

Higher Committee for
Greater Cairo Transportation Planning
Government of the Arab Republic of Egypt

Japan International Cooperation Agency
(JICA)

Transportation Master Plan and Feasibility Study of Urban Transport Projects in Greater Cairo Region in the Arab Republic of Egypt

PHASE I FINAL REPORT

Volume III: Transport Master Plan

November 2002

Pacific Consultants International (PCI)

The following foreign exchange rates are applied in this study.

USD \$1.00 = 4.58 Egyptian Pound (LE)

(As of August 2002)

PREFACE

In response to a request from the Government of the Arab Republic of Egypt, the Government of Japan decided to conduct the Study for the Transportation Master Plan and Feasibility Study of Urban Transport Projects in Greater Cairo Region in the Arab Republic of Egypt and entrusted the Study to the Japan International Cooperation Agency (JICA).


JICA selected and dispatched a study team headed by Dr. Katsuhide Nagayama of Pacific Consultants International to the Arab Republic of Egypt between March 2001 and September 2002. In addition, JICA set up an Advisory Committee headed by Professor Noboru Harata of Tokyo University between March 2001 and October 2002, which examined the Study from Specialist and technical point of view.

The Study Team held discussions with the officials concerned of the Government of the Arab Republic of Egypt and conducted field surveys at the study area. Upon returning to Japan, the Study Team conducted further studies and prepared this report.

I hope that this report will contribute to development in the Arab Republic of Egypt, and to the enhancement of friendly relationship between our two countries.

Finally, I wish to express my sincere appreciation to the officials concerned of the Government of the Arab Republic of Egypt for their close cooperation extended to the Study Team.

November 2002



Takao Kawakami
President
Japan International Cooperation Agency

November 2002

Mr. Takao Kawakami
President
Japan International Cooperation Agency
Tokyo, Japan

Letter of Transmittal

Dear Sir,

We are pleased to formally submit herewith the Final Report of “Transportation Master Plan and Feasibility Study of Urban Transport Project in Greater Cairo Region in the Arab Republic of Egypt.”

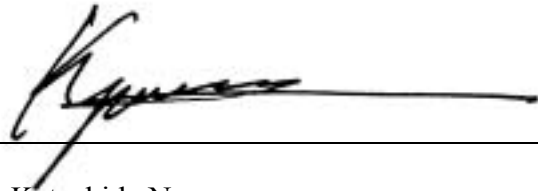
This report compiles the results of the Study which was undertaken in the Arab Republic of Egypt from March 2001 through September 2002 by the Study Team organized by Pacific Consultants International under the contract with the JICA.

This report compiles Transport Master Plan based upon identification of present condition in order to contribute to the sustainable development in Greater Cairo Region.

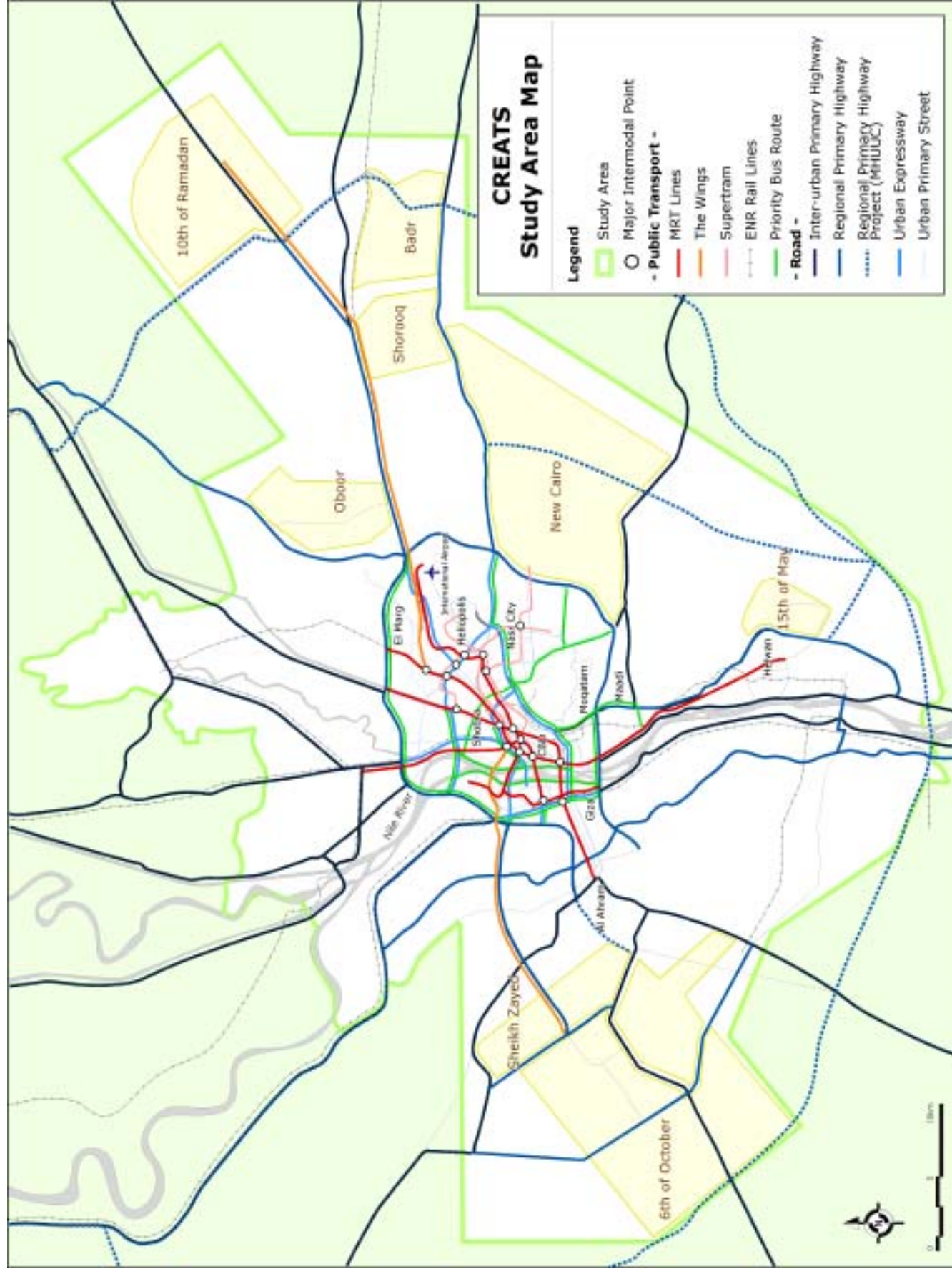
We would like to express our sincere gratitude and appreciation to all the officials of your agency and the JICA advisory Committee. We also would like to send our great appreciation to all those extended their kind assistance and cooperation to the Study Team, in particular, Ministry of Transport and Egyptian National Institute of Egypt as the counterpart agency. We beg to acknowledge our sincere gratitude to Dr. Ibrahim El Dimeery, the ex-Minister of Transport, for his devoted initiation of the Study as well as H.E. Eng. Hamdy Al Shayeb, the Minister of Transport, for his strong support to our activities.

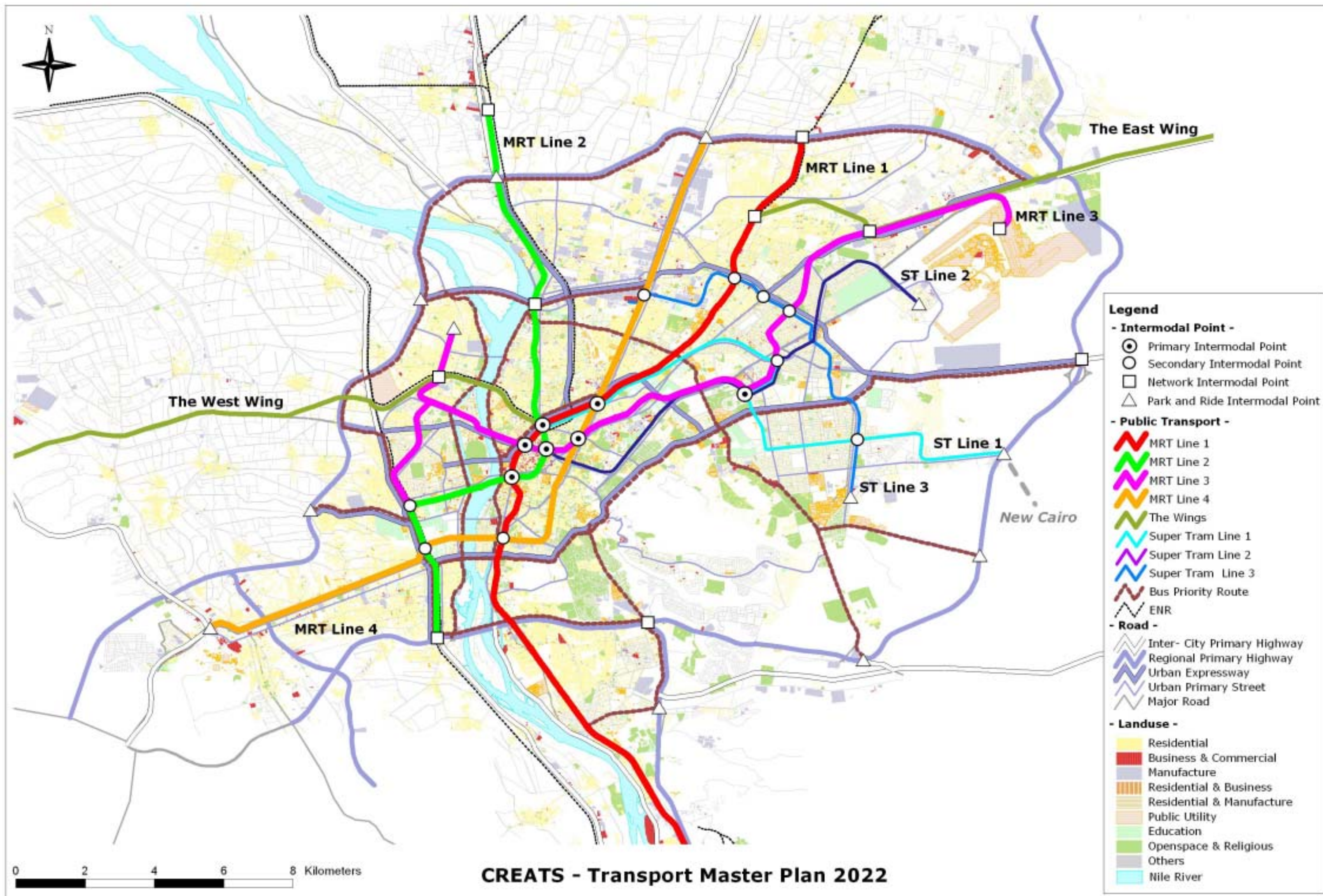
We hope that the report will be able to contribute significantly to development in the Arab Republic of Egypt.

Very truly yours,



Dr. Katsuhide Nagayama
Team Leader,
The Study Team for the Transportation Master Plan
and Feasibility Study of Urban Transport Project in
Greater Cairo Region in the Arab Republic of Egypt





CREATS INTERIM REPORT
Volume III: Transport Master Plan

TABLE OF CONTENTS

PREFACE

LETTER OF TRANSMITTAL

STUDY AREA MAP

CREATS-TRANSPORT MASTER PLAN 2022

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

LIST OF ABBREVIATIONS

CREATS PARTICIPANTS

	Page
CHAPTER 1: INTRODUCTION	
1.1 Background -----	1-1
1.2 Study Scope and Objectives -----	1-1
1.3 The Participatory Planning Process -----	1-2
1.4 Reporting Approach -----	1-3
1.5 Structure of Volume III of the Interim Report -----	1-6
CHAPTER 2: URBANIZATION STRUCTURE AND SOCIO-ECONOMIC FRAMEWORK	
2.1 Existing Issues, Opportunities and Constraints -----	2-1
2.2 Urban Structure -----	2-3
2.3 Current Socio-Economic Situation -----	2-17
2.4 Future Socio-Economic Framework -----	2-61
CHAPTER 3: THE TRANSPORT MODEL	
3.1 Existing Issues, Opportunities and Constraints -----	3-1
3.2 Network Development and Representation -----	3-5
3.3 Trip Generation -----	3-14
3.4 Person Trip Distribution -----	3-30
3.5 The Mode Choice Model -----	3-39
3.6 Development of Other Trip Tables-Commercial, External Vehicle and Walk -----	3-44
3.7 Base Year Assignment and Calibration -----	3-56
3.8 Disaggregate Modal Choice Model Analysis -----	3-62
3.9 Indicative Future Year Results -----	3-83
3.10 Recommendations -----	3-89
CHAPTER 4: PUBLIC TRANSPORT SYSTEM	
4.1 Existing Issues, Opportunities and Constraints -----	4-3

4.2	Service Structuring -----	4-6
4.3	Financial Sustainability -----	4-17
4.4	Transport and the Urban Poor-----	4-50
4.5	Ownership -----	4-60
4.6	Initial Screening of Public Transport Scenarios -----	4-73
4.7	Refinement of the Public Transport Scenarios -----	4-130
4.8	Recommendations -----	4-159

CHAPTER 5: URBAN ROAD SYSTEM

5.1	Existing Issues, Opportunities and Constraints -----	5-1
5.2	Urban Road Hierarchy Structuring -----	5-4
5.3	Future Road System Planning -----	5-21
5.4	Evaluation of Alternative Year 2022 Road Systems -----	5-34
5.5	Recommendations -----	5-52

CHAPTER 6: CARGO TRANSPORT

6.1	Existing Issues, Opportunities and Constraints -----	6-1
6.2	Present Truck Volumes and Flows -----	6-10
6.4	Future Cargo Transport in GCR -----	6-26
6.5	Recommendations -----	6-60

CHAPTER 7: INTERMODAL TRANSPORT

7.1	Existing Issues, Opportunities and Constraints-----	7-1
7.2	Why Intermodal Transport? -----	7-6
7.3	Intermodal Public Transport in the GCR -----	7-7
7.4	Intermodal Cargo Transport in the GCR -----	7-38
7.5	Recommendations -----	7-64

