0,986,86         0,986,86         0,986,86         0,986,86         0,986,87         0,986,77         0,996,97	6	121925'0	19250			-						ł.	i					12817 1.1	11.1.	5546 1.19	3800 123195	195 1.26992	22051 26
0.911569         0.82115         0.97726         0.97020         <	10	0.92047	0.92883	0.93677	0.94471	107050			1001											1 1 22221 1	SPECE - DAAR	000961 200	00 1 39751
0.00000         0.91400         0.97201         0.95010         0.97100         0.97670         0.99466         0.99221         1.00000         1.00010         1.00120 <t< td=""><td>11</td><td>0.91369</td><td>0.92158</td><td>0,92947</td><td>0.93735</td><td>0.94521</td><td>0.95307</td><td></td><td>2002</td><td></td><td></td><td></td><td></td><td></td><td>1 /2010</td><td></td><td></td><td></td><td>. 1.</td><td></td><td>Ŧ</td><td>ł.,</td><td></td></t<>	11	0.91369	0.92158	0,92947	0.93735	0.94521	0.95307		2002						1 /2010				. 1.		Ŧ	ł.,	
0.89746         0.89716         0.99214 <t< td=""><td></td><td>10000</td><td>1</td><td>00000</td><td>01000</td><td>ō</td><td>0.94571</td><td>0.95349 0</td><td></td><td>3 006361</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>1.13759 1.17534</td><td>- 1</td><td>121290 1.25025</td><td></td></t<>		10000	1	00000	01000	ō	0.94571	0.95349 0		3 006361										1.13759 1.17534	- 1	121290 1.25025	
0.477/06         0.990/16         0.991/26	12		1			1		0 04410			0 11090						01529 1.1			1.12348 1.15634 1.20361	5634 1.20	061 124070	70 1.27763
0.487.16 0.00037 0.00034 0.91577 0.72106 0.79154 0.4711 0.5471 0.54223 0.56786 0.97746 0.55724 0.59747 1.00000 1.03750 0.44410 0.56143 0.56044 0.75720 0.47573 0.59159 0.59159 0.5720 0.75210 0.55720 0.59756 0.59444 0.59547 1.00000 1.03750 0.54310 0.55110 0.56143 0.56056 0.47623 0.46705 0.59159 0.5120 0.52230 0.59556 0.59249 0.59566 0.55560 0.55560 0.55561 1.00000 0.75957 0.60366 0.51711 0.24512 0.45729 0.56000 0.51110 0.46122 0.46523 0.59556 0.59750 0.59756 0.59566 0.59546 0.59561 0.59556 0.77979 0.60366 0.51713 0.7796 0.51212 0.46700 0.51110 0.5656 0.5656 0.5723 0.49756 0.59759 0.59566 0.59719 0.45750 0.59756 0.59751 0.77446 0.77956 0.77966 0.77971 0.7560 0.75510 0.7556 0.5756 0.57510 0.03756 0.40559 0.45769 0.45750 0.45750 0.59756 0.59751 0.77446 0.77956 0.77966 0.77951 0.75509 0.75646 0.77516 0.75112 0.41100 0.42747 0.45756 0.45751 0.45750 0.77514 0.77160 0.77160 0.77160 0.77516 0.75516 0.75516 0.75516 0.75112 0.41100 0.42747 0.457516 0.45751 0.47751 0.77514 0.77169 0.77616 0.77609 0.75509 0.75608 0.75561 0.75516 0.75112 0.47517 0.47516 0.42547 0.42503 0.43756 0.47517 0.47517 0.47517 0.47517 0.47517 0.47517 0.47517 0.47517 0.47517 0.47517 0.47517 0.47516 0.44512 0.44500 0.42516 0.44512 0.44510 0.42516 0.45717 0.44710 0.42544 0.45010 0.42447 0.44517 0.44717 0.44717 0.47517 0.47517 0.47517 0.47516 0.44512 0.44500 0.42516 0.44512 0.44510 0.42546 0.45717 0.44710 0.47514 0.44510 0.42546 0.45540 0.45717 0.44510 0.44512 0.44510 0.44512 0.44500 0.44510	13	0.69965	Ł	TRELAIN										STAN1 0.	99241 1.	00000	00758 1.1			1.12031 1.15746 1.19447	5748 1.15	123124	24 126793
QAB613         QARCH3         QARCH3 <thqarch3< th=""> <thqarch3< th=""> <thqarch3< td="" th<=""><td>14</td><td>0.A97.A5</td><td></td><td>100000</td><td></td><td>00077670</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>×</td><td></td><td></td><td></td><td></td><td>11100111</td><td>11.177711</td><td>1.1A54A 1.77202</td><td>02 1 25836</td></thqarch3<></thqarch3<></thqarch3<>	14	0.A97.A5		100000		00077670									×					11100111	11.177711	1.1A54A 1.77202	02 1 25836
0.000010         0.000000	15	C199900		0.90144	0.90908	0.91671	0.92433				1.95471												1
CARAGE         Constrain         C	20	0.85410	0.36148	0.56866	0.47622	0.64357				) 68219.				- 1	0 100	95660			1000	- L		1.1426411.17/12	
Character         Control         Contro         Control         Control         <	×	744010	0.63160	0.63671	0.04582	0.82292						189532 0.			9-040-0	- ITE	0 20020	96531 1.		1.0		. 1	
CENTRIC CONTROL 0.00700 0.07700 0.07700 0.07700 0.07700 0.07700 0.07700 0.07700 0.07000 0.0770		0.9040	A emak	0 81074	0.A1761	0.82447			04500						.84584 0.		6993.6	93311 0.	96664 1.0	0100	03161 10 03161 10	1.0662.0 1.09906	200 1.1317 200
0.77751 0.75056 0.770210 0.770210 0.770210 0.770211 0.775051 0.775051 0.775051 0.77505 0.77505 0.46555 0.46555 0.47515 0.46555 0.47515 0.46555 0.47515 0.46555 0.77505	× :	Tritte	Į.	A 7447A	5.10.0	0.79799		0.61125	01706		;					- 2.5	67050-0.			0.96744 1.00	1,00000 1.03196	1196 1.06376	576 1.00542
0.72514 0.7706 0.72615 0.72615 0.72615 0.72615 0.72625 0.76444 0.77505 0.7515 0.77545 0.77546 0.79512 0.80579 0.81215 0.81623 0.84600 0.72514 0.7716 0.7276 0.72769 0.72615 0.72615 0.72655 0.72655 0.72655 0.72655 0.77671 0.72659 0.72659 0.72659 0	3 4	1947-10		0.76040	0.76604	0.7758		0.78612	792.54		· · · ·			0.02447 0	A3083 0.	A3719 0.	84354 0.	87517 0.	90662 0.9		0.96905 1.00000	1,03082	1.06149
2,265 0,2670 0,7070 0,7020 0,7067 0,7067 0,7067 0,7067 0,7070 0,7077 0,7257 0,72667 0,7067	2	11220	1	0.71766	0,74392	0.75016		0.76262	76854	3.77505	0.78126 0				80599 0.			14900 0	5'0 T354V	0.90987 0.9	4006 0.9	0.94006 0.97010 1.00000 1.02976	8
	2	0 Thata	Ł	ł	0.72242	0.7244	0.7454	0.740561 (	3.74662	3.75265	0.75868 0								10-014S	A357 0.9	12491 0.9	0.94207 0.97110	110 1.0000