CHAPTER 13: EQUIVALENCE TABLE DATABASE

13.1 OVERVIEW

It was mentioned previously that CREATS has developed several zoning systems, which were initially based on the 512 Shiakhas to build 464 internal traffic zones in addition to some external points, special generators and spare traffic zones for future development consideration. For summarizing the transport model results, the 464 traffic zones can be aggregated into coarser zoning systems such as 60 Qisms, 18 Sectors or 8 Super-Zones depending on reporting requirements.

The existence of an equivalence (lookup) table that defines the relationship between various zoning systems is a crucial component of an urban transport database. The database user should refer to the equivalence table when summarizing database results of a finer zoning system to a coarser one.

13.2 EQUIVALENCE TABLE DATABASE STRUCTURE

The simple structure of this database follows the standard format as shown in Tables 13.2.1. The codes and names of Shiakha, Traffic Zone, Qism, Sector and Super-Zone and Governorate are the basic data included in the equivalence table. Because this kind of database is self-contained and does not depend on another database file, there is no need to include a description table for data fields included in Table 13.2.1.

Structu	re for Database:		EQUIVALENCE TABLE.DBF				
Number	of Data Records:		512	512			
Databas	e File Path:		C:/CREATS	DATABAS	SE/EQUIVALENCE TABLE/		
Databas	e Source:		Study Team	Study Team of CREATS			
Field	Field Name	Туре	Width	Coded	Field Description		
1	SHIAKHA	Numeric	7		Shiakha Code		
2	SHKH_NAME	Character	40		Shiakha Name		
3	ZONE	Numeric	4		Traffic Zone Code		
4	ZONE_NAME	Character	40		Traffic Zone Name		
5	QISM	Numeric	5		Qism Code		
6	QISM_NAME	Character	26		Qism Name		
7	SECTOR	Numeric	3		Sector Code		
8	SCTR_NAME	Character	25		Sector Name		
9	SUPER_ZONE	Numeric	2		Code of Supper Traffic Zone		
10	SUPER_NAME	Character	25		Name of Supper Traffic Zone		
11	GVRN	Numeric	3		Governorate Code		
12	GVRN_NAME	Character	10		Governorate Name		

Table 13.2.1 Description of Equivalence Table Database

CHAPTER 14: SOCIO-ECONOMIC DATABASE

14.1 OVERVIEW

Socio-economic database is one of the necessary requirement to build the transport model. Population, number of employment opportunities by sector, number of students by education sector are the major data fields to such a database. The Study Team collected information from different sources (e.g., CAPMAS) and compiled them to estimate the former socio-economic variables in the base year as well as various planning years (2007, 2012 and 2022).

14.2 SOCIO-ECONOMIC DATABASE STRUCTURE

The standard file structure was used to house the socio-economic database as shown in Tables 14.2.1 and 14.2.2 for years 2001, 2007 and 2012. The database contains the following fields at the level of traffic zones:

- Traffic zone, Qism and Sector Codes.
- Area in squared meters.
- Number of Population and population density.
- Number of households and average household size
- Average monthly income.
- Employment classified by primary, secondary and tertiary sectors.
- Number of university and non-university students.
- Employment and students densities.

In year 2022, three additional fields were included as shown in Tables 14.2.3 followed by a field code description (Table 14.2.4), which is in fact the same as Table 14.2.2. The additional 3 data fields are:

- Alternative number of employees in tertiary sector.
- Alternative number of employees based on alternative tertiary scenario.
- Alternative employment density.

Structure for Database:			ZONE_	DATA_	2001.DBF, ZONE_DATA_2007.DBF and
			ZONE_	DATA_	2012.DBF
Numbe	er of Data Reco	rds:	464		
Databa	ase File Path:		C:/CRE	EATS DA	ATABASE/SOCIOECONOMIC/
Databa	ase Source:		CAPMA	AS and	CREATS Study Team
Field	Field Name	Туре	Width	Coded	Field Description
1	ZONE	Numeric	4	Y	Traffic Zone Code
2	QISM	Numeric	5	Y	Qism Code
3	SECTOR	Numeric	3	Y	Sector Code
4	AREA_M2	Numeric	7.3		Area of Traffic Zone (m ²)
5	POP_DNST	Numeric	7		Population Density in a Relevant Year
6	POPULATION	Numeric	7		Population in a Relevant Year
7	HH_NO	Numeric	6		No of Households in a Relevant Year
8	HH_SIZE	Numeric	5.2		Average No of Persons per Household in a Relevant Year
9	HH_INCM	Numeric	5		Average Household Income in a Relevant Year (LE/Month)
10	EMP_PRMRY	Numeric	5		No of Employees in Primary Sector in a Relevant Year
11	EMP_SCNDR	Numeric	6		No of Employees in Secondary Sector in a Relevant Year
12	EMP_TRTRY	Numeric	7		No of Employees in Tertiary Sector in a Relevant Year
13	EMP_TOT	Numeric	7		Total No of Employees in a Relevant Year
14	EMP_DNSTY	Numeric	7		Employment Density in a Relevant Year
15	STDNT_NUNV	Numeric	7		No of University Students in a Relevant Year
16	STNDT_UNVR	Numeric	7		No of Non-University Students in a Relevant Year
17	STDNT_TOT	Numeric	7		Total No of Students in a Relevant Year
18	STDNT_DNST	Numeric	7		Students Density in a Relevant Year

Table 14.2.1 Description of Socio-Economic Database for 2001, 2007 and 2012

Table 14.2.2 Field Code Definition of Socio-Economic Database (2001, 2007 and 2012)

Field	Codes Used	in Database:	ZONE_DATA_2 and ZONE_DAT	001.DBF, ZONE_DATA_2007.DBF TA_2012.DBF
Field	Field Name	Field Description	Code	Field Code Description
1	ZONE	Traffic Zone Code		See Equivalence Table
2	QISM	Qism Code		See Equivalence Table
3	SECTOR	Sector Code		See Equivalence Table