CHAPTER 8: TARGET AREAS TRANSPORT MANAGEMENT

8.1	Existing Issues, Opportunities and Constraints-----	8-1
8.2	Approach and Methodology-----	8-4
8.3	Short-term Plan for Immediate Actions -----	8-4
8.4	Medium and Long Term Plan -----	8-47
8.5	Recommendations -----	8-58

CHAPTER 9: ORGANIZATIONAL AND INSTITUTIONAL MATTERS

9.1	Existing Issues, Opportunities and Constraints -----	9-1
9.2	Administrative and Planning Boundaries in the Study Area ----	9-2
9.3	Organizations Related to Urban Transport -----	9-4
9.4	Functions and Responsibilities of the Current Transport Organizations in the Study Area -----	9-9
9.5	Other Institutional and Organizational Subjects-----	9-15
9.6	The Recommended Organization Setup -----	9-23
9.7	Some Institutional Related Subjects -----	9-32
9.8	Transport Finance Institutions -----	9-34
9.9	Institutional Strengthening and Expertise Building-----	9-37
9.10	Recommendations -----	9-42

CHAPTER 10: HUMAN RESOURCES DEVELOPMENT IN TRAFFIC SAFETY

10.1	Existing Issues, Constraints and Opportunities -----	10-1
10.2	The Traffic Safety Program Demonstrator -----	10-12
10.3	Structuring for Sustainability-----	10-19
10.4	The Traffic Safety Program -----	10-23
10.5	Supporting Measures -----	10-29
10.6	Conclusions-----	10-32
10.7	Recommendations -----	10-35

CHAPTER 11: THE INTEGRATED TRANSPORT MASTER PLAN

11.1	Introduction -----	11-1
11.2	Vision, Policies and Strategies -----	11-1
11.3	Master Plan Formation Procedure -----	11-5
11.4	CREATS Master Plan Scenarios -----	11-8
11.5	Master Plan Improvement Options -----	11-17
11.6	CREATS Integrated Urban Transport Master Plan -----	11-23
11.7	Implementation -----	11-29
11.8	Project Priority Selection Process -----	11-32
11.9	Recommendations -----	11-59

CHAPTER 12: INITIAL ENVIRONMENTAL EXAMINATION (IEE)

12.1	Existing Issues, Opportunities and Constraints -----	12-1
12.2	Environmental Issues-----	12-7
12.3	Environmental Regulation and Policy in Egypt -----	12-13
12.4	Criteria for Environmental Impact Assessment -----	12-17
12.5	Proposed Transport Improvement Projects for Greater Cairo ---	12-19
12.6	Existing Situation and Potential Positive Impacts of Proposed Transport Improvement Projects -----	12-26
12.7	Potential Adverse Impacts of Proposed Transport Improvement Projects on the Environment -----	12-29
12.8	Environmental Screening; Recommendations for Further Environmental Studies -----	12-35
12.9	Scoping-----	12-40
12.10	Mitigation Measures-----	12-42
12.11	Environmental Policy for an Improved Transport Sector -----	12-44
12.12	Recommendations -----	12-45

CHAPTER 13: ECONOMIC AND FINANCIAL ANALYSES AND INVESTMENT

13.1	Introduction -----	13-1
13.2	Economic Analysis -----	13-2
13.3	Financial Analysis -----	13-25
13.4	Affordability -----	13-28
13.5	Recommendations -----	13-33

LIST OF TABLES

Table 2.2.1	Historical Changes in Urbanized Areas and Urban Population in GCR	2-9
Table 2.2.2	New Community Development in the GCR -----	2-15
Table 2.3.1	Study Area and Coverage of Administrative Units -----	2-18
Table 2.3.2	Egypt: Indicators of Recent Macro-Economic Development -----	2-22
Table 2.3.3	Main Indicators & Targets of Egypt's Economy (2017) -----	2-24
Table 2.3.4	Egypt's Fourth 5-Year Plan (July 1997-2002)-----	2-25
Table 2.3.5	Planned Investments in the Fourth 5-Year Plan (1997-2002) -----	2-25
Table 2.3.6	Master Planning and Urban Development Trends -----	2-30
Table 2.3.7	Area, Population and Pop. Density by Governorate -----	2-32
Table 2.3.8	Key Summary Data – 9 New Towns-----	2-34
Table 2.3.9	Detailed Data, Selected New Towns-----	2-35
Table 2.3.10	Type of Dwelling and Housing Stock -----	2-40
Table 2.3.11	Gross Regional Product of Greater Cairo Region (1996)-----	2-43
Table 2.3.12	Detailed GRDP, Egypt and Cairo, 1996-----	2-45
Table 2.3.13	Comparison of Year 1999 Regional Vehicle Ownership -----	2-50
Table 2.3.14	Comparison of Year 1999 Regional Unit Vehicle Ownership -----	2-50
Table 2.3.15	Population, Employment and Students by Sector -2001- -----	2-58
Table 2.4.1	Average GDP Growth, Egypt and Other Developing Regions, 1983-2002 -----	2-62
Table 2.4.2	GDP Growth Rates, Economic Growth Scenarios, 2002-2022 -----	2-66
Table 2.4.3	Governorate Population Forecasts, CDC, 2001-21 -----	2-68
Table 2.4.4	Governorate Population Forecasts, Ministry of Planning, 2017 -----	2-68
Table 2.4.5	Forecast Population, JICA Study Area, 2007-2022-----	2-69
Table 2.4.6	Population Forecasts, Egypt, 2001-2021 -----	2-70
Table 2.4.7	Current and Target Populations, New Communities -----	2-72
Table 2.4.8	Input Data, 6 th October-----	2-74
Table 2.4.9	Forecast Population, 6 th of October, 2007-2017 -----	2-75
Table 2.4.10	Forecast Populations ('1000s), adjusted for New Communities, Medium Economic Growth Scenario, 2007-2022 -----	2-76
Table 2.4.11	Average Household Income (LE per month), 2001-2022, in Constant 2001 Prices-----	2-77
Table 2.4.12	Employment ('000s), GCR and Egypt, 1986 and 1996 -----	2-77
Table 2.4.13	National Employment and GDP Growth, 1991-2001 -----	2-78
Table 2.4.14	Forecast Employment, 2007-2022, Medium Economic Growth Scenario -----	2-79
Table 2.4.15	Labor Partic. Rate and Forecast Employment, 2001-2022('000s)-----	2-80
Table 2.4.16	Estimated Manufacturing/ Non-manufacturing Jobs ('000s), Secondary Sector, 2001-2022-----	2-80
Table 2.4.17	Initial Estimates of Future Student Numbers, 2007-2022 -----	2-81
Table 2.4.18	Final, Adjusted Estimates of Student Numbers, JICA Study Area -----	2-81
Table 2.4.19	Socio-economic Framework -Year 2007- -----	2-82
Table 2.4.20	Socio-economic Framework -Year 2012- -----	2-82
Table 2.4.21	Socio-economic Framework -Year 2022- -----	2-83
Table 3.2.1	Averaged Link Parameters CREATS Year 2001 Roadway Network --	3-8

Table 3.2.2	Mid-block Road Capacity-CREATS Roadway Network -----	3-12
Table 3.2.3	Link Free Flow Speeds CREATS Roadway Network-----	3-13
Table 3.2.4	Network Link Description-----	3-15
Table 3.2.5	Mode/Company Definitions for Public Transport Lines Files -----	3-15
Table 3.3.1	Co-efficient of Determination Households by Economic Activity Class	3-24
Table 3.3.2	Co-efficient of Determination for Households by Household Size ---	3-25
Table 3.3.3	Daily Production Rates Motorized Trips by Household Category ----	3-26
Table 3.3.4	Daily Production Rates Walk Trips by Household Category -----	3-27
Table 3.3.5	Trip Production Adjustment for Population Density -----	3-27
Table 3.3.6	Trip Production Distribution Comparison -----	3-28
Table 3.3.7	Attraction Model Coefficients for HBW -----	3-29
Table 3.3.8	Attraction Model Coefficient for Non-HBW -----	3-29
Table 3.4.1	Behaviourial Value of Time by Economic Class and Trip Purpose ---	3-31
Table 3.4.2	Gravity Model Parameters and Calibration -----	3-32
Table 3.4.3	Comparison of Percentage of Intrazonal Trips -----	3-33
Table 3.4.4	Special Generator Trips-----	3-33
Table 3.5.1	Mode Split Calibration Parameters -----	3-42
Table 3.5.2	Overall Percentage Mode Split Comparison-----	3-42
Table 3.5.3	Comparison between Observed and Modeled Results	
	Percentage of Public Transport Trips -----	3-43
Table 3.6.1	External Zones Locality-----	3-55
Table 3.7.1	Vehicle Occupancy Factors -----	3-58
Table 3.7.2	Peak Hour Factors -----	3-59
Table 3.7.3	Mode Specific Parameters -----	3-60
Table 3.7.4	Comparison of Synthesized Daily Public Transport Passengers -----	3-62
Table 3.8.1	Explanatory Variables for the Disaggregate Analysis-----	3-67
Table 3.8.2	RPS Planned and Collected Samples -----	3-70
Table 3.8.3	Results of RPS Analysis -----	3-71
Table 3.8.4	SPS planned and achieved interviews. -----	3-73
Table 3.8.5	Results of SPS Analysis Public and Private Mode Users-----	3-74
Table 3.8.6	Results of SPS Analysis Private Mode Users -----	3-75
Table 3.8.7	Result of HIS Analysis Purpose: Home-Based Work -----	3-78
Table 3.8.8	Result of HIS Analysis Purpose: Home-Based Education-----	3-79
Table 3.8.9	Result of HIS Analysis Purpose: Home-Based Others -----	3-80
Table 3.8.10	Result of HIS Analysis Purpose: Non-Home-Based-----	3-81
Table 3.9.1	Impact of Planning Data -----	3-84
Table 3.9.2	Person Trips in Year 2001 -----	3-85
Table 3.9.3	Person Trips in Year 2007 -----	3-85
Table 3.9.4	Person Trips in Year 2012 -----	3-86
Table 3.9.5	Person Trips in Year 2022 -----	3-86
Table 3.9.6	Public Transport Fare Structure of Major Modes ('01 LE) -----	3-87
Table 3.9.7	Overall Daily Mode Distribution of Trips (Million) -----	3-87
Table 3.9.8	Overall Daily Mode Distribution of Trips (Million) for Economic Activity Class 4 and 5 -----	3-88
Table 3.9.9	% Public Transport Market Share -----	3-88
Table A3-1	Disaggregate Analysis Result for RPS Purpose: All-----	3-91
Table A3-2	Disaggregate Analysis Result for RPS Purpose: Work -----	3-92
Table A3-3	Disaggregate Analysis Result for RPS Purpose: School -----	3-93
Table A3-4	Disaggregate Analysis Result for RPS Purpose: Business-----	3-94

Table 4.3.1	Average Fares for Single Journey Public Transport Tickets -----	4-19
Table 4.3.2	Summary of CTA Employment -----	4-32
Table 4.4.1	Year 2001 Study Area Household Income Profile -----	4-51
Table 4.4.2	Study Area Average Expenditure on Public Transport -----	4-55
Table 4.5.1	Year 2001 Registered Fleet Size Shared Taxi Services -----	4-63
Table 4.6.1	Evolution in the number of motorized trips between 1973 and 1998 -----	4-74
Table 4.6.2	Evolution in the number of trips between 2001 and 2022 -----	4-74
Table 4.6.3	Committed MRT network -----	4-77
Table 4.6.4	Scenario 1, MRT supply indicators in 2022 -----	4-79
Table 4.6.5	Scenario 1, Tramway supply indicators in 2022 -----	4-79
Table 4.6.6	Scenario 1, Suburban train supply indicators in 2022 -----	4-80
Table 4.6.7	Scenario 1, Socioeconomic performance of each line in 2022 -----	4-81
Table 4.6.8	Scenario 1, Demand simulations in 2022 -----	4-85
Table 4.6.9	Scenario 1, MRT daily trips demand in 2022 -----	4-86
Table 4.6.10	Scenario 2, MRT/LRT network description in 2022 -----	4-89
Table 4.6.11	Scenario 2, MRT/LRT supply indicators in 2022 -----	4-92
Table 4.6.12	Scenario 2, Tramway network description in 2022 -----	4-93
Table 4.6.13	Scenario 2, Tramway supply indicators in 2022 -----	4-94
Table 4.6.14	Scenario 2, Suburban rail network description in 2022 -----	4-97
Table 4.6.15	Scenario 2, Suburban rail supply indicators in 2022 -----	4-97
Table 4.6.16	Scenario 2, socioeconomic performance of each line in 2022 -----	4-98
Table 4.6.17	Scenario 2, Demand simulations in 2022 -----	4-102
Table 4.6.18	Scenario 2, MRT/LRT daily trips demand in 2022 -----	4-103
Table 4.6.19	Interfaces of scenario 2 in 2022 -----	4-105
Table 4.6.20	Scenario 3, Network description in 2022 -----	4-106
Table 4.6.21	Scenario 3 : network supply indicators in 2022 -----	4-108
Table 4.6.22	Scenario 3 Suburban rail network description in 2022 -----	4-109
Table 4.6.23	Scenario 3 Suburban rail supply indicators in 2022 -----	4-109
Table 4.6.24	Scenario 3, socioeconomic performance of each line in 2022 -----	4-110
Table 4.6.25	Scenario 3, Demand simulations in 2022 -----	4-114
Table 4.6.26	Scenario 3, network daily trips demand in 2022 -----	4-114
Table 4.6.27	Interfaces of scenario 3 in 2022 -----	4-118
Table 4.6.28	Scenario 4, Network description in 2022 -----	4-119
Table 4.6.29	Scenario 4 network supply indicators in 2022 -----	4-119
Table 4.6.30	Scenario 4, Suburban rail network description in 2022 -----	4-121
Table 4.6.31	Scenario 4, Suburban rail supply indicators in 2022 -----	4-121
Table 4.6.32	Scenario 4, socioeconomic performance of each line in 2022 -----	4-122
Table 4.6.33	Scenario 4 demand simulations in 2022 -----	4-126
Table 4.6.34	Scenario 4 network daily trips demand in 2022 -----	4-126
Table 4.6.35	Interfaces of scenario 4 -----	4-129
Table 4.7.1	Main performance indicators of each scenario -----	4-130
Table 4.7.2	Core network in 2022 -----	4-132
Table 4.7.3	Core network supply indicators in 2022 -----	4-134
Table 4.7.4	Core network, Suburban rail network description in 2022 -----	4-135
Table 4.7.5	Core network, Suburban rail supply indicators in 2022 -----	4-135
Table 4.7.6	Core network, socioeconomic performance of each line in 2022 -----	4-136
Table 4.7.7	Core network demand simulations in 2022 -----	4-140
Table 4.7.8	Core network daily trips demand in 2022 -----	4-140

Table 4.7.9	Interfaces of the core network in 2022 -----	4-141
Table 4.7.10	Optimized Core rail network in 2022 -----	4-143
Table 4.7.11	Optimized core rail network supply indicators in 2022 -----	4-145
Table 4.7.12	Optimized Core rail network, Suburban rail network description ----	4-146
Table 4.7.13	Optimized core rail network, Suburban rail supply indicators -----	4-146
Table 4.7.14	Optimized core network, socioeconomic performance in 2022 -----	4-147
Table 4.7.15	Optimized Core network demand simulations in 2022 -----	4-152
Table 4.7.16	Optimized core network daily trips demand in 2022 -----	4-153
Table 4.7.17	Interfaces of the optimized core network -----	4-154
Table 4.7.18	Socioeconomic performances of each refined scenario in 2022 -----	4-156
Table 4.7.19	Transport demand performances by scenario in 2022 -----	4-157
Table 4.7.20	Transport demand performances by line in 2022 -----	4-158
Table 4.8.1	Optimized core urban rail network in 2022 -----	4-160
Table 4.8.2	Optimized core network in 2012 -----	4-162
Table 4.8.3	Staged Public Transport Infrastructure Investment Program -----	4-163
Table 4.8.4	Recommended infrastructure plan, 2022 MRT network description -	4-164
Table 4.8.5	Recommended infrastructure plan, MRT implementation staging ----	4-164
Table 4.8.6	Recommended infrastructure plan, MRT trip demand forecast -----	4-165
Table 4.8.7	Metro operational characteristics in 2012 and 2022 -----	4-166
Table 4.8.8	Unit capital cost breakdown of metro line 2 (Million LE 2001) -----	4-168
Table 4.8.9	Recommended infrastructure plan, metro capital cost -----	4-169
Table 4.8.10	Recommended infrastructure plan, 2022 tram network description --	4-171
Table 4.8.11	Recommended infrastructure plan, tram implementation staging ----	4-171
Table 4.8.12	Recommended infrastructure plan, tram demand forecast -----	4-172
Table 4.8.13	Tram operating characteristics in 2012 and 2022 -----	4-172
Table 4.8.14	Unit capital cost breakdown of supertram (Million LE 2001) -----	4-173
Table 4.8.15	Recommended infrastructure plan, tram capital cost -----	4-176
Table 4.8.16	Recommended infrastructure plan, 2022 suburban railway network -	4-178
Table 4.8.17	Recommended plan, suburban rail implementation staging -----	4-178
Table 4.8.18	Recommended infrastructure plan, suburban rail demand forecast ----	4-179
Table 4.8.19	Suburban train operating characteristics in 2012 and 2022 -----	4-181
Table 4.8.20	Capital cost breakdown Double track electrified Wings express rail lines (Million year 2002 LE) -----	4-182
Table 4.8.21	Recommended infrastructure plan, suburban rail lines capital cost ---	4-183
Table 4.8.22	Estimated Extent and Cost – Initial Ten Years Public Bus Fleet Expansion and Modernization Program -----	4-188
Table 4.8.23	Estimated Twenty Year Cost Public Bus Fleet Expansion and Modernization -----	4-189
Table 4.8.24	Estimated Trunk Busway Capital Cost 6 th of October Transit Corridor	4-195
Table 4.8.25	Estimated Capital Cost Urban Expressway Bus Priority Network -----	4-196
Table 4.8.26	Estimated Capital Cost Regional Primary Highway Bus Priority Network -----	4-197
Table 4.8.27	Estimated Capital Cost Urban Primary Street Bus Priority Network	4-197
Table 4.8.28	Estimated Twenty Year Cost Public Bus Services -----	4-199
Table 4.8.29	Estimated Twenty Year Cost Ferry line service -----	4-200
Table 5.2.1	Inter-urban Traffic Count Data (outside of the Study Area)-----	5-2
Table 5.2.2	Recommended Policies on Road Structure/Traffic Management/ Environmental Measures with Functional Classification -----	5-15

Table 5.3.1	Population of Four Major New Communities -----	5-22
Table 5.4.1	Committed Projects Investment: Summary -----	5-39
Table 5.4.2	Major Committed Projects by the Government -----	5-40
Table 5.4.3	Scenario A Performance Evaluation -----	5-40
Table 5.4.4	Scenario A Mini-screen Line Analysis -----	5-41
Table 5.4.5	Scenario B (Do Maximum) Projects Investment: Summary -----	5-42
Table 5.4.6	Road Sector Total Investment for Scenario B (Do Maximum) -----	5-44
Table 5.4.7	Scenario A Performance Evaluation -----	5-44
Table 5.4.8	Scenario B Mini-screen Line Analysis -----	5-45
Table 5.4.9	Scenario D (The Master Plan) Urban Expressway Projects -----	5-46
Table 5.4.10	Road Sector Total Investment for Scenario D (The Master Plan) -----	5-46
Table 5.4.11	Scenario D Performance Evaluation -----	5-48
Table 5.4.12	Scenario D Mini-screen Line Analysis -----	5-48
Table 5.5.1	Staged Road Sector Total Investment Summary (The Master Plan) --	5-54
Table 5.5.2	Year 2012 and 2022 V/C and Implementation Period Recommendation -----	5-55
Table 5.5.3	CREATS Road Infrastructure Development Projects -----	5-56
Table 5.5.4	Assumptions for Expressway Projects Implementation -----	5-57
Table 5.5.5	Assumptions for Preliminary Financial Analysis -----	5-58
Table 5.5.6	Preliminary Financial Analysis Case-1: Equity 10 %, Loan 90 % ----	5-58
Table 5.5.7	Preliminary Financial Analysis Case-2: Equity 20 %, Loan 80 % ----	5-58
Table 5.5.8	Toll Level vs. Traffic Volume and Revenue -----	5-59
Table 5.5.9	WITH and WITHOUT Expressway Performance Evaluation -----	5-61
Table 5.5.10	Mini-screen Line Analysis for WITH and WITHOUT Expressway --	5-62
Table 6.1.1	Economic Activity in the Satellite Cities-----	6-3
Table 6.3.1	Truck Traffic on main corridors and streets outside Ring Road (2001)	6-51
Table 6.3.2	Truck Traffic on main corridors and streets outside Ring Road (2012)	6-52
Table 6.3.3	Truck Traffic on main corridors and streets outside Ring Road (2022)	6-52
Table 6.3.4	Truck Traffic evolution outside Ring Road (2001-2022)-----	6-54
Table 6.3.5	Truck Traffic on Ring Road and streets inside Ring Road (2001) -----	6-55
Table 6.3.6	Truck Traffic on Ring Road and streets inside Ring Road (2012) -----	6-55
Table 6.3.7	Truck Traffic on Ring Road and streets inside Ring Road (2022) -----	6-56
Table 6.3.8	Truck Traffic on Ring Road and main corridors inside Ring Road ----	6-57
Table 7.3.1	General Effects of P+R Facilities -----	7-31
Table 7.3.2	Comparison of Effects of P+R Facilities -----	7-31
Table 7.3.3	Combined Train/Bus Passes for Brussels -----	7-33
Table 7.4.1	Container Imports Through Egyptian Port -----	7-51
Table 7.4.2	Container Hinterland Distribution from Axexandria Port -----	7-52
Table 7.4.3	Container Traffic Forecasts -----	7-52
Table 7.4.4	Container Traffic Forecasts at Ather el Nabi Port -----	7-53
Table 7.4.5	Evolution of Container Passage in the Ports 1995-2010 -----	7-54
Table 7.4.6	Operating Costs for Railway Terminal -----	7-60
Table 7.5.1	Absolute Variation in Year 2022 Public Transport Passenger Demand Fare Structure and Fare Amount Sensitivity Analysis -----	7-66
Table 7.5.2	Variation in Year 2022 Public Transport Passenger Demand Route Structure Sensitivity Analysis -----	7-67
Table 7.5.3	Overview of Container Use -----	7-69

Table 8.3.1	Countermeasures for the Immediate Action Plan -----	8-5
Table 8.3.2	Comparison of Design Capacity Between Existing Type A and Signalized Type A -----	8-14
Table 8.3.3	Comparison of Design Capacity Between Existing Type B and Signalized Type B -----	8-15
Table 8.3.4	Calculation of Saturation Flow Rate and Saturation Degree of Intersection -----	8-20
Table 8.3.5	Dynamic Simulation Forecast: Total Stopping Delay -----	8-24
Table 8.3.6	Share of Total Building Floor Area by Use by Sub-Divided Zone ----	8-28
Table 8.3.7	Area Definition of Zonal Parking Management -----	8-31
Table 8.3.8	Zones Where Parking is to be Prohibited -----	8-32
Table 8.3.9	Development Needs of Parking Spaces by Zones for No-parking During 8:00 – 20:00 Time Periods -----	8-33
Table 8.3.10	Rough Estimation of Total Annual Revenue -----	8-39
Table 8.3.11	Recommendation for Building Owner for Providing Parking Spaces	8-39
Table 8.3.12	Proposed Standard of Inspection Items -----	8-45
Table 8.3.13	A Sample of a Format Sheet for Technical Inspection Items -----	8-46
Table 8.3.14	Short-Term Plan in the Traffic Management Sector-----	8-47
Table 9.3.1	Organizations Related to Urban Transport in Greater Cairo -----	9-6
Table 9.4.1	Agency Responsibility Matrix -----	9-12
Table 9.4.2	Local Agency Responsibility Matrix-----	9-13
Table 9.6.1	Professional Organization for Metropolitan Transport Functions -----	9-26
Table 10.1.1	Attitude of Transport Users -----	10-2
Table 10.1.2	Annual Traffic Accidents by Governorate -----	10-5
Table 10.2.1	Itinerary of Road-side Campaign-----	10-19
Table 10.5.1	Criteria for Action of Points -----	10-32
Table 11.4.1	Scenario B: “Do Maximum” Public Transport and Road Network ---	11-9
Table 11.4.2	Scenario D: “Optimized” Public Transport and Road Network -----	11-11
Table 11.4.3	A Comparison of Scenarios -----	11-13
Table 11.4.4	Capital Cost by Scenario in LE Billion -----	11-14
Table 11.4.5	Scenario Evaluation Results -----	11-16
Table 11.8.1	GAM – Weighted Evaluation Indicators -----	11-34
Table 11.8.2	List of Recommended Projects -----	11-40
Table 11.8.3	Application of Recommended Projects – Results -----	11-43
Table 11.8.4	Setting of the Criteria – Test 1 -----	11-46
Table 11.8.5	Setting of the Criteria – Test 2 -----	11-47
Table 11.8.6	Setting of the Criteria – Test 3 -----	11-48
Table 11.8.7	Setting of the Criteria – Results -----	11-49
Table 11.8.8	Sensitivity Tests – Results -----	11-50
Table 11.8.9	Priority Projects Implementation Time Chart -----	11-56
Table 12.5.1	Scenario A: Major Committed Road Projects (“Do Nothing Scenario”) -----	12-21
Table 12.5.2	Scenario D: Proposed Road Projects for Transport Master Plan (“Realistic Scenario”)-----	12-22

Table 12.5.3	Scenario A: Major Committed Rail Projects (“Do Nothing Scenario”)	12-23
Table 12.5.4	Scenario D: Proposed Rail Based Public Transport Projects for Transport Master Plan (“Realistic Scenario”)-----	12-24
Table 12.5.5	Scenario D: Proposed Road Based Public Transport Projects for Transport Master Plan (“Realistic Scenario”)-----	12-25
Table 12.5.6	Scenario D: Proposed Water Based Public Transport Project for Transport Master Plan (“Realistic Scenario”)-----	12-25
Table 12.5.7	Scenario D: Proposed Inter-Modal Projects for Transport Master Plan (“Realistic Scenario”)-----	12-26
Table 12.6.1	Roads: Adverse Environmental Impacts in Existing Situation and Expected Positive Impacts from Proposed Projects -----	12-27
Table 12.6.2	Rail Based Public Transport: Adverse Environmental Impacts in Existing Situation and Expected Positive Impacts from Proposed Projects -----	12-27
Table 12.6.3	Road Based Public Transport: Adverse Environmental Impacts in Existing Situation and Expected Positive Impacts from Proposed Projects -----	12-28
Table 12.6.4	Water Based Public Transport: Adverse Environmental Impacts in Existing Situation and Expected Positive Impacts from Proposed Projects -----	12-28
Table 12.6.5	Inter-Modality: Adverse Environmental Impacts in Existing Situation and Expected Positive Impacts from Proposed Projects -----	12-29
Table 12.7.1	Potential Significant Adverse Environmental Impacts from Proposed Road Projects; Scenario D (Master Plan) -----	12-30
Table 12.7.2	Estimated CO ₂ Emissions for Different Scenarios-----	12-31
Table 12.7.3	Potential Significant Adverse Environmental Impacts from Proposed Rail Based Public Transport Projects; Scenario D (Master Plan) -----	12-32
Table 12.7.4	Potential significant Adverse Environmental Impacts from Proposed Road Based Public Transport Projects; Scenario D (Master Plan) -----	12-33
Table 12.7.5	Potential Significant Adverse Environmental Impacts from Proposed Water Based Public Transport Projects; Scenario D (Master Plan) -----	12-34
Table 12.7.6	Potential Significant Adverse Environmental Impacts from Proposed Inter-Modal Projects; Scenario D (Master Plan) -----	12-34
Table 12.8.1	Environmental Screening of Proposed Road Improvement Projects (Scenario D/Realistic Scenario)-----	12-36
Table 12.8.2	Environmental Screening of Proposed Rail Based Public Transport Projects (Scenario D/Realistic Scenario) -----	12-37
Table 12.8.3	Environmental Screening of proposed Road Based Public Transport Projects (Scenario D/Realistic Scenario) -----	12-38
Table 12.8.4	Environmental Screening of Proposed Water Based Improvement Projects (Scenario D/Realistic Scenario) -----	12-39
Table 12.8.5	Environmental Screening of Proposed Intermodal Projects (Scenario D/Realistic Scenario)-----	12-39
Table 12.9.1	Expected Adverse Environmental Impacts from Major Proposed Transport Improvement Projects in Pre-Construction, Construction and O & M Phases -----	12-41
Table 12.10.1	Indication of Mitigation Measures for Major Proposed Transport Improvement Projects in the Pre-Construction, Construction and O & M Phases -----	12-43
Table 13.2.1	Capital Costs in terms of Financial Prices -----	13-3