Structure for Database:		ZONE_DATA_2022						
Numbe	er of Data Reco	rds:	464					
Databa	ase File Path:		C:/CRE	EATS D	ATABASE/SOCIOECONOMIC/			
Databa	ase Source:		CAPMA	CAPMAS and CREATS Study Team				
Field	Field Name	Туре	Width	Coded	Field Description			
1	ZONE	Numeric	4	Y	Traffic Zone Code			
2	QISM	Numeric	5	Y	Qism Code			
3	SECTOR	Numeric	3	Y	Sector Code			
4	AREA_M2	Numeric	7.3		Area of Traffic Zone (m ²)			
5	POP_DNST	Numeric	7		Population Density in a Relevant Year			
6	POPULATION	Numeric	8		Population in a Relevant Year			
7	HH_NO	Numeric	7		No of Households in a Relevant Year			
8	HH_SIZE	Numeric	5.2		Average Household Size in a Relevant Year			
9	HH_INCM	Numeric	5		Average Household Income in a Relevant Year (LE/Month)			
10	EMP_PRMRY	Numeric	5		No of Employees in Primary Sector in a Relevant Year			
11	EMP_SCNDR	Numeric	7		No of Employees in Secondary Sector in a Relevant Year			
12	EMP_TRTRY	Numeric	7		No of Employees in Tertiary Sector in a Relevant Year			
13	EMP_TOT	Numeric	7		Total No of Employees in a Relevant Year			
14	EMP_DNSTY	Numeric	7		Employment Density in a Relevant Year			
15	STDNT_NUNV	Numeric	7		No of University Students in a Relevant Year			
16	STNDT_UNVR	Numeric	7		No of Non-University Students in a Relevant Year			
17	STDNT_TOT	Numeric	7		Total No of Students in a Relevant Year			
18	STDNT_DNST	Numeric	7		Students Density in a Relevant Year			
19	ALT_TERTRY	Numeric	7		Alternative No of Employees in Tertiary Sector			
20	ALT_EMPLY	Numeric	7		Alternative Total No of Employees in a Relevant Year			
21	ALT_EMP_DN	Numeric	7		Alternative Employment Density in a Relevant Year			

Table 14.2.3 Description of Socio-Economic Database for 2022

Table 14.2.4 Field Code Definition of Socio-Economic Database for 2022

Field	Codes Used	in Database:	ZONE_DATA_2	022.DBF
Field	Field Name	Field Description	Code	Field Code Description
1	ZONE	Traffic Zone Code		See Equivalence Table
2	QISM	Qism Code		See Equivalence Table
3	SECTOR	Sector Code		See Equivalence Table

CHAPTER 15: PERSON TRIP O-D MATRIX DATABASE

15.1 OVERVIEW

Based on HIS results, the person trip Origin-Destination (O/D) matrix was initially built on the level of 464 traffic zone. As an output of the calibration phase of trip distribution process, the daily O-D matrix of person trips was estimated in the base year 2001. This chapter describes the simple structure of that trip O-D matrix. A total of around 14.07 million mechanized trips are distributed among different traffic zones within the Study Area.

15.2 PERSON TRIP O-D MATRIX DATABASE STRUCTURE

The standard file structure format is used to describe the person trip O-D matrix as shown in Table 14.2.1 which has only 3 data fields including origin zone, destination zone and number of daily person trips in 2001. The codes of traffic zones are pointed out in Table 14.2.2. Equivalence Table must be consulted for the interpretation of traffic zone codes.

Structure for Database:			TRIPS_OD2001.DBF				
Number of Data Records:			215,260	215,260			
Database File Path:			C:/CRE	C:/CREATS DATABASE/TRIPS OD2001			
Database Source:			JICA Stu	JICA Study Team			
Field	Field Name	Туре	Width	Coded	Field Description		
1	ZONE_ORG	Numeric	3	Y	Origin Traffic Zone		
2	ZONE_DES	Numeric	3	Y	Destination Traffic Zone		
3	PRSN_TRIPS	Numeric	8.3		Estimated Number of Person Trips in 2001		

Table 15.2.1 Description of Person Trip O-D Matrix Database (2001)

Table 15.2.2 Field Code Definition of Person Trip O-D Matrix (2001)

Field	Codes Used in	Database:	TRIPS_OD2001.DBF		
Field	Field Name	Field Description	Code	Field Code Description	
1	ZONE_ORG	Origin Traffic Zone	1	See Equivalence Table	
2	ZONE_DES	Destination Traffic Zone	2	See Equivalence Table	

CHAPTER 16: GIS DATABASE

16.1 OVERVIEW

A Geographic information system (GIS) is a computerized database management system for managing spatially defined data. This includes the capture, storage, retrieval, analysis and display of data, i.e., GIS provides a logical and visually oriented display of information. The appearance of GIS technology has placed the entire transportation analysis and modeling process in a new and exciting light. GIS may play a central role in serving users in executive, administrative, technical and support staff positions.

The linkage of the transport networks and zone system to the GIS system generally facilitates the production of graphical output for reports or display purposes. The GIS system has in-built database facilitates in its own right, again providing for some elements of the database (such as bus route information) to be cross-referenced directly.

The CREATS transport model has been built within TRIPS software which includes among its numerous capabilities the tools of using Geographic Information System (GIS) to manage, modify and optimize different layers (e.g., transport networks, zoning system).

The CREATS zone boundaries (Shiakha, Traffic Zone, Qism, Sector and Super zone) have been developed within the context of an ARC/VIEW-based GIS System. These layers could be exported to TRIPS. This facilitates network updating and cross-referencing of geographical objects (bus terminals, intermodal points) to the CREATS transport networks and traffic zone boundaries.

The main source of CREATS GIS database is CAPMAS. An agreement has been made by CAPMAS and the Study Team for the exclusive use of GIS data for the purpose of CREATS study. Accordingly, GIS database will be submitted to ENIT in a separate computer compact disc (CD) in addition to another CD including CREATS database. A new license or approval has to be obtained from CAPMAS before using this information in another study or project.