Table 13.2.2	Estimation of Standard Conversion Factor (SCF) -----	13-5
Table 13.2.3	Economic Capital Costs -----	13-6
Table 13.2.4	Vehicle Type and Representative Vehicle -----	13-8
Table 13.2.5	Summary of Input Data for Unit VOC Estimation-----	13-11
Table 13.2.6	Estimated Unit Vehicle Operating Cost -----	13-10
Table 13.2.7	Unit VOC Index by Speed Range -----	13-11
Table 13.2.8	Estimated Unit VOC by Speed Range (Economic Prices)-----	13-12
Table 13.2.9	Summary of Performance of Metro (as of Year 2000/2001) -----	13-12
Table 13.2.10	Summary of Performance of Metro in terms of Aggregated Lines of No.1 and No.2 (During 1996/1997 – 1999/2000)-----	13-13
Table 13.2.11	Estimated Unit Cost per Passenger-kilometer of Metro-----	13-13
Table 13.2.12	Summary of Performance of Tramway (as of Year 2000/2001) -----	13-13
Table 13.2.13	Summary of Performance of Tramway (During 1998 – 2000)-----	13-14
Table 13.2.14	Estimated Passenger-kilometer of Tramway-----	13-14
Table 13.2.15	Estimated Unit Cost per Passenger-kilometer of Tramway -----	13-14
Table 13.2.16	Summary of Performance of ENR Suburban (as of Year 2000/2001) -	13-15
Table 13.2.17	Estimated Unit Cost per Passenger-kilometer of ENR Suburban-----	13-15
Table 13.2.18	Summary of Performance of Nile Ferry (as of Year 2000/2001) -----	13-15
Table 13.2.19	Summary of Performance of Nile Ferry (1999 and 2000) -----	13-16
Table 13.2.20	Estimated Unit Cost per Passenger-kilometer of Nile Ferry-----	13-16
Table 13.2.21	Summary of Performance of Public Bus / Minibus (as of Year 2000/2001) -----	13-17
Table 13.2.22	Estimated Unit Operating Cost per Vehicle-kilometer of Public Bus and Minibus -----	13-17
Table 13.2.23	Estimated Weighted Average Occupancy Rate of Bus/Minibus-----	13-17
Table 13.2.24	Estimated Unit Operating Cost per Passenger-km of Combined Public Bus (CTA Data Basis)-----	13-18
Table 13.2.25	Estimated Unit Vehicle Operating Cost -----	13-18
Table 13.2.26	Estimated Unit Operating Cost per Passenger-km of Combined Public Bus (Estimated Unit VOC Basis)-----	13-18
Table 13.2.27	Estimated Unit Operating Cost per Passenger-km of Shared Taxi (Estimated Unit VOC Basis)-----	13-19
Table 13.2.28	Average Household Income per Month at Constant 2001 Prices -----	13-19
Table 13.2.29	Average Monthly Income per Worker -----	13-19
Table 13.2.30	Average Hourly Income per Worker -----	13-20
Table 13.2.31	Estimation of Factor Related to Trip Purpose -----	13-20
Table 13.2.32	Estimated Hourly Time Value (Public Transport Mode Category)-----	13-20
Table 13.2.33	Estimated Hourly Time Value (Private Transport Mode Category)----	13-21
Table 13.2.34	Estimated Hourly Time Value by Vehicle Mode (in Terms of Economic Prices, at 2001 Prices)-----	13-21
Table 13.2.35	Estimated Benefits in 2022-----	13-23
Table 13.2.36	Estimated Benefits in 2007, 2012 and 2022 -----	13-23
Table 13.2.37	Summary of Cost Benefit Analysis -----	13-23
Table 13.2.38	Cash Flow of Cost Benefit Analysis (Scenario D)-----	13-24
Table 13.3.1	Fare System of Public Transport Mode-----	13-25
Table 13.3.2	Estimated Daily Operating Revenues (Scenario D, 2022)-----	13-26
Table 13.3.3	Estimated Unit Operating Cost per Passenger-km (Financial Prices)--	13-26
Table 13.3.4	Estimated Daily Operating Cost (Financial Prices) (Scenario D, 2022)	13-26
Table 13.3.5	Daily Operating Revenues vs. Operating Costs (Scenario D, 2022) ---	13-27

Table 13.3.6	Annual Operating Revenues vs. Operating Costs (Scenario D, 2022)-	13-27
Table 13.4.1	Governmental Investment in the GCR Third Five-Year Plan: 1992-1997 -----	13-29
Table 13.4.2	Public & Private Investment in Transportation-----	13-29
Table 13.4.3	Sectorial Distribution of Investment in Cairo Planning Region -----	13-30
Table 13.4.4	Transport Investment in GCR-----	13-31
Table 13.5.1	Economic Evaluation of the Proposed CREATS Master Plan -----	13-34

LIST OF FIGURES

Figure 2.2.1	A Macro View of the Urbanization Process of the Study Area in 1982	2-6
Figure 2.2.2	A Macro View of the Urbanization Process of the Study Area in 2000	2-7
Figure 2.2.3	Cairo Urban Spreading since 1968-----	2-8
Figure 2.2.4	Relations between Population Density (2001) and Population Growth (1986-2001) by Qism -----	2-9
Figure 2.2.5	Comparative Concentration of Urban Function in the GCR -----	2-10
Figure 2.2.6	Greater Cairo Region Master Plan 1997 by GOPP -----	2-12
Figure 2.2.7	Major Urban Growth Corridors in the GCR -----	2-13
Figure 2.2.8	A Comparison among Target Population, 1998 Population and Potential Inhabitants by New Community Development -----	2-15
Figure 2.2.9	A General Concept of the Regional Ring Road -----	2-16
Figure 2.3.1	Strategic Sectors -----	2-19
Figure 2.3.2	GDP per Capita and Household Income, Japan -----	2-43
Figure 2.3.3	GDP per Capita and Household Income, Thailand -----	2-44
Figure 2.3.4	Recent Vehicle Ownership Trends in Egypt -----	2-47
Figure 2.3.5	Egyptian Vehicle and Socio-Economic Indexes: 1987-2000-----	2-47
Figure 2.3.6	Year 1999 Relative Vehicle Ownership and Population Composition, Greater Cairo and Egypt -----	2-48
Figure 2.3.7	Year 1999 Registered Vehicles by Governorate -----	2-49
Figure 2.3.8	Year 1999 Registered Motorcycles by Governorate -----	2-49
Figure 2.3.9	Vehicle Ownership by Household Income Grouping CREATS Study Area-----	2-51
Figure 2.3.10	Vehicle Availability by Income Grouping CREATS Study Area-----	2-51
Figure 2.3.11	Distribution of Buses by Capacity: Greater Cairo Region and Egypt --	2-52
Figure 2.3.12	Distribution of Trucks by Capacity: Greater Cairo Region and Egypt -----	2-53
Figure 2.3.13	Year 1998 Unit National Income Representative Middle East and North African Nations -----	2-54
Figure 2.3.14	Recent Trends in Unit National Incomes Representative Middle East and North African Nations -----	2-55
Figure 2.3.15	Overview of Vehicle Ownership Patterns Representative Middle East and North African Nations -----	2-56
Figure 2.3.16	Population Density Map –2001-----	2-59
Figure 2.3.17	Working Place Employment Density Map –Year 2001-----	2-60
Figure 2.3.18	Income Distribution Map –Year 2001-----	2-60
Figure 2.4.1	GDP Growth, Egypt and Other Developing Regions, 1994-2001 -----	2-62
Figure 2.4.2	Annual GDP Growth Rate of National Economy, 1984-2001 -----	2-63
Figure 2.4.3	Impact of Privatization, Eastern Europe, 1994-2001 -----	2-64
Figure 2.4.4	Gross Domestic Product, Egypt, Economic Scenarios -----	2-67
Figure 2.4.5	Forecast Population, JICA Study Area, 2001-2022 National Forecasts -----	2-69
Figure 2.4.6	New Communities within the JICA Study Area -----	2-71
Figure 2.4.7	Distribution of Future Population if New Communities Successfully Implemented-----	2-73
Figure 2.4.8	Estimated Population of 6 th October, 1994-2001 -----	2-73
Figure 2.4.9	Estimated Population of 6 th of October, Economic Growth Scenarios	2-75

Figure 2.4.10	Population Density Map –Year 2022- -----	2-83
Figure 2.4.11	Work Place Employment Density Map –Year 2022- -----	2-84
Figure 2.4.12	Household Income Distribution –Year 2022- -----	2-84
Figure 3.1.1	The CREATS Model Framework-----	3-3
Figure 3.1.2	The Transport Planning Database -----	3-5
Figure 3.2.1	The CREATS Traffic Zone System -----	3-6
Figure 3.2.2	CREATS Year 2001 Simplified Roadway Network-----	3-9
Figure 3.2.3	Speed Decay Function CREATS Roadway Network - Suburban Facilities-----	3-13
Figure 3.3.1	Household Distribution for Economic Activity Class 1-----	3-17
Figure 3.3.2	Household Distribution for Economic Activity Class 2-----	3-17
Figure 3.3.3	Household Distribution for Economic Activity Class 3-----	3-18
Figure 3.3.4	Household Distribution for Economic Activity Class 4-----	3-18
Figure 3.3.5	Household Distribution for Economic Activity Class 5-----	3-19
Figure 3.3.6	Household Distribution for all Economic Activity Classes-----	3-19
Figure 3.3.7	Household Distribution for Household Size 1-----	3-20
Figure 3.3.8	Household Distribution for Household Size 2-----	3-20
Figure 3.3.9	Household Distribution for Household Size 3-----	3-21
Figure 3.3.10	Household Distribution for Household Size 4-----	3-21
Figure 3.3.11	Household Distribution for Household Size 5-----	3-22
Figure 3.3.12	Household Distribution for Household Size 6-----	3-22
Figure 3.3.13	Household Distribution for Household Size 7-----	3-23
Figure 3.3.14	Household Distribution for all Household Sizes -----	3-23
Figure 3.4.1	F-Factor Curves for Economic Activity Class 1 -----	3-34
Figure 3.4.2	F-Factor Curves for Economic Activity Class 2 -----	3-35
Figure 3.4.3	F-Factor Curves for Economic Activity Class 3 -----	3-36
Figure 3.4.4	F-Factor Curves for Economic Activity Class 4 -----	3-37
Figure 3.4.5	F-Factor Curves for Economic Activity Class 5 -----	3-38
Figure 3.5.1	The Mode Split Curve -----	3-41
Figure 3.5.2	The Distribution of Mode Split by Household Income-----	3-44
Figure 3.6.1	Composite Vehicle Mix in the Traffic Stream Representative Year 2001 Weekday -----	3-45
Figure 3.6.2	Composite Truck Mix in the Traffic Stream Representative Year 2001 Weekday -----	3-46
Figure 3.6.3	Survey Locations with Highest Truck Volumes Representative Year 2001 Weekday -----	3-47
Figure 3.6.4	Composite Absolute Hourly Truck Volume Representative Year 2001 Weekday -----	3-47
Figure 3.6.5	Composite Relative Hourly Truck Volume Representative Year 2001 Weekday -----	3-48
Figure 3.6.6	Comparison of Observed and Simulated Values Truck Matrixes Calibration Procedures-----	3-50
Figure 3.6.7	Relative Distribution of PCU Truck Trips by Superzone-----	3-51
Figure 3.6.8	Absolute Distribution of PCU Truck Trips by Superzone -----	3-51
Figure 3.6.9	Interchange of PCU Truck Trips Between Superzones -----	3-52
Figure 3.6.10	Comparison of Internal Truck Trips and Employment-----	3-53
Figure 3.6.11	Location of External Zones -----	3-54
Figure 3.7.1	Estimation of Assignment Trip Table -----	3-56

Figure 3.7.2	Traffic Assignment Cycle -----	3-57
Figure 3.7.3	Cordon Comparison between Observed and Estimated Traffic-----	3-61
Figure 3.8.1	Disaggregate Information Database Building for HIS Data -----	3-77
Figure 4.0.1	Public Transport Analytical Framework -----	4-1
Figure 4.2.1	Indicative Year 2022 Population Distribution -----	4-7
Figure 4.2.2	Indicative Year 2001 Daily Person Trip Desire Lines -----	4-8
Figure 4.2.3	Indicative Future Satellite Cities Trip Pattern -----	4-9
Figure 4.2.4	Year 2001 Modal Preferences Daily Motorized Unlinked Public Transport Trips-CREATS Study Area -----	4-10
Figure 4.2.5	Areal Variation in Year 2001 Modal Preferences Daily Motorized Unlinked Public Transport Trips -----	4-11
Figure 4.2.6	Conceptual Relationship Urban Transport Activity and Development	4-14
Figure 4.2.7	A Hierarchy of Urban Public Transport Systems -----	4-14
Figure 4.2.8	Potential Integrated Service Model -----	4-15
Figure 4.3.1	Comparison of CPI and Public Transport Fare Evolution -----	4-20
Figure 4.3.2	Overview of Recent CTA Cash Flow -----	4-21
Figure 4.3.3	Types of Passes in Daily Use Formal Public Transport Services – Year 2001 -----	4-22
Figure 4.3.4	Proportion of Single Ticket and Pass Patrons Formal Public Transport Services -----	4-22
Figure 4.3.5	Performance Indexes for CTA/GCBC Bus and CTA Minibus Services Ten Year Period Ending Year 2000 -----	4-23
Figure 4.3.6	Simulated Evolution of the CTA Bus Fleet -----	4-25
Figure 4.3.7	Recent Annual Financial Performance Formal Public Transport Services -----	4-26
Figure 4.3.8	Recent Annual Subsidy Need Formal Public Transport Services -----	4-26
Figure 4.3.9	International Overview Public Transport Operator Financial Performance -----	4-27
Figure 4.3.10	Organizational Structure of the PRD -----	4-35
Figure 4.3.11	Willingness to Pay Higher Incremental Fare for Better Services CTA Bus Passengers -----	4-45
Figure 4.3.12	Indicative Layout Walk-in Information Center -----	4-48
Figure 4.4.1	Study Area Modal Use by Income Grouping -----	4-52
Figure 4.4.2	Study Area Trip Generation by Income Grouping -----	4-53
Figure 4.4.3	Study Area Public Transport Usage by Income Grouping -----	4-54
Figure 4.5.1	Evolving Public Transport Market Scenario -----	4-61
Figure 4.5.2	Year 2001 Modal Interchange Pattern -----	4-62
Figure 4.5.3	Year 2001 Average Passenger Trip Length by Road Public Transport	4-63
Figure 4.5.4	Urban Public Transport Competition: Regimes and Transitions -----	4-65
Figure 4.5.5	The Path to Bus Sector Privatization -----	4-67
Figure 4.6.1	Scenario 1 "committed projects" -----	4-78
Figure 4.6.2	Scenario 1 and population densities -----	4-82
Figure 4.6.3	Scenario 1 and employment densities -----	4-83
Figure 4.6.4	Scenario 1 and student densities -----	4-84
Figure 4.6.5	Scenario 1 bandwidth diagram in 2022 -----	4-86
Figure 4.6.6	Scenario 1 spider diagram in 2022 -----	4-87
Figure 4.6.7	Scenario 1, Household density by income levels in 2022 -----	4-88
Figure 4.6.8	Scenario 2 network in 2022 -----	4-91

Figure 4.6.9	Scenario 2 tram network in Heliopolis in 2022 -----	4-95
Figure 4.6.10	Scenario 2, Tram network in Helwan in 2022 -----	4-96
Figure 4.6.11	Scenario 2 and population densities in 2022 -----	4-99
Figure 4.6.12	Scenario 2 and employment densities in 2022 -----	4-100
Figure 4.6.13	Scenario 2 and student densities in 2022 -----	4-101
Figure 4.6.14	MRT bandwidth diagram of Scenario 2 in 2022 -----	4-104
Figure 4.6.15	Scenario 2 spider diagram in 2022 -----	4-104
Figure 4.6.16	Scenario 3 network in 2022 -----	4-107
Figure 4.6.17	Scenario 3 and population densities -----	4-111
Figure 4.6.18	Scenario 3 and employment densities -----	4-112
Figure 4.6.19	Scenario 3 and student densities -----	4-113
Figure 4.6.20	MRT bandwidth diagram of Scenario 3 in 2022 -----	4-116
Figure 4.6.21	Scenario 3 spider diagram in 2022 -----	4-117
Figure 4.6.22	Scenario 4 network -----	4-120
Figure 4.6.23	Scenario 4 and population densities -----	4-123
Figure 4.6.24	Scenario 4 and employment densities -----	4-124
Figure 4.6.25	Scenario 4 and student densities -----	4-125
Figure 4.6.26	Scenario 4 bandwidth diagram in 2022 -----	4-127
Figure 4.6.27	Scenario 4 spider diagram in 2022 -----	4-128
Figure 4.7.1	Core network in 2022 -----	4-133
Figure 4.7.2	Core rail network and population densities -----	4-137
Figure 4.7.3	Core rail network and employment densities -----	4-138
Figure 4.7.4	Core rail network and student densities -----	4-139
Figure 4.7.5	Optimized core network in 2022 -----	4-144
Figure 4.7.6	Optimized core rail network and population densities in 2022 -----	4-148
Figure 4.7.7	Optimized core rail network and employment densities in 2022 -----	4-149
Figure 4.7.8	Optimized core rail network and student densities in 2022 -----	4-150
Figure 4.7.9	Optimized core rail network and low-income areas in 2022 -----	4-151
Figure 4.8.1	Year 2022 Public Transport Infrastructure Plan -----	4-161
Figure 4.8.2	Year 2012 Core Infrastructure Plan -----	4-162
Figure 4.8.3	Year 2022 Supertram Route Plan -----	4-170
Figure 4.8.4	International Overview of Bus Supply in Urban Areas -----	4-185
Figure 4.8.5	International Overview of Relative Bus Utilization in Urban Areas -	4-186
Figure 4.8.6	Potential Bus Priority Applications -----	4-190
Figure 4.8.7	Year 2022 Demand: Bus Priority Facilities -----	4-190
Figure 4.8.8	Recommended Bus Priority Facilities -----	4-191
Figure 4.8.9	General Features – Bogota Trunk Busway System -----	4-192
Figure 4.8.10	6 th October Transit Corridor Service Concept -----	4-194
Figure 4.8.11	CTA Nile Ferry Lines -----	4-200
Figure 5.2.1	Inter-urban Arterial Highway Network-----	5-4
Figure 5.2.2	Suburban Communities and Regional Road Network-----	5-5
Figure 5.2.3	Urban Centers and Regional/Urban Arterial Road Network -----	5-6
Figure 5.2.4	Administrative Classification of Roads in the Study Area -----	5-7
Figure 5.2.5	Proposed Hierarchy of Functional Classes of Roads -----	5-10
Figure 5.2.6	Recommended Functional Classification of Existing Road Network (for Study Area)-----	5-13
Figure 5.2.7	Recommended Functional Classification of Existing Road Network (for within Ring Road Area) -----	5-14

Figure 5.2.8	Typical Cross Sections for Regional Primary Arterial Highway-----	5-16
Figure 5.2.9	Typical Cross Sections for Urban Primary Arterial Street-----	5-17
Figure 5.2.10	Typical Cross Sections for Urban Expressway over Urban Primary Arterial Street -----	5-18
Figure 5.2.11	Typical Cross Sections for Busway Designations-----	5-19
Figure 5.2.12	Typical Cross Sections for Urban Secondary Street-----	5-20
Figure 5.3.1	The Ring Road Extension Plans-----	5-21
Figure 5.3.2	Location Map of the Cairo Ring Road -----	5-24
Figure 5.3.3	Proposed Typical Cross Section for Ring Road on Maryooteya -----	5-26
Figure 5.3.4	Shobra El Kheima Primary Street Improvement Plan -----	5-27
Figure 5.3.5	Matareya/Ain Shams Primary and Secondary Street Improvement Plan	5-28
Figure 5.3.6	Nasr City Primary Arterial Connection Plan -----	5-29
Figure 5.3.7	Urban Primary, Urban Secondary and Grade Separation Projects ----	5-31
Figure 5.3.8	CREATS Urban Expressway Plan -----	5-33
Figure 5.4.1	Mini-screen Lines for V/C Analysis -----	5-37
Figure 5.4.2	Scenario B (Do Maximum) Road Improvement Plan -----	5-43
Figure 5.4.3	Scenario D (The Master Plan) Road Improvement Plan -----	5-47
Figure 5.4.4	V/C Chart for Scenario A Road Network -----	5-51
Figure 5.4.5	V/C Chart for Scenario B Road Network -----	5-51
Figure 5.4.6	V/C Chart for Scenario C Road Network -----	5-52
Figure 5.5.1	Toll Level vs. Daily Traffic Volume on Expressway -----	5-60
Figure 5.5.2	Toll Level vs. Daily Revenue on Expressway-----	5-60
Figure 6.1.1	Secondary Employment (2001)-----	6-2
Figure 6.1.2	Secondary employment (2022) -----	6-3
Figure 6.1.3	Distribution of Truck Types-----	6-5
Figure 6.1.4	Truck Types per Sector -----	6-5
Figure 6.2.1	All Day Truck Volumes (PCU) by Direction (2001) -----	6-10
Figure 6.2.2	Share of Trucks of Total PCU volume >10,000 (2001)-----	6-16
Figure 6.2.3	Small Truck Distribution inside Ring Road (2001)-----	6-18
Figure 6.2.4	Heavy Truck Distribution inside Ring Road (2001)-----	6-19
Figure 6.2.5	All vehicles in PCU volume capacity (2001)-----	6-20
Figure 6.2.6	Dominant Flows for Heavy Trucks (PCU - 2001) -----	6-23
Figure 6.2.7	Dominant Flows for Small Trucks (PCU - 2001)-----	6-25
Figure 6.3.1	All Day Truck Volumes (PCU) by Direction (2022 - Scenario A)-----	6-27
Figure 6.3.2	Share of Trucks of Total PCU Volume >10,000 (2022- Scenario A)--	6-31
Figure 6.3.3	All Vehicles in PCU Volume Capacity (2022 - Scenario A)-----	6-34
Figure 6.3.4	Flow Concentration for Heavy Trucks (PCU - 2022) -----	6-37
Figure 6.3.5	Flow Concentration for Small Trucks (PCU - 2022)-----	6-38
Figure 6.3.6	All Day Truck Volumes (PCU) by Direction (2022 - Scenario D)-----	6-40
Figure 6.3.7	Truck Flow Concentration inside the Ring Road -----	6-43
Figure 6.3.8	Share of Trucks of Total PCU Volume >10,000 (2022 - Scenario D) -	6-45
Figure 6.3.9	Shift of Truck Traffic Flow with New Road Infrastructure -----	6-46
Figure 6.3.10	Secondary effects of closing the Ring Road -----	6-47
Figure 6.3.11	All Vehicles in PCU Volume Capacity (2022-Scenario D) -----	6-49
Figure 6.3.12	Main corridors and streets with potential truck traffic problems -----	6-51
Figure 6.4.1	Present Percentage compared to Future Percentage of Trucks -----	6-58
Figure 6.5.1	Hourly Traffic Fluctuation per Day (2001) -----	6-64
Figure 6.5.2	Implementation of the Ban of Heavy Trucks on Ring Road -----	6-70

Figure 7.3.1	Public Transport Network Terminals -----	7-9
Figure 7.3.2	Public Transport Network and Example Terminals -----	7-10
Figure 7.3.3	Ramses Railway and Metro Station -----	7-12
Figure 7.3.4	Ramses Railway Terminal – Detail -----	7-13
Figure 7.3.5	Ramses Station – Concentration of Buses and Shared Taxis -----	7-14
Figure 7.3.6	Access Roads to Ramses Railway Terminal – Improved Situation ---	7-15
Figure 7.3.6	Ramses Railway Terminal – Improved Terminal Layout -----	7-16
Figure 7.3.7	Stadium Station – Present Situation -----	7-18
Figure 7.3.8	Stadium Station – Concentration of Buses and Shared Taxis -----	7-18
Figure 7.3.9	Stadium Station – Future Situation -----	7-19
Figure 7.3.10	Moneeb Station – Present Situation -----	7-21
Figure 7.3.11	Moneeb Station – Concentration of Buses and Shared Taxis -----	7-22
Figure 7.3.12	Moneeb Station – Future Situation -----	7-23
Figure 7.3.13	Ain Shams Station – Present Situation -----	7-24
Figure 7.3.14	Aim Shams Station – Future Situation -----	7-25
Figure 7.3.15	P+R Parking Facilities in Munich (Germany) -----	7-27
Figure 7.3.16	P+R Parking in Southern California (general and detail) -----	7-28
Figure 7.3.17	P+R Parking in Cambridge -----	7-29
Figure 7.3.18	P+R Parking in Oxford -----	7-30
Figure 7.3.19	Intermodal Public Transport Information Pamphlet -----	7-36
Figure 7.3.20	Intermodal Public Transport Route Planning (Internet Application) -	7-37
Figure 7.4.1	Intermodal Transportation Components -----	7-38
Figure 7.4.2	Basic Terminal Layout (rail/road/river) -----	7-40
Figure 7.4.3	Transshipment Technology -----	7-41
Figure 7.4.4	Conventional Reach Stacker for Trailers -----	7-42
Figure 7.4.5	Rail and Rubber Tire Portal/Gantry Cranes -----	7-42
Figure 7.4.6	RoadRailer Technology -----	7-43
Figure 7.4.7	Ambrogio Swap Body EN452/EN12410 and ECC Mega Trailer -----	7-44
Figure 7.4.8	T-2000 Railcar and SAIL Railcar Design -----	7-44
Figure 7.4.9	Terminal Organization Matrix -----	7-45
Figure 7.4.10	Tags and Interrogators -----	7-46
Figure 7.4.11	Terminal Gate Control Technology -----	7-46
Figure 7.4.12	Transport Equipment Type -----	7-48
Figure 7.4.13	Examples of Trucks in Egypt -----	7-49
Figure 7.4.14	River and Railway Terminals in the GCR -----	7-57
Figure 7.4.15	River Terminal -----	7-58
Figure 7.4.16	Railway Terminal -----	7-58
Figure 7.4.17	Rail Terminal Investment Costs -----	7-59
Figure 7.4.18	Truck Terminal Locations near the Ring Road -----	7-61
Figure 7.5.1	Critical Areas for Transport Sector Restructuring Study -----	7-71
Figure 8.3.1	Study Area for the Immediate Action Plan -----	8-8
Figure 8.3.2	Plan Location for Signal Control System -----	8-9
Figure 8.3.3	System Configuration -----	8-10
Figure 8.3.4	Arrangement of Vehicle Detectors -----	8-11
Figure 8.3.5	Traffic Information Process -----	8-11
Figure 8.3.6	Type of Current U-Turn Points -----	8-13
Figure 8.3.7	Comparison With/Without System of Traffic Signal Lights -----	8-14