16.2 GIS DATABASE STRUCTURE

(1) Layer Structure

The standard file structure has been slightly modified to reflect the structure nature of GIS database, which is layer-based in a shape file as defined by GIS software package such as ARC/VIEW. The upper part of a layer description table comprises the following items:

- Layer name in the first line.
- Layer description in the second line.
- Layer type (polygon, line or point).
- Attribute table name.
- Number of records of attribute table
- Layer path on the Hard Disk.
- Layer source, which is mainly CAPMAS or CREATS Study Team.

The standard format is applied to the lower part of layer description table, which includes 5 columns; field number, filed name, data type (numeric or character), field width and field description.

(2) Zoning Systems

Various layers were built for 7 levels of zoning system:

- 512 Shiakhas
- 464 Traffic zones
- 60 Qisms
- 18 Sectors
- 8 Super Zones
- 1 Study Area
- 4 Governorate

Tables 16.2.1 through 16.2.7 show the layer structure of Shiakha, Traffic Zone, Qism, Sector, Super Zone, Study Area and Governorate zoning systems, respectively.

Table 16.2.1 shows the layer description of Shiakha zoning system, which includes area, perimeter, Shiakha CAPMAS code, Qism name, Governorate name and traffic zone code. Some socio-economic data such as population, employment, students and average monthly income are also given. It should be noted that area and perimeter are common fields in most of the polygon layers.

The 464-Traffic Zone layer was built using the Shiakha boundaries, which is described in Table 16.2.2. Number of Shiakhas in each traffic zone, Qism name and population in 2001 are kept as part of this layer.

The 60-Qism layer was built based on Shiakha boundaries as shown in Table 16.2.3. Socio-economic data in 2001 (population, employment, students and average monthly income) are included in the Qism layer. The Qism layer was aggregated to build coarser zoning systems, e.g., 18 sectors, 8 super zones, CREATS Study area and Governorate layers as indicated in Tables 4.2.4 through 4.2.7.

(3) Socio-Economic Data

Socio-economic data in different planning years have been incorporated in 464 traffic zones as shown in Table 16.2.8. Information such as population, employment, students and income are included in socio-economic layers.

(4) Road Network

The street layer obtained from CAPMAS was built to be useful in some applications other than transport networks. However, this layer was used as a background to present scenario outputs. Street layer structure is shown in Table 16.2.9 which has only two data fields; street segment length (meter) and street name.

Major road layer has been developed to illustrate some major roads within the Study Area. Table 16.2.10 indicates the layer description and its data fields; road segment length and road name.

Layer	Name:		SHIAKHA-DATA.SHP			
Layer	Description:		Administra	tive Boundary of 512 Shiakha		
Layer	Туре		Polygon			
Attribu	ite Table:		QISM.PAT			
Numb	er of Records:		512			
Layer	Path:		C:/CREAT	S DATABASE/GIS/STUDY-AREA-LAT&LONG/		
Layer	Source:		CAPMAS			
Field	Field Name	Туре	Width	Field Description		
1	AREA	Numeric	4.4	Shiakha Area (km2)		
2	PERIMETER	Numeric	4.4	Shiakha Perimeter		
3	SHIAKHA-ID	Numeric	6	Shiakha CAPMAS Code		
4	NAME	Character	50	Shiakha Name		
5	QISM-NAME	Character	50	Qism Name		
6	GOV-NAME	Character	30	Governorate Name		
7	TRAFFIC-ZONE	Numeric	3	Traffic Zone Number		
8	POP2001	Numeric	10	Population of Year 2001		
9	TOT-EMP	Numeric	10	Total Employment of Year 2001		
10	TOT-STUD	Numeric	10	Total Student of Year 2001		
11	INCOME	Numeric	10	Monthly House Income of Year 2001		

Table 16.2.1 Description of Shiakha Boundary Layer

Table 16.2.2 Description of Traffic Zone Boundary Layer

Layer Name: TRAFFIC-Z				C-ZONE.SHP	
Layer	Description:		Administrative Boundary of 464Traffic Zones		
Layer	Туре		Polygon		
Attribu	ute Table:		TRAFFIC-ZONE.PAT		
Numb	er of Records:		464		
Layer	Path:	Path: C:/CREATS DATABASE/GIS/STUDY-AREA-LAT&LONG/			
Layer Source: CAPMAS & JICA Study Team			S & JICA Study Team		
Field	Field Name	Туре	Width	Field Description	
1	AREA	Numeric	4.4	Zone Area (km2)	
2	PERIMETER	Numeric	4.4	Shiakha Perimeter	
3	NEW_ZONE_N	Numeric	3	Traffic Zone Number	
4	COUNT	Numeric	3	No. of Shiakha Included in each Zone	
5	QISM-NAME	Character	50	Qism Name	
6	POP2001	Numeric	10	Population of Year 2001	

Layeı	r Name:		QISM-SEC	CTOR.SHP
Layer	er Description: Administrative Boundary of 60 Qisms			
Layer	Туре		Polygon	
Attrib	ute Table:		QISM-SEC	CTOR.PAT
Numb	per of Records:		60	
Layer	Path:		C:/CREAT	S DATABASE/GIS/STUDY-AREA-LAT&LONG/
Layer	Source:		CAPMAS	& JICA Study Team
Field	Field Name	Туре	Width	Field Description
1	AREA	Numeric	4.4	Qism Area (km2)
2	QISM-CODE	Numeric	4	Qism CAPMAS Code
3	NAME	Character	50	Qism Name
4	NEW_SECTOR	Numeric	3	Sector Number
5	POP2001	Numeric	10	Population of Year 2001
6	TOT-EMP	Numeric	10	Total Employment of Year 2001
7	TOT-STUD	Numeric	10	Total Student of Year 2001
8	INCOME	Numeric	10	Monthly House Income of Year 2001
9	SUPER-ZONE	Character	2	Super Zone ID