Figure 8.3.8	Assumption of Signal Phasing and Step -----	8-14
Figure 8.3.9	Comparison With/Without System of Traffic Signal Lights -----	8-15
Figure 8.3.10	A Sample of a Widening Plan at the Approach of an Intersection -----	8-16
Figure 8.3.11(1)	Alternative A: Traffic Circulation System by Synchronized Signal Light -----	8-18
Figure 8.3.11(2)	Alternative B: Pedestrian-Friendly Scramble Crossing -----	8-18
Figure 8.3.11(3)	Alternative C-1: 6 th October Bridge Ramp Control by Closing On-Ramps -----	8-19
Figure 8.3.11(4)	Alternative C-2: 6 th October Bridge Ramp Control by Partial Closing -----	8-19
Figure 8.3.12	Plan of Signal Cycle Time and Splits -----	8-22
Figure 8.3.13	Plan Area for Parking Management -----	8-26
Figure 8.3.14	Distribution of Current High Parking Occupancy -----	8-26
Figure 8.3.15	Building Use in Immediate Action Plan Area -----	8-27
Figure 8.3.16	Distribution for Share of Total Building Floor Area of Category B; Business & Commercial, Manufacture, Public Facility and Education Facility -----	8-29
Figure 8.3.17	Area of Policy Zoning for Parking Management -----	8-29
Figure 8.3.18	Policy Zoning System for Parking Management -----	8-30
Figure 8.3.19	Policy of Parking Prohibition -----	8-31
Figure 8.3.20	Definition of Area of Zonal Parking Management -----	8-32
Figure 8.3.21	Parking Ticket Machine -----	8-34
Figure 8.3.22	Outline of Parking Ticket System -----	8-35
Figure 8.3.23	Sample Design of Parking Ticket -----	8-36
Figure 8.3.24	Regulation of Parking Violation -----	8-37
Figure 8.3.25	A Layout and Scramble Phase -----	8-41
Figure 8.3.26	Plan Location for Pedestrian Crossing with Signal Light or Scramble Pedestrian Crossing -----	8-41
Figure 8.3.27	Plan Location for Bus Priority Lane with Timed Periods -----	8-42
Figure 8.3.28	A Proposed Vehicle Inspection System -----	8-44
Figure 8.4.1	System Configuration for Traffic Information -----	8-48
Figure 8.4.2	Relationship Between Signal Control System and Information System -----	8-50
Figure 8.4.3	Location of Information Indication Unit -----	8-51
Figure 8.4.4	Information Board and Mechanism of Bus Location System -----	8-52
Figure 8.4.5	Bus Priority Signal Control System -----	8-53
Figure 9.2.1	Administrative and Planning Boundaries in the Study Area -----	9-3
Figure 9.3.1	The National Road Network in the Study Area -----	9-8
Figure 9.4.1	Current Organizations Setup -----	9-10
Figure 9.4.2	Organization Chart of CTEB -----	9-11
Figure 9.6.1	Recommended Organization Setup on the Regional Level -----	9-27
Figure 9.6.2	Organization Chart of (CMTB)-Principal Functions only -----	9-29
Figure 9.8.1	Structural Framework for the ISEB-Program -----	9-37
Figure 10.1.1	Annual Traffic Accidents by Governorate -----	10-5
Figure 10.1.2	The Concept of the TSP -----	10-8
Figure 10.1.3	Transport Users Priorities and Needs -----	10-9
Figure 10.1.4	Vicious Circle of Transport -----	10-10
Figure 10.1.5	The Complexity of Transport Planning -----	10-12

Figure 10.2.1	Campaign Sticker-----	10-14
Figure 10.2.2	Campaign Pamphlet-----	10-14
Figure 10.2.3	Campaign T-Shirt-----	10-15
Figure 10.2.4	Share of Drivers recognizing bad driving behavior after the Workshop	10-16
Figure 10.2.5	Average Scores of Correct Answers “BEFORE” and “AFTER” -----	10-17
Figure 10.2.6	Improvement “BEFORE” and “AFTER” of Traffic Police-----	10-18
Figure 10.2.7	Improvement “BEFORE” and “AFTER” of Driving School Teachers	10-18
Figure 10.3.1	Proposed Organization System for Road Safety -----	10-21
Figure 10.4.1	Safety Education Materials in Belgium -----	10-27
Figure 10.5.1	Functioning of the Penalty-Point System -----	10-31
Figure 10.5.2	Vehicle Inspection Procedure-----	10-33
Figure 11.2.1	Planning Structure of CREATS -----	11-4
Figure 11.3.1	CREATS Master Plan Formulation Procedure -----	11-7
Figure 11.4.1	Master Plan Scenario Formulation Procedure -----	11-8
Figure 11.4.2	Scenario B: Rail-based Public Transport Network -----	11-10
Figure 11.4.3	Scenario B: Urban Expressway Network -----	11-10
Figure 11.4.4	Scenario D: Rail-based Public Transport Network -----	11-12
Figure 11.4.5	Scenario D: Urban Expressway Network -----	11-12
Figure 11.4.6	Scenario B and D: Busway Network -----	11-13
Figure 11.5.1	Multi-polar Urban Structure Plan -----	11-22
Figure 11.8.1	Candidates for Feasibility Study and Future Technical Assistance ---	11-59

LIST OF ABBREVIATIONS

A/C	Air Conditioned
ACLM	American Council of Logistics Management
AE	Acid Equivalent
ASG	Assignment Group (Code)
AfDB	African Development Bank
ATMs	Automatic Teller Machines
BC Ratio	Benefit-Cost Ratio
B/C	Benefit / Cost Ratio
BiH	Bosnia and Herzegovina
BOOT	Build-Own-Operate-Transfer
BOT	Build-Operate-Transfer
Br.	Bridge
C/C	Counterpart Committee
CAIP	Cairo Air Improvement Project
CAPMAS	Central Agency for Public Mobilization and Statistics
CBD	Central Business District
CCTV	Closed Circuit Television System
CDO	Central Development Organization
CDC	Cairo Demographic Center
CEDARE	Center for Environment and Development for Arab Region and Europe
CEHM	Cairo University Center for Environmental Hazard Mitigation
CFC's	Chloro-Fluoro-Carbons
CIDA	Canadian International Development Agency
CH ₄	Methane
CLS	Cordon Line Survey
CMO	Cairo Metro Organization
CMTB	Cairo Metropolitan Transport Bureau
CNG	Compressed Natural Gas
CO	Carbon Monoxide
CO ₂	Carbon Di-Oxide
CORPS	Corniche, Ramses and Port Said Streets
CREATS	Cairo Regional Area Transportation Study
CRR	Cairo Ring Road
CTA	Cairo Transport Authority
CTEB	Cairo Traffic Engineering Bureau
CTP	Common Transport Policy
CTS	Cargo Transport Survey
DANIDA	Danish Agency for Development Assistance
DRTPC	Development Research and Technological Planning Center of Cairo University
DfID	Department for International Development (UK)
EAS	Environmental Awareness Survey
EBRD	European Bank for Reconstruction and Development
EC	European Community

EC	Executive Committee
ECMT	European Conference of Ministers of Transport
EEA	European Environment Agency
EEAA	Egyptian Environmental Affairs Agency
EEIF	Egyptian Environmental Initiative Fund
EEIS	Egyptian Environmental Information System
EIA	Environmental Impact Assessment
EIRR	Economic Internal Rate of Return
EIS	Environmental Impact Study
EIMP	Environmental Information and Monitoring Program
EMT	Environmental Management and Technology Fund
ENIT	Egyptian National Institute of Transport
ENL	Effective Number of Lanes
ENR	Egyptian National Railways
EQI	Environmental Quality International
ESCAP	Economic and Social Commission for Asia and Pacific
ESCPR	Economic and Social Counsel of Paris Region
ESE	Egyptian Stock Exchange
EU	European Union
FLC	Fully Loaded Containers
FDI	Foreign Direct Investments
FIRR	Financial Internal Rate of Return
FRN	French Railway Network
FY	Fiscal Year
GAM	Goal Achievement Matrix
GARBLT	General Authority for Roads, Bridges and Land Transport
GC	Greater Cairo
GCBC	Greater Cairo Bus Company
GCMA	Greater Cairo Metropolitan Area
GCMP	Greater Cairo Master Plan
GCR	Greater Cairo Region
GDP	Gross Domestic Product
GIS	Geographic Information System
GNP	Gross National Product
GOE	Government of Egypt
GOPP	General Organization for Physical Planning
GOV.	Governorate
GRDP	Gross Regional Domestic Product
GSLTD	General Syndicate for Land Transport Drivers
HBE	Home Based Education
HBO	Home Based Other
HBW	Home Based Work
HC	Hydro-Carbons
H.C.	Higher Committee
HCM	Highway Capacity Manual
HDM	Highway Development and Management System

HIS	Home Interview Survey
HM	Heavy Metals
HOV	High Occupancy Vehicle (Lane)
HRT	Heavy Rail Transit
HSR	High Speed Rail
IAURIF	I'Insitut d'Aménagement et d'Urbanisme de la Region d'Ile-de-France
I/C	Interchange
ICM	Intermodal Concept and Management
ICT	International Cargo Transport
ID	Identification
IEE	Initial Environmental Examination
IHCM	Indonesian Highway Capacity Manual
IHS	Internal Homogeneous Planning Sector
IIA	Independence of Irrelevant Alternative
IM	Inter-Modal
IMF	International Monetary Fund
IRF	International Road Federation
IRMS	Integrated Road Management System
ISESCO	Islamic Educational, Scientific and Cultural Organization
ISO	International Organization for Standardization
ITS	Information Transfer Strategy
ITU	Intermodal Transport Unit
JICA	Japan International Cooperation Agency
JIT	Just In Time
KAP	Knowledge, Attitude and Practice
LAN	Local Area Network
LE	Egyptian Pound
LOS	Level of Service
LRT	Light Rail Transit
MAD	Mean Absolute Difference
M/M	Minutes of the Meetings
MCA	Multi-Criteria Analysis
MEA	Metropolitan Expressway Authority
MENA	Middle East and North African Nations
MHUUC	Ministry of Housing, Utilities and Urban Communities
MINUTP	Mini Urban Transport Planning Program
MOE	Ministry of Environment
MOI	Ministry of Interior
MOIC	Ministry of International Cooperation
MOO	Metro Operation Organization
MOP	Ministry of Planning
MOT	Ministry of Transport
MP	Master Plan
MRT	Mass Rapid Transit
MS	Mobile Station for Air Quality Monitoring
MSEA	Ministry of State for Environmental Affairs

MTBE	Methyl Tertiary Butyl Ether
M _μ	Micrometer
N.A.	Not Applicable/Available
NAT	National Authority for Tunnels
NCPDM	National Council of Physical Distribution Management
NEAP	National Environmental Action Plan
NGO	Non Governmental Organization
NH ₄	Methane
NHB	Non Home Based
NMHC	Non Methane Hydro-Carbons
NMVOC's	Non-Methane Volatile Organic Compounds
NNL	Nominal Number of Lanes
NO	Nitrogen Monoxide
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
NPDCR	National Project for the Development of Cairo Region
NPV	Net Present Value
NRR	Net Reproduction Rate
NU	National Universities
O ₃	Ozone
OD	Origin-Destination
OECD	Organization for Economic Co-operation and Development
O&M	Operation & Maintenance
PCI	Pacific Consultants International
PCI	Pavement Condition Index
PCU	Passenger Car Unit
PHR	Peak Hour Ratio (peak hour volume/daily volume)
PM ₁₀	Particulate Matter (particles) less than 10 micro meter (μm)
PM _{2.5}	Particulate Matter (particles) less than 2.5 micro meter (μm)
PPP	Public-Private Partnership
PPP	Purchasing Power Parity
PRD	Paris Region Division
PR/PI	Public Relations and Public Involvement
PRT	Public Road Transport
PRTC	Parisian Region Transport Company
PT	Public Transport
PTB	Public Transport Bus
PTF	Public Transport Ferry
PTM	Public Transport Metro
PTSR	Public Transport Suburban Rail
PTST	Public Transport Super Tram
PTT	Public Transport Tram
PTXR	Public Transport Express Rail
RCPR	Regional Council of Paris Region
ROI	Return on Investment
RPS	Revealed Preference Survey

S/C	Steering Committee
SCF	Standard Conversion Factor
SE	Socio-economic
SEA	Strategic Environmental Assessment
SLS	Screen Line Survey
SO ₂	Sulphur Dioxide
SO _x	Sulphur Oxide
SPS	Stated Preference Survey
TAP	Transport Action Program
TCB/AET	Technical Consultation Bureau & Applied Engineering Technologies
TDM	Transport Demand Management
TEN	Trans-European Networks
TEU	Twenty-feet Equivalent Unit
TNI	Traffic Noise Index
TOR	Terms of Reference
TP	Traffic Police
TPA	Transport Planning Authority
TRASAC	Traffic Safety Council
TRASEC	Traffic Safety Education Center
TRASIC	Traffic Safety Information Center
TRASOs	Traffic Safety Organizations
TSP	Total Suspended Particulate Matter
TSP	Traffic Safety Program
TransCAD	Transportation Computer Assisted Design Program
UAE	United Arab Emirates
UK	United Kingdom of Great Britain and Northern Ireland
UNCTAD	United Nations Conference on Trade and Development
USA	United States of America
USAID	United States Agency for International Development
UTPU	Urban Transport Planning Unit
V/C	Volume to Capacity Ratio (Volume divided by Capacity)
VOC	Vehicle Operating Cost
VOC	Volatile Organic Compounds
WB	World Bank (International Bank for Reconstruction and Development)
WHO	World Health Organization
ZTEB	Zone Traffic Engineering Bureau

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CHAPTER 1: INTRODUCTION

1.1 BACKGROUND

The Japan International Cooperation Agency (JICA) and the Higher Committee for Greater Cairo Transport Planning are cooperating in the conduct of the *Transportation Master Plan and Feasibility Study of Urban Transport Projects in Greater Cairo Region in the Arab Republic of Egypt* (CREATS – Cairo Regional Area Transportation Study), based upon agreements finalized during November, 2000¹. Pacific Consultants International, headquartered in Tokyo, Japan, is the designated lead consultant for the study. Technical efforts in Egypt were initiated during March, 2001.

1.2 STUDY SCOPE AND OBJECTIVES

A basic premise of all investigations is that the CREATS shall be comprehensive in nature, that is, adopt approaches designed to mitigate urban transport problems and contribute to the sustainable development of the Greater Cairo Region². Three key products form the foundation upon which planning efforts are based:

- Formulation of an integrated, multi-modal transport master plan extending over a twenty year planning horizon to year 2022 (termed the Phase I analysis);
- Identification, within the Phase I master plan framework, of high-priority projects whose implementation is to be achieved in the near-term future, and whose merit is determined via feasibility studies (the follow-on feasibility studies are termed the Phase II analysis)³; and,

¹ *Scope of Work - Transportation Master Plan and Feasibility Study of Urban Transport Projects in Greater Cairo Region in the Arab Republic of Egypt*, as mutually agreed upon between the Japan International Cooperation Agency and the Higher Committee for Greater Cairo Transportation Planning, November, 2000.

² Further detail regarding scope of work, Study Team composition and technical framework is contained in *Inception Report - Transportation Master Plan and Feasibility Study of Urban Transport Projects in Greater Cairo Region in the Arab Republic of Egypt*, prepared for the Japan International Cooperation Agency and the Higher Committee for Greater Cairo Transportation Planning, by Pacific Consultants International, et. al., April, 2001.

³ It is noted that while CREATS will identify such priority projects, the actual conduct of Phase II feasibility studies is not included within the framework of the current contract, but will be the subject of additional, follow-on efforts sponsored by JICA.

- Implementation of an effective and productive technology transfer program with Egyptian counterparts.

The transport strategy embedded in the Master Plan must concurrently contribute to an efficient economic structure of the region, strengthen linkages with other parts of Egypt as well as neighboring countries, and provide a base for market-oriented transport activity. Economic expansion within Egypt is well underway; continuing improvements in productivity and well-being are expected. As economic growth continues, changes in transport activities and behavior will follow suit. Thus, the foci of transport planning must gradually shift from alleviation of present deficiencies to realization of a transport system founded upon sustainable evolution and integrated, mutually supportive transport solutions. This strategy is particularly valid given the 20-year planning horizon adopted by the current study.

The components of the Master Plan must further diversify beyond the traditional “hardware” concepts associated with infrastructure provision. Additional key elements of the process will consist of:

- “software” aspects, that is, available technology, international standards, and multi-modal integration needs (cargo/passenger terminals, transfer points);
- “humanware” needs, or the cultivation of human resources via the designation of training and education programs as well as other requirements for developing expertise; and,
- “sustainability”, that is, the notion that the planning process must allow Egyptian stakeholders to participate in visualizing and shaping their own future. This is of substantial importance in terms of ownership building if CREATS is to be adopted and used by the people and their elected officials both during, and following, the conduct of CREATS. A participatory planning process is, therefore, one of the most important elements of CREATS.

Thus, the formulation of enhanced operation and management strategies of transport systems and infrastructure have been addressed during the conduct of the Master Plan.

1.3 THE PARTICIPATORY PLANNING PROCESS

The final structure of CREATS, and the successful reception thereof, can only be achieved as a direct result of cooperative efforts and close liaison between the Study Team and local experts. Considerable efforts have expended in gathering information, reviewing previous studies and holding numerous discussions to enhance knowledge of, and sensitivity to, local transport conditions, norms and practices.

The Study Team, housed in the offices of the Egyptian National Institute of Transport, has been strongly assisted by its designated Counterpart Committee, Steering Committee and Higher Committee. Thus, continuous and productive technical liaison has been maintained with a number of organizations including the

Office of the Prime Minister; Ministry of Transport and various entities thereof (Egyptian National Institute of Transport, National Authority for Tunnels, Egypt National Railways, General Authority for Roads, Bridges and Land Transport, General Authority for Civil Aviation, Cairo Metro Organization, Transport Planning Authority); the Ministry of Housing, Utilities and Urban Communities; Ministry of Planning; State Ministry of Foreign Affairs, Sector of International Cooperation; Ministry of the Environment; CAPMAS (Central Agency for Public Mobilization and Statistics); Ministry of Justice; as well as Cairo, Giza and Qalubia Governorates and various entities thereof (General Secretaries Offices, Cairo Transport Authority, Traffic Police Departments, Road and Transport Directorates, Traffic Engineering Bureaus). Close coordination has also been effected with Universities (University of Cairo, Ain Shams University, Al Azhar University) and various departments within those learned institutions.

Likewise, effective consultations has been carried out with various international agencies, funding institutions, donors, and consultant groups in order to obtain an overview of previous, current, and likely future activities and/or involvement in Egypt.

Wide-spread information dissemination methodologies were, in addition to the issuance of reports, being employed. These include exchanges of information via periodic focused presentation and discussion programs with study committees and members thereof; conduct of two public workshops with a primarily technical orientation with timing roughly in accordance with submission of *Progress Reports (1) and (2)*; conduct of a public seminar with a primarily strategic focus with timing roughly in accordance with submission of a draft version of the *Phase I Final Report*⁴; publication of a periodic CREATS newsletter; submittal of monthly progress reports to the committees associated with the study; and, opening of a CREATS web page (<http://www:creats.net>). Furthermore, focused pamphlets, press releases and similar task-specific items were prepared in association with conduct of data collection surveys.

1.4 REPORTING APPROACH

The Phase I reporting structure adopted by the Study Team incorporates both core reports (contractual obligations specified in the *Inception Report*), and, on an as-needed basis, a series of a supplementary technical reports (Figure 1.1). Each report is an independent and self-contained document. While a synopsis of the most relevant findings is transferred between reports, the interested reader is urged to consult the specific report in question for desired detailed information. Core reports include:

- *Inception Report*, submitted during April, 2001, contains detail regarding study methodologies, staffing plan and programmed study outputs. This document

⁴ A draft version of the *Phase I Final Report* was submitted during September, 2002. Following receipt, and incorporation of, comments from the Egyptian and Japanese sides, the final version of the *Phase I Final Report* was submitted during November, 2002.

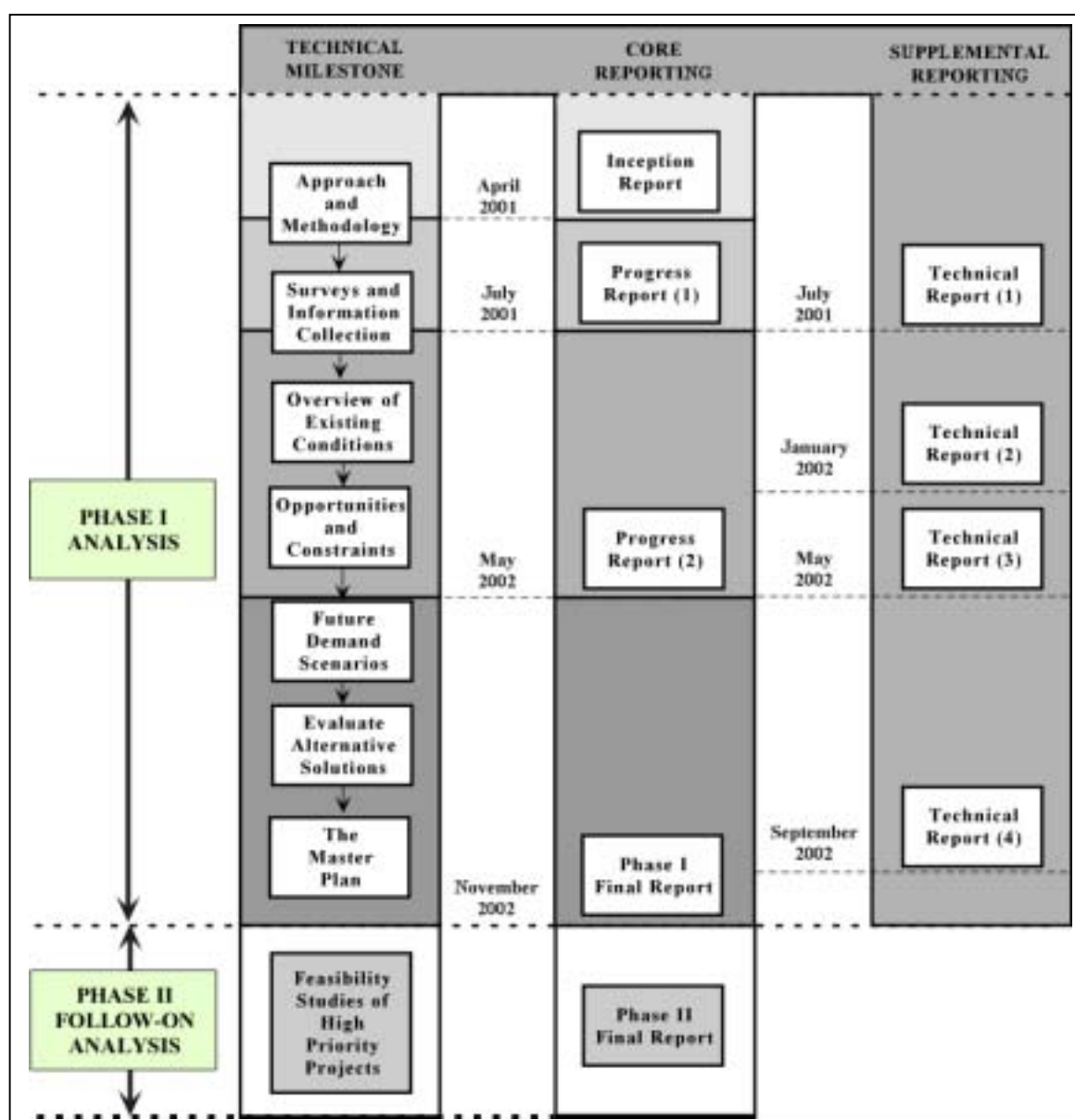


Figure 1.1 CREATS Reporting Schedule and Approach

was finalized in close cooperation with JICA, committees associated with the study and other local experts.

- *Progress Report (1)*⁵, submitted during July, 2001, details approaches and methodologies to be employed during the conduct of surveys. These include a home interview survey, cordon line survey; screen line survey; traffic count

⁵ *Progress Report (1) - Transportation Master Plan and Feasibility Study of Urban Transport Projects in Greater Cairo Region in the Arab Republic of Egypt*, prepared for the Japan International Cooperation Agency and the Higher Committee for Greater Cairo Transportation Planning, by Pacific Consultants International, et. al., July, 2001.

survey; interview survey for public transport passengers; travel speed survey; road condition survey; transport networks survey; parking survey; cargo transport survey; and, environmental survey.

- *Progress Report (2)*⁶, submitted during May, 2002, quantifies and clarifies study progress to near conclusion of data collection and survey programs. The content of *Progress Report (2)* amplifies, as necessary, technical techniques and methodologies; quantifies findings as to existing conditions, documents results of surveys and highlights early opportunities as well as constraints.
- *Phase I Final Report*, that is, the current report, submitted during November, 2002, documents the Master Plan, details sector plans and describes high-priority projects nominated for follow-on feasibility investigations slated for completion during Phase II.

The Study Team has, on an as-needed basis, published a series of:

- *Technical Reports*, which summarize key technical issues, or milestone events, which are seen as being of particular relevance and which may be of interest to project participants outside of guidelines imposed by the *Inception, Progress and Final Reports*⁷.

Content of the current *Phase I Final Report*, which presents a wide variety of technical and analytical concepts related to master planning evaluations, are presented in four separate volumes:

- *Volume I: Executive Summary*, contains highlights of recommended strategies, projects and programs;
- *Volume II: Urban Transport Policy and Strategy*, summarizes the essence of the transport master plan and those policies upon which core plan elements of hardware (infrastructure), software (technology and institution) and humanware (human aspect) rest;
- ***Volume III: Transport Master Plan (this report) presents detailed sector-specific technical analyses and procedural approaches used in the derivation of the Master Plan and its essential elements; and,***

⁶ *Progress Report (2) - Transportation Master Plan and Feasibility Study of Urban Transport Projects in Greater Cairo Region in the Arab Republic of Egypt, Volume I (Current Urban Transport Status) and Volume II (Results of Transport and Traffic Surveys)*, prepared for the Japan International Cooperation Agency and the Higher Committee for Greater Cairo Transportation Planning, by Pacific Consultants International, et. al., May, 2002

⁷ Refer *Technical Report (1)*, July 2001; *Technical Report (2): Framework of the Transport Model*, January, 2002; *Technical Report (3): Urban Public Transport Perspectives*, May, 2002; and, *Technical Report (4): Traffic Safety and Environmental Programs*, September, 2002; all under *Transportation Master Plan and Feasibility Study of Urban Transport Projects in Greater Cairo Region in the Arab Republic of Egypt*, prepared for the Japan International Cooperation Agency and the Higher Committee for Greater Cairo Transportation Planning, by Pacific Consultants International, et. al.

- *Volume IV: CREATS Urban Transport Database*, contains the extensive numeric database collected and generated as part of CREATS technical procedures, as well as explanatory documentation regarding its content.

1.5 STRUCTURE OF VOLUME III OF THE FINAL REPORT

The structure of *Volume III* is consistent with essential formats and tenets voiced in the *Inception Report*, as well as guidance received from the studies committees. The report consists of twelve chapters in addition to this *Introduction*:

- *Chapter 2: Urbanization Structure and Socioeconomic Framework* quantifies recent macro-economic and socio-economic trends within Egypt, in general, and the study area in particular. Estimates of key study area indicators, such as population and Gross Regional Product, are presented through year 2022, the adopted CREATS planning horizon.
- *Chapter 3: The Transport Model*, documents the computerized simulation model, and its various sub-elements, utilized during demand forecasting and sufficiency investigation procedures.
- *Chapter 4: Public Transport System* defines an approach for providing, in future, sustainable and user responsive public transport services within Greater Cairo. Particular focus is dedicated to maximizing the relative strengths of various public transport modes and technologies, and combining these into affordable solutions.
- *Chapter 5: Urban Road System* discusses proposals for the road network and a road hierarchy designed to meet long-term demand from both urban and regional perspectives.
- *Chapter 6: Cargo Transport* provides a perspective of freight and truck movements within the CREATS study area, and approaches to defining future strategies for this vital sector.
- *Chapter 7: Intermodality*, is seen as being particularly critical and transcending specific sectorial requirements. Chapter 7 addresses intermodal approaches and applications for cargo and passenger movements.
- *Chapter 8: Target Areas Transport Management*, focuses on near-term Transportation System Management issues such as traffic control system, traffic regulations, parking conditions and traffic safety within key demand precincts. Issues regarding human resources, training, enforcement and policies are addressed.
- *Chapter 9: Organizational and Institutional Matters* presents recommendations, innovative yet sensitive to local norms and expectations, for new approaches to the planning, operation and management of an integrated transport system in the Greater Cairo region.