Table 16.2.3 Description of Qism Boundary Layer

Table 16.2.4 Description of Sector Boundary Layer

Layer	Name:		NEW-SECTOR.SHP			
Layer	Description:		Administ	rative Boundary of CREATS 18 Sectors		
Layer	Туре		Polygon			
Attribu	ite Table:		NEW-SE	CTOR.PAT		
Numb	er of Records:		18			
Layer	Path:		C:/CREA	TS DATABASE/GIS/STUDY-AREA-LAT&LONG/		
Layer	Source:		JICA St	JICA Study Team		
Field	Field Name	Туре	Width	Field Description		
1	AREA	Numeric	4.4	Sector Area (Km ²)		
2	NEW_SECTOR	Numeric	3	Sector Number		
3	COUNT	Numeric	3	Number of Qisms Included in each Sector		
4	POP2001	Numeric	10	Population of Year 2001		
5	TOT-EMP	Numeric	10	Total Employment of Year 2001		
6	TOT-STUD	Numeric	10	Total Student of Year 2001		
7	INCOME	Numeric	10	Monthly House Income of Year 2001		

Layer Name:			SUPER-ZONE.SHP			
Layer Description: Ad			Admini	Administrative Boundary of CREATS 8 Super Zones		
Layer Type: Po			Polygo	Polygon		
Attribute Table Name: SUF			SUPEF	R-ZONE.PAT		
Number of Records:			8	В		
Layer Path:			C:/CREATS DATABASE/GIS/STUDY-AREA-LAT&LONG/			
Layer	Source:		CAPMAS & JICA Study Team			
Field	Field Name	Туре	Width	Field Description		
1	AREA	Numeric	4.4	Super Zone Area (km ²)		
2	SUPER-ZONE	Character	2	Super Zone ID		
3	COUNT	Numeric	3	No. of Qisms Located in each Super Zone		

Table 16.2.5 Description of Super Zone Boundary Layer

Table 16.2.6 Description of Study Area Boundary Layer

Layer	Name:		STDYAREA.SHP				
Layer	Description:		Study Area Boundary				
Layer	Туре		Polygor	I			
Attribu	ite Table:		STDYAI	STDYAREA.PAT			
Numb	er of Records:		1				
Layer	Path:		C:/CREATS DATABASE/GIS/STUDY-AREA-LAT&LONG/				
Layer	Source:		JICA St	udy Team			
Field	Field Name	Туре	Width	Field Description			
1	AREA	Numeric	4.4	Calculated Area (Km ²)			
2	PERIMETER	Numeric	4.4	Calculated Perimeter (Km)			

Table 16.2.7 Description of Study Area Boundary Layer

Layer Name:		GOV.SHP						
Layer	Description:		Boundaries of Cairo, Giza, Qalyobeya and Sharqeya Governorates					
Layer	Туре		Polygon					
Attrib	ute Table:		GOV.PAT					
Numb	er of Records	8:	4					
Layer	Path:		C:/CREATS DATABASE/GIS/STUDY-AREA-LAT&LONG/					
Layer	Source:		CAPMAS					
Field	Field Name	Туре	Width	Field Description				
1	AREA	Numeric	4.4	Governorate Area (m ²)				
2	PERIMETER	Numeric	4.4	Governorate Perimeter				
3 GOV-CODE Numeric			2 Governorate CAPMAS Code					
4	NAME	Character	30	Governorate Name				

Layer Name:			ZONE-DATA-2001.SHP, ZONE-DATA-2007.SHP, ZONE-DATA-2012.SHP and ZONE-DATA-2022.SHP					
Layer [Description:		Administrative Boundaries of Traffic Zones Connected wi Socio-Economic Data in 2001, 2007, 2012 and 2022					
Layer 7	Гуре		Polygon					
Attribut	te Table:		ZONE-DA	TA-2001.PAT				
Numbe	er of Records:		464					
Layer F	Path:		C:/CREAT	TS DATABASE/GIS/STUDY-AREA-LAT&LONG/				
Layer S	Source:		CAPMAS	& JICA Study Team				
Field Field Name Type			Width	Field Description				
1	AREA	Numeric	4.4	Zone Area (km2)				
2	ZONE	Numeric	3	Traffic Zone Number				
3	QISM	Numeric	4	Corresponding Qism CAPMAS Code				
4	QISM NAME	Character	50	Corresponding Qism Name				
5	SECTOR	Numeric	3	Sector Number				
6	POP2001	Numeric	10	Population of Relevant Year				
7	POP-DEN	Numeric	10	Population Density of Relevant Year				
8	TOT-EMP	Numeric	10	Total Employment of Relevant Year				
9	EMP-DEN	Numeric	10	Employment Density of Relevant Year				
10	TOT-STUD	Numeric	10	Total Student of Relevant Year				
11	STUD-DEN	Numeric	10	Students Density of Relevant Year				
12	INCOME	Numeric	10	Household Income of Relevant Year				

Table 16.2.8 Description of Socio-Economic Layer in 2001, 2007, 2012 and 2022

Layer Name:			STREET.S	STREET.SHP				
Layer Description:			Streets Ne	etwork				
Layer	Туре:		Line	ine				
Attribu	ute Table Nan	ne:	STREET.	AAT				
Numb	er of Records	8:						
Layer	Path:		C:/CREAT	C:/CREATS DATABASE/GIS/STUDY-AREA-LAT&LONG/				
Layer	Source:		CAPMAS					
Field	Field Name	Туре	Width	Field Description				
1 LENGTH Numeric		Numeric	8.5	Street Segment Length				
2	NAME	Character	70	Street Name				

Table 16.2.9 Description of Streets Layer

Table 16.2.10 Description of Main Roads Layer

Layer Name:			MAIN-ROAD.SHP					
Layer Description:			Main Roa	ds Network				
Layer	Туре		_ine					
Attribu	ute Table Nam	ne:	MAIN-RO	/AIN-ROAD.AAT				
Numb	er of Records	8:						
Layer	Path:		C:/CREATS DATABASE/GIS/STUDY-AREA-LAT&LONG/					
Layer	Source:		CAPMAS					
Field	Field Name	Туре	Width	Field Description				
1 LENGTH Numeric		Numeric	8.5	Road Segment Length				
2	NAME	Character	70	Road Name				

APPENDIX

TRAFFIC SURVEY FORMS

APPENDIX A

(HIS) Household Interview Survey Forms

(RPS) Revealed Preference Survey Forms

(SPS) Statted Preference Survey Forms

HIS: Households

Arab Republic of Egypt

Ministry of Transport

Transportation Programme -DRTPC- Cairo University Transport and Traffic Unit - Ain Shams University

Transportation Master Plan and Feasibility Study of Urban Transport Projects in Greater Cairo Region

Form-HIS1: Household Information				
Address:				
Building No .	Apt. No. of floors			
Street:				
Near:				
Visit Number 1 2 3	Sample Number :			
Month:	Kism:			
Day:	Shiakha:			
Visit Result:	Kism and Shiakha Code :			
1. Completed 2. To be completed 3. will not be completed 4. Unavailable				
1. Total Number of Persons who Usually Live in				
Your Living Quarter?	3. Type of your Living Quarter			
Total 6 Years&Above	1. Owned Villa 2. Rented Villa 3. Owned Apt. 4. Rented Apt.			
Sex Working Students Others	5. Shared Apt. 6. Rural House 7. Improvised/Temporary 8. Others			
Male	4. Number of rooms in your living Quarter			
Female				
2. Does the Family Own any Vehicles?	6. Telephone Bill in Last 6 months			
#of vehicles /Parking Place	7. Total Monthly Income of household			
Veh Type On street Off Street	(from all sources)			
Motorcycle	(1011 all Sources) 1) Less than 300 2) 301-500 3) 501-1000			
Passenger Car	4) 1001-2000 5) 2001-5000 6) > 5000 9) Refused			
Pickup				
Taxi	Home Phone (optional)			
Shared Taxi				
Trucks				
	Auditing: / / 2001			
Interviewer's Name				
, , , , , ,	Coding: / / 2001			
His/Her Code:	Data Entry: / /2001			
Envelope Number :	Notes:			

HIS: Household Members

Sample No.	
Member number 1 2 3 4 5	6 7 8
1-Sex 1-Male 2-Female	
2- Age 1) 7-9 2) 10-19 3) 20-29 4) 30-39 5) 40-49 6) 50-59 7) >60 2	
3-Prinicpal 1.Administrative 2. Prof. Workers 3. Tech/Assistants 4. Clerks 5. Sale/Service	
Occupation 6. Farmer/Fisher 7. Craftsmen 8. Production 9. Unskilled 10. Others 3	
- 4- Economic 1. Agr/Hunting 2. Mining/Quarrying 3. Manufacturing 4. Electricity/Gas/water 5. construction	
O Activity 6. Restaurant/Hotels/Tourism 7. Transport/Storage/Communication 8. Finance/Real State 4 g Group 9. Services 10. Whole sale/Repair 11. Education 12. Health/Soc. Work 13. others	
5 5-Location of Work Place 1. Different than Residence 2. Same as Residence 3. Moving 5	
	╢─╂╢┼╢╉┥
7-Total Monthly Income 1) < 300 2) 301-500 3) 501-1000 4) 1001-2000	
5) 2001-5000 6) > 5000 7) None 9) Refused 7 2 2011-5000 8) > 5000 7) None 9) Refused 7	
8- Status 1. Student (Primary) 2. Student (Preparatory) 3. Student (Secondary) 4. Student (Inst.) 8	
5. Student (University) 6. Housewire 7. Retired 8. Jobiess 9. University	
9- Weekly Day Off 1. Sat. 2. Sun. 3. Mon. 4. Tues. 5. Wed. First 9 6. Thur. 7. Fri. 8. Variable/More than 2 9. None Second	<u> </u>
10- Driving License 1. Car 2. Commercial 3. Motorcycle 4. None 10	
11- Car Available to go to Work? 1. Yes, personal use 2. Yes, Shared with others 3. No 11	
12- a. Seasonal Passes	<u> </u>
1. Monthiy 2. 3 Months 3. Yearly 4. Free 5. Others 6. None Public Turo	┨─┸╢─┴╢─┴┤
Bus Cost	
Train Type	┨╌┰╢╌┬╢╌┬┤
13 Number of Trips on the Previous Day	
14- If you did not Make any Trips, Please State the Reasons 1. Usual 2. Sickness 3. Weekly Day Off 4. Vacation 5. Unemployed 6. Others 14	
Member Work/Study Address Kism/Shiakha Nearst Land Mar	k

HIS: Person Trip Movement

											.Samp	ole No		(/)
I-Walking 2-Bicycle 6-Pickup for Passefig@axi 11-Public BusCA 12-CoOp M 16 Truck 17-Nile Fe 21-ENR Train 22-Animal	Mod 3- 8- (inibus 1) Ty 1) Drawn2	e of Mc Shi 3 W 8 Ti 3 O	f T otor area ork ram the	ravel rcycle d Taxi c Car rs	4 P. C 9- Pub 14Wo 19 He	ar Driver blic Minibu ork Bus bliopolis M	5-P Isl0 15 e2f0	C Passe Public E School I Metro	enger Bus Bus	1- Single 7 3- Ordina 5- Special 7- Others	Fare T Ticket ry Pass Pass	Ype 2 Student Pass 4 GovPass 6 Free Pass	Type On Street 1-None Støp 2-Free 3-Paid	of Parking Plac Off Street 4-Paid Private 6-Paid Public 8-Others	e 5-Free Priva 7- Free Publi
rst Land Mark Information Trip End	Trip Purp	ose		Mode Trave	o F are Type	Cost (P.T.)		Walk Access	Wait Time	Travel Time	Egress Time	Tran (ENR,Metro,Tr	sfer Location am Stations,B	us Terminal)S	For PCar q Daive;etO n
Location	Walki	ng?	1												# of Passenge Parking Type
ınd Mark	l-Yes 2-No		3										_ → ᢕ [Cos(P.T.)
Location			4												# of Passenge
ınd Mark	Walki 1-Yes 2-No	ng?	2				<u> </u> 						→∩) I		Parking Type
Location		_	4												CostP.T.) # of Passenge
	Walki	ng?	1 2												Parking Type
and Mark	1-Yes 2-No		3				L			╞┹┸					CostP.T.)
Location		-	4			<u> </u>	<u> </u> 								# of Passenge
ınd Mark	Walki 1-Yes	ng?	2												Parking Type
	2-No		3 4										_→ᢕ 		CostP.T.)
Location			1				L					-			# of Passenge
ınd Mark	Walki 1-Yes 2-No	ng?	2 3										→()		Parking Type
Location		-	4				<u> </u>								CostP.T.) # of Passenge
	Walki	ng?	1 2												Parking Type
ınd Mark	l-Yes 2-No		3										_→()		Cos(P.T.)

RPS: Car Users

Ministry of Transport - Egypt

CREATS: Cairo REgional Area Transport Study

	REVEALED PRI	EFERENCE SURV	EY (CAR U	SERS) - FORN	11 · ACTI	AL	<u>for si</u>	<u>udy purpose only</u>
l Info.	Sample ID			obito) Tora		Date (me	onth/day)	
Genera	Location code					Time (hi	r./min.)	
	1- Sex				2- A	i ge 1) 7-9	2) 10-19 3) 20-29	4) 30-39
	1- Male	2- Female				5) 40-49	6) 50-59 7) > 60	
	3- Do you have a	driving license			4- I) id you drive by you	ırself?	
	1-Yes	2- No			1-	Yes 2- No		
attribute	5- Number of ca	rs your family has			6- (Car availability		
sonal A					1- 4-	Always 2 Seldom 5	- Often 3-	Occasionally
Pers						Seldom		I I
	7- Occupation	2 D C ¹ 1 2 T	1 / 1 /		8- I	ncome	201 500	
	1- Admin. 5- Sale/Services	2- Professional 3- 16 6-Farmer/fisher 7- Ci	ch./assist.	4- Clerks 8-Production	1)	<300 2 501 - 1000 4) 301 - 500) 1001 - 2000	
	9-Unskilled	10- Student 11-	Housewife	12- Retired	5)	2001 - 5000 6) > 5000	
	13- Jobless	14- Other			7)	No income		
	9- Trip origin							
	10- Land mark							
	11- Trip destina	tion						
	12 Land mark							
Info.	12- Lanu mark							
[Trip]				I I	I I.			
	13- Trip purpose	5			14-	Total travel time (h	r/min)	
	15 Doubing about	ticket (PT)			14	Doog your omployo	u unimhuusa nauling	20549
	15- Parking cha	rge licket (FT)			10-	Does your employe	r reimburse parking	
		pass (PT)				1- Yes 2- Partly	3- No	
	17- Does vour er	nplover reimburse	fuel cost?					
	1-Yes 2-Part	tly 3- No						
		1	1		1	1	1	
h	S 18.Alternative	19.Total travel	20.Total t	ravel cost	21.No.	22.Waiting time	23.Walk time	24.Walk time
anspc	mode	time	(1	1)	01 transfers	(min.)	from origin	to destination
ic Tra					1			
Publ								
ative	╽┝╾╌┸╌╌┛		┝─┴─┦					
terna	2							
A					,			
				Į				ļ
	Tri	p Purpose				Mode of Trave	el	
	1.Work	7.Shopping/Eatin	g	l.Walk		7.Taxi	13.Work car	19.Heliopolis metro
	2.Education	8.Sending/Fetching	ng i	2.Bicycle		8. Shared taxi	14.Company bus	20.Metro
	3.Home	9.Recreation		3.Motorcycle		9.Public minibus	15.School bus	21.ENR train
	4.Selling/Delivering	10.Medical Treat	ment	4.Private car driver		10.Public bus	16.Trucks	22.Animal drawn
	5.Meeting/Business	11.Social	1	5.Private car passe	nger	11.Public aircond. bus	17.Nile ferry	23.Others
	6.Return to work plac	e 12.Other		6.Pickup for passer	nger	12.Corp. Mini bus	18.Tram	

RPS: Car Users (Individual Opinion)

REVEALED PREFERENCE SURVEY Sample ID	(CAR USERS) - FORM1: Indiv	vidual's Opinion		
25- Would you use public transport i If answer is "1" go to Q27	if services are improved	l- Never 3- Unlikely	2- Highly Unlikely 4- Likely	
26- Identify the importance of the fol	llowing service characteristics	(on a scale of $1 - 5$: $1 = N$	Jot important, 5 = Very important)	
1- Travel time 2-	- Travel cost	3- Number of transfers	4- Comfort	
		7-1100030 <u>Eg</u> . 035		·····
27- If petrol cost is doubled, would ye	ou use public transport?	1- Never 3- Unlikely	2- Highly Unlikely 4- Likely	
31- List the three most positive points	s and three most negative point	s about each of the foll	owing modes.	
mode	Advantage (1 = Best)	Di	isadvantages (1 = Worst)	
Metro				
Shared taxi				
Public bus/Minibus				
Tram/Heliopolis Metro				
Taxi				
ENR train				
Nile ferry				
1- Speed 2- Cost 7- Safety 8- Security	3- On-time service 9- Crowdness	4- Access/Egress 10- Other	5- Comfort 6- Direct	
32- Identify the importance of the fol	llowing service characteristics	1- Not Important 2-1	Important 3- Very Important	t
1- Printed Route Maps		4- Combined ticket (Metr	ro/Bus, Bus/Bus)	
2- Printed schedules		5- Combined seasonal tic	ket	
3- Coordinated Schedules between modes		6- Express highway lanes	s for use only by buses	

RPS: Public Transport Users

Ministry of Transport - Egypt

CREATS: Cairo REgional Area Transport Study

	REVEALED PREFERENCE SURVEY (PUBLIC	TRANSPOF	RT USERS) - FORM1: ACTUA	<u>for</u> .	study purpose only	
al Info.	Sample ID			Date (mo	nth/day)		
Gener	Location code/Mean			Time (hr.	/min.)		
	1- Sex 1- Male 2- Female		2- Age	1) 7-9 2) 10- 5) 40-49 6) 50-	-19 3) 20-29 4) 3 -59 7) > 60	0-39	
	3- Do you have a driving license?		4- Numbe	er of cars your fami	ly has		
ersonal Attribute	5- Car availability 1- Always 2- Often 3- Occasionally 4- Seldom 5- Not available 7- Occupation		6- Why didn't you use the private car?				
d	1- Admin. 2- Professional 3- Tech./assist. 4- Clerks 5- Sale/Services 6-Farmer/fisher 7- Craftsmen 8-Production 9-Unskilled 10- Student 11- House wife 12- Retired 13- Jobless 14- Other		8- Income 1) <300 4) 1001 -	2) 301 - 500 2000 5) 2001 - 50) 3) 501 - 1 100 6) > 5000	000 7) No income	
	9- Trip origin 10- Land mark 11- Trip destination 12- Land mark						
ormation	13- Trip purpose		14- Curre	ent mode			
Trip Inf	15-Does your employer reimburse travel cost? 1- Yes 2- Partly 3- No		16- Do yo 1- Bus	u use a pass? 2- Metro 3- Tram	4- Other 5- No		
	17- Total travel time (hr./min.)		18- Total	travel cost	ticket (PT) pass (PT)		
	19- Walk time to term./stn. from origin		20- Walk	time from term./str	1. to destination		
	21- Number of transfers		22- Waiti	ng time (min.)			
ransport	S 23- Alternative 24- Total travel 25- Total tr mode time (PT)	avel cost	26- No. of transfers	27- Waiting time (min.)	28- Walk time to term./stn. from origin	29- Walk time from term./stn. to destination	
ve Public T							
Alternati							
	Trip Purpose 1.Work 7.Shopping/Eating 1.W 2.Education 8.Sending/Fetching 2.B	Valk Bicycle		Mode of Travel 7.Taxi 8. Shared taxi	13.Work car 14.Company bus	19.Heliopolis metro 20.Metro	
	3.Home 9.Recreation 3.N 4.Selling/Delivering 10.Medical Treatment 4.P 5.Meeting/Business 11.Social 5.P 6.Return to work place 12.Other 6.P	Aotorcycle rivate car drive rivate car passe rickup for passe	r enger nger	9.Public minibus 10.Public bus 11.Public aircond. bus 12.Corp. Mini bus	15.School bus 16.Trucks 17.Nile ferry 18.Tram	21.ENR train 22.Animal drawn 23.Others	

RPS: Public Transport Users (Individual Opinion)

Sample ID			EKS) - I OKWIT. IN				
30- Identify the	e importance of the	e following transport services	(on a scale of 1 - 5	: 1 = Not important, 5 =	= Very important)		
- Travel time		2- Travel cost	3- Number of trans	sfers	4- Comfort		
- Security		6- Safety	7- Access/Egress				
1- List the thr	ee most positive po	pints and three most negative po	ints about each of t	he following modes.			
mod	le	Advantage (1 = Best)		Disadvantages	(1 = Worst)		
Metro							
Shared taxi							
Public bus/Mi	nibus						
Tram/Heliopo	lis Metro						
Taxi							
ENR train							
Nile ferry							
- Speed	2- Cost	3- On-time service	4- Access/Egress	5- Comfort	6- Direct		
- Safety	8- Security	9- Crowdness	10- Other				
2- Identify the	e importance of the	e following transport services	1- Not Important	2- Important	3- Very Important		
- Printed Route	Maps		4- Combined ticke	t (Metro/Bus Bus/Bus)	, , , , , , , , , , , , , , , , , , ,		
- Printed schedu	les		5- Combined seaso	onal ticket			
- Coordinated S	chedules between mod	les	6- Express highway lanes for use only by buses				
		·	-	. ,			

SPS: Stated Preference Survey

Ministry of Transport - Egypt	CREATS: Cairo Regiona	l Area Transport Study						
Form (1): STATED PREFERENCE SURV	EY	for stud	ly purpose only					
Sample ID		Date (month/day)						
Location (Sheiakha/Kism)		Time						
1- Addre <u>ss</u>								
2- Sex 1- Male 2- Female		3- Age 1) 7-9 2) 10-19 3) 20-29 4 5) 40-49 6) 50-59 7) > 60) 30-39					
4- Do you have a driving license 1- Yes	2- No	5- Total number of cars your family has						
6- Car availability 1- Always 2- Often 3- Occasionally 4- Seldom 5- Not available 8- Income 1) < 300 2) 301 - 500 3) 501 - 1000	7- Occupation 1- Admin. 2- Professional 3-' 4- Clerks 5- Sale/Services 6-F 7- Craftsmen 8-Production 9-U 10- Student 11- House wife 12- 13- Jobless 14- Other 14-	Tech./assist. armer/fisher Jnskilled • Retired					
4) 1001 - 2000 5) 2001 - 5000 6	() > 5000 7) No income	2						
F 1	I							
9- When did you move to this city (year 11- Do you want to move to Cairo Resid 1- No 2- Yes, to central areas 4- Yes, anywhere 5- Not sure (yes and no)	s)?	10- What was your major reason? 1- Better living condition 2- Nearer to wo 3- Better environment 4- Better transp 5- Other 4- Better transp	rk place ortation					
If answer is "1" go to Q13 12- For which of these reasons do you was the second descent of the second descent	2- Education	2 = 3- Medical services 7- Shopping	Unchosen reasons 4- Security 8- Other					
13- How many regular trips do you ma If answer is "zero" go directly to Form (3)	ke to Cairo per week? (Q30)							
년 14- Trip destination 일 15- Land mark								
16- Trip purpose		17- Do you use	2018					
		2- Public transport 3- Other If "2" go to If "3" go to	o Q27 o Form (3) Q30					
Trip Purpose	Walk	Mode of Travel	10 Unionalia statu					
1. work /.Shopping/Eating 2. Education 8. Sending/Fetching 3. Home 9. Recreation 4. Selling/Delivering 10. Medical treatment 5. Meeting/Business 11. Social	Walk Bicycle S Motorcycle S Private car driver Private car passenger	1.1 axi 15. Work car 3. Shared taxi 14. Company bus 0.Public minibus 15. School bus 10.Public bus 16. Trucks 11.Public aircond. bus 17. Nile ferry	20.Metro 21.ENR train 22.Animal drawn 23.Others					
o.Keturn to work place 12.Other 6	Other 6.Pickup for passenger 12.Corp. Mini bus 18.Tram							

SPS: Car User/Public Transport User

Form	n(2): CAR USH	ER/PUBLIC TRANS	SPORT USER		Sample	ID	
			CAR USEI	ł			
18- T	otal travel tim	e (min./ hr.)		19-	Parking charge at	destination (PT)	
20- D	o you use an a	lternative to private	e car incase it is not a	vailable?	1- No 2- Yes		
If ans	wer is "1" go to	o Q22					
21- C	haracteristics	of the alternative m	odes used in the trip	to Cairo			
S	a) Alternative mode	b) Total travel time	c) Total travel cost (Pt)	d) No. of transfer	e) Waiting time (min.)	f) Walk time to term./stn. from origin	g) Walk time from term./stn. to destination
1							
2							
22- V if ans	Vould you use wer is "1" go to	public transport if s	ervices were to be im	proved?	1) Never 3- Unlikely	2- Highly unlikely 4- Likely	
23- H	low much time	e saving will make y	ou use the new/impro	ved mode fo	r the trip to Cairo	compared to the ex	isting travel time
1- Bus	3	2- Air-con	d. Bus	3- Shared	taxi	4- Metro	5- ENR
1) 10%	5 2) 25	% 3) 50%					
24- H	low much are	you willing to pay fo	or the new/improved s	service?			
1- Bus	5	2- Air-con	d. Bus	3- SI	nared taxi		
4- Me	tro	5- ENR					
25- Ie	dentify the imp	oortance of the follo	wing service characte	ristics	(1 = Not important - 5	= Very important)	
1- Tra	vel time	2- Tr	avel cost	3- N	umber of transfers	4-	Comfort
5- Sec	curity	6- Sa	ıfety	7- A	ccess/Egress		
26- II	f petrol cost is	doubled, would you	use public transport	?	1- Never 3- Unlikely	2- Highly unlikely 4- Likely	

PUBLIC TRANSPORT USER

27- P	ublic transport	t mode characterist	ics				
s	a) Public transport	b) Total travel time	c) Total travel cost (PT)	d) No. of transfer	e) Waiting time (min.)	f) Walk time to term./stn. from	g) Walk time from term./stn.
	mode					Origin	to Destination
1							
2							
3							
4							
28- D	o you use a pa	ss?	1- No 2- Bus 3- M	etro 4- Tra	am 5- Other		
29- Io	lentify the imp	ortance of the follo	wing service characteris	stics	(1 = Not important - 5 =	Very important)	
1- Tra	vel time	2- Tr	avel cost	3- N	umber of transfers	4- Co	omfort
5- Sec	urity	6- Sa	ıfety	7- A	ccess/Egress		

SPS: Individual Opinion

Form(3): INDIVIDUAL'S OPINION

Sample ID				
				_

Mode	Advantage (1 = Best)	Disadvantages (1 = Worst)
Metro		
Shared taxi		
Public bus/Minibus		
Гахі		
ENR rail		
red 2- Cost	3. On-time service 4. Access/Foress	5- Comfort 6- Direct 7- Sai

31- Identify the importance of the follow	ing public transport services to	o you 1- Not important	2- Important 3- Ver	y Important
1- Printed route maps		4- Combined ticket (Me	etro/Bus, Bus/Bus)	
2- Printed schedules		5- Combined seasonal t	icket	
3- Coordinated schedules between modes		6- Express highway lan	es for use only by buses	s

APPENDIX B

Cordon Survey Forms

Ministry of Trans	sport Maatar Blan in Gr	inator Cairo				For Boadsido	rm CLS	S-1		TPC, Cairo I	Univ	ersity		Chama	11
Transportation			linuto			Noausiue	IIILEIVI		III As			Jo, Faculty of El	Cam		
	Direction	Hour			т т	Cheet N		Manth Day	lo. (Supe	ervisor	Interviewer	Sam		<u>ber</u>
Sile	2- Incoming		lime			Sheet N	10.		Date						
Vehicle	Туре	Origin and		Tr	ip Purp	ose				For	Truc	ks			
1- Passenger car	11- Motorcycles	Destination	1- To warking place	9	7	- Shoping and eatir	ng	3- loading condi	tion		1- T	ype of comm	nodit	y	
2- Taxi	12- Others	Note:	2- To school / Instit	utsse	8	8- Sending and fetch	ning	1- Empty	1- Agriculture	and live stock	5- Meta	I residues and mining	product	s 8- Fertilize	rs
3- Public Bus		A: Governorate	3- To home		9	- Recreation		2- Less than 25% loaded	2- Food staff	and animal food	6- Meto	Ilurgical products		9- Chemic	al products
4- Public minibus		B: Kism / Markaz	4- Selling, Deliverin	ıg	1	0- Medical treatme	nt	3- 25% loaded	3- Solid fuels		7- Raw	materials and derivation	ons	10- Machir	nes and vehicles
5- Private bus		C: Shiakha / Village	5- Meeting and oth	er busines	ss purposes