- *Chapter 10: Human Resources Development in Traffic Safety* analyzes the current status of human resources within the transport sector, and presents tailored solutions for training and management opportunities.
- *Chapter 11, The Integrated Transport Master Plan* combines recommendations of sectorial analyses (as documented in preceding chapters) into a cohesive plan. Policy implications, and key elements, of this plan are the main topic of *Volume II* of the *Phase I Final Report*.
- The feasibility and ramifications of the Master Plan documented in Chapter 11 is examined in two subsequent chapters; that is, *Chapter 12, Initial Environmental Examination*, and *Chapter 13, Economic and Financial Analyses*.

The Study Team, and members of the committees associated with CREATS, stand ready to discuss technical content of this report in additional detail at any mutually convenient time.

CHAPTER 2: URBANIZATION STRUCTURE AND SOCIO-ECONOMIC FRAMEWORK

2.1 EXISTING ISSUES, OPPORTUNITIES AND CONSTRAINTS

The analysis of the existing situation can be summarized, as follows:

- There has been a considerable decrease in population growth over the last decade, both in the country as a whole and in the Study Area. The population in the Study Area increased by only 2.1% over the period 1986-96. The previous two decades recorded higher levels, between 2.6 % and 3 %.
- The economy continues to increase but, at present, this increase is lower, 3.3% GDP growth¹ in 2001, than was experienced in the period 1996-2000 (average 5.4 % per annum). The higher rates of growth over the period 1996-2000 are partly based on the government's privatization program
- The implementation of the policy of targeting population growth in the new town areas has been less successful than was anticipated. However, over the study period (to the year 2022), the impact of such a policy will have an obvious effect on future transportation levels in the Study Area. The proposed long-term population capacity of these new towns is 4 million inhabitants
- Vehicle ownership in the study area continues to increase and at a faster rate than personal incomes.

Given this lower population growth, the impact on future transport patterns will be lesser than would have been expected.

At the same as this lower population increase, official projections for the growth of the economy are of the order of 7.6 % per annum over the study period. The Study Team considers that lower growth rates should also be considered for several reasons. Firstly, on the basis of historic growth rates throughout the world, such a growth rate over an extended period would be unprecedented. Secondly, and drawn from the experience of other countries (particularly in Eastern Europe) who have embarked on privatization

¹ World Economic Outlook, International Monetary Fund, 2002

programs, the impact of such programs tends to level out at a period of 5-7 years. Finally, an economic growth of such proportions is even harder to sustain given the projected slower rates of population growth.

The observed vehicle ownership growth rates, and the projected increase in personal incomes, will increase pressure on the capacity of the existing transport network. One effect of increasing wealth is the preference for users to switch from public transport to personal car use. This has a detrimental effect on the revenues of public transport companies. Given the current budgetary limitations, there will be less opportunity to subsidize those with lower incomes who can only afford to use public transport. From experience elsewhere in the world, it has been seen that the debate over the funding of public transport continues even in countries with much higher personal incomes.

One important issue for the study remains the intended implementation of the new towns. Given the large planned capacity of these new towns, such an implementation would also have an impact on travel patterns within the Study Area. At present, it has been observed that many inhabitants live in established residential areas whilst traveling to work in the new towns. As these towns continue to grow, it is likely that they will attract a larger proportion of people who will both live and work in these settlements.

This chapter contains three sections of 2.2 Urban Structure, 2.3 Current Socio-economic Situation and 2.4 Future Socio-economic Framework.

In the Urban Structure section, the Study Team reviewed urban development of the Greater Cairo Region in the past, followed by analyses of characteristics of urban structure of Greater Cairo Region by comparing with other urban areas in Egypt.

Regarding future development of the area, the Study Team confirmed a development direction towards East-West axis, by reviewing long-term development strategies for the Greater Cairo Region.

New settlement developments, which have been underway based on the strategies, were examined next. The Study Team pointed out some issues of the developments.

Finally, the Study Team raised an issue on urban growth management, which is not considered as satisfactory in the area.

Next section of Current Socio-economic Situation and the last Future Socio-economic Framework section are closely connected with transport demand analysis, modeling and future forecast of the Study. The transport demand forecast works are done based on relationship analyses between transport demand and socio-economic activities of the region. Therefore, the analyses, modeling and forecast are basically depended on the socio-economic framework. The socio-economic indicators are indispensable for transport planning works, in this sense.

In the Current Socio-economic Situation section, major efforts were paid to estimate 2001 socio-economic indicators, because the year 2001 was selected as a base year of analyses of the Study. All surveys were done basically in 2001. Relation between socio-economic indicators and transport demand were analyzed in the year of 2001.

The section begins with a definition of the Study Area, followed by economic development review and national development plans, by concentrating to the 5-year plan of Egypt and the Study area. After those review, the section discusses past socio-economic trends in various sectors. The section finally estimates current socio-economic situation by using indices such as population, number of employees and so on. Detailed study on the new communities is included in the examination. The vehicle ownership of Egypt is also discussed in the section. The section describes the ownership trends in not only Egypt but also in foreign countries in relation with economic development.

The Future Socio-economic Framework section forecasts four kinds of socio-economic indicators (population, employment, students and household income) for future transport demand forecast. The section begins with an examination of past economic development of the nation. Past developments in neighboring countries including East European countries are discussed. The Study Team prepared three economic development scenarios (low, medium and high) by referring to the National Development Plan and estimates by international organizations.

Next, the section forecasts population, employment, students and monthly household income of the Study area. The new community developments were duly incorporated in the forecast.

2.2 URBAN STRUCTURE

2.2.1 A Historical Overview

Cairo, as the capital region of Egypt, has been growing in terms of population and urban economies along with the national economic growth. The urbanization speed is not so rapid as experienced in Asian cities, a steady population increase has been taking place with a more or less 2.5 % p.a. growth during the past three decades between 1966 and 1986². The Greater Cairo Region is nowadays one of the greatest megalopolis in the world with a 13.5 million population (1996), encompassing the surrounding urban agglomerations in Governorates of Giza and Qaliobia.³

Although the history of the Cairo city began from BC 4200 in the Nile River frontage areas, the modernization process in the present location took place in the 19th century, when Cairo was the most progressed urban agglomeration as a commercial and trading

² The World Bank "Cairo Urban Transport Note, Arab Republic of Egypt", (May 2000)

³ The current population (as of 2001) of the Study Area, encompasses most of the GCR plus new communities, is projected to be approximately 14.3 million.

center with a population of 267,000 in 16 sq. km.⁴ From the late 19th century, Zamarek and Garden City were developed for high income residential areas and located international trading business and diplomatic facilities.

The urban economic expansion in these eras called for an innovative urban planning approach to a deliberate new town development in Heliopolis in the early 20th century. The Heliopolis area development started with a target of about 100,000 inhabitants in the 2,500 ha (25 km²). The newly developed urban areas grew up shortly, accommodating the emerging middle and high-income groups, while migrants from rural areas high-densely inhabited in old city areas. Since then a number of new commercial and housing areas were developed in both side of the bank of Nile River.

Several land development projects were intensively undertaken in the 1960's by the Egyptian Government towards the eastern part of Cairo, which was initiated by the development of Nasr City as the government center. During this period, the urbanization direction was oriented from the north-south corridor along Nile River to the east-west corridor towards desert areas.

The Egyptian Government took a more definite strategy to develop new housing areas in desert areas to cope with the increasing housing demands and protect the arable agricultural land in the Nile Delta from habitants' encroachment. Ministry of Housing, Utilities and Urban Communities officially launched the New Community Development Programs in 1979, and then another innovative regional development policy was built in 1982, based on the Physical Planning Law No. 3. Concentration of new urban agglomerations was planned to disperse in desert areas located 20~50 km distant from the center of Cairo, and in the late 1980s, the construction of two large-scale new urban communities such as the 15th of May in Helwan and the 6th of October in the western desert area commenced. Nowadays, five (5) large urban agglomerations, including three adjacent new communities, appeared to shape a Cairo metropolitan structure, encompassing over 60 km radius areas. The Master Plan was originally depicted so as to accommodate about 3.9 million population in association with about 1,000 sq. km land development in these suburban communities. The Master Plan of Greater Cairo Region has been revised in 1991, 1994 and 1997 since then, and the 1997 revised target of population is 5.4 million.

Eventually, such a spatially expanded megalopolis structure requites a massive amount of capital investments ceaselessly for provision of infrastructures and urban utilities, including those for the transportation system. In order not to hinder an expected economic growth, the establishment of a functionally integrated transport network system, needless to say, must be a key issue in the GCR.

⁴ The JICA Transport Study, 1989

2.2.2 Characteristics of Urbanization in the Greater Cairo Region

(1) Urbanization Pattern

1) Urban Population Growth

The Greater Cairo Region, under the definition by GOPP, encompasses the Cairo Governorate and part of the Giza and Qaliobia Governorates, the boundary of which is slightly different from that of the Study Area. The Study Area includes part of new communities of the 10th of Ramadan and the 6th of October and part of the Sharqia Governorate, representing the actual urbanized sphere to be discussed. To avoid some statistical confusions depending upon the data sources, the arguments here follow the statistical data in the GOPP-defined GCR. More detailed demographic discussions for the Study Area are made in following sections of this chapter.

According to the 1996 Census, the GCR has a 13,488 thousand population. This shares 22.7% of the national population in Egypt. During the past three decades (1966-1996), the three metropolitan Governorates increased its population at a 2.5% p.a. Among those, the Cairo population is growing at 1.60% p.a. that is lower than the national average rate of 2.29% p.a., while the average growth rates of the Giza and Qaliobia Governorates during the same period accounted for 3.6% p.a. and 3.4% p.a. respectively. Thus, the urbanization has been progressing more rapidly in the outskirts of Cairo.

Looking at the Census, a demographically notable fact is that during the past decade between 1986 and 1996, the national population growth rate dropped to 2.08% p.a. and at the same time, the urban population growth rate at the national level also dropped at 1.8% p.a. The population growth rate in three metropolitan Governorates is observed to be quite moderate at 1.9% p.a. during the past one decade that is slightly lower than the national average.

2) Expansion of Urban Development Areas

The satellite images show a spatial expansion pattern of the urbanization process during the past two decades during 1982 and 2000. As seen in the 1982 image demonstrated on Figure 2.2.1, urbanization had been concentrated inside the area with a more or less 10 km radius from the center of Cairo, and in the northeastern corridors with a 20 km radius where is recognized as the most strong urbanization potential corridor. No settlements appeared in new communities yet.

While, looking at the 2000 image as shown in Figure 2.2.2, the urbanized area had been spread over the area within a 15-20 Km radius, and more extensive urbanization was taking place in the northeastern corridor. Seven new communities had been shaped out and housing settlements emerged there. The 10th of Ramadan City and the 6th of

October City had most progressed. Thus, it is found that a great momentum of new urban developments appeared in the last two decades.

The spatial expansion of built-up urbanized areas in the central area of the GCR can also be identified from Figure 2.2.3 that shows a historical evolution from 1968 through 2000. As seen in these illustrations, an extensive urbanization took place particularly in the past two decades from 1982 to the present.

On the other hand, based on the area measurement of the maps shown in Figure 2.2.3, it was computed that the population density of the urbanized areas is 3.9 persons/ km² (3.9 persons/km²), as shown in Table 2.2.1. This extremely high-dense urbanization pattern represents a uniqueness of the physical urban structure in Cairo.

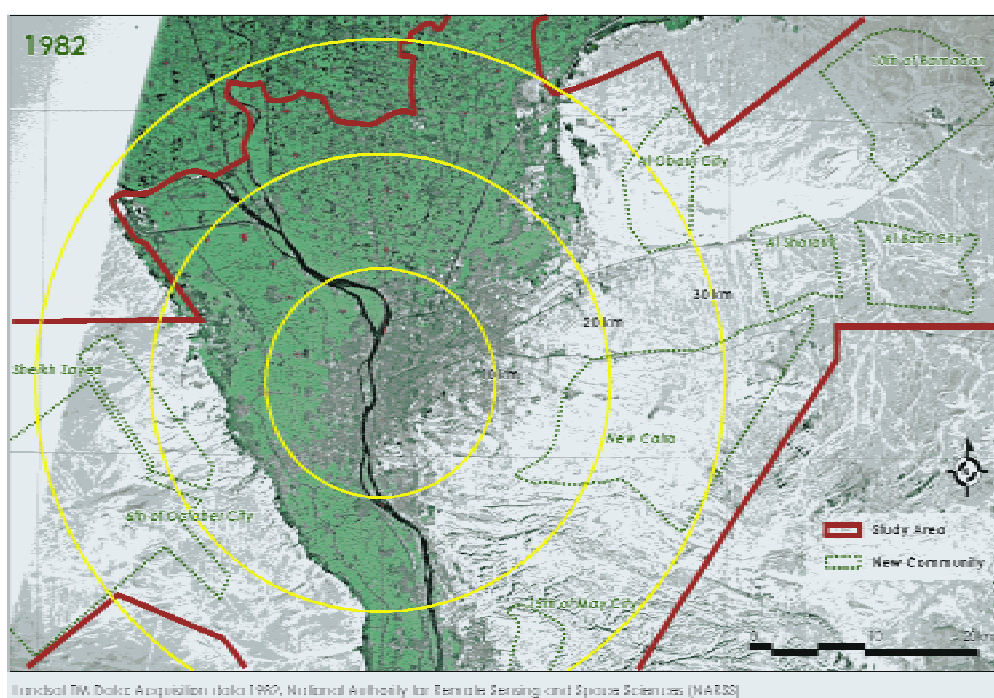


Figure 2.2.1 A Macro View of the Urbanization Process of the Study Area in 1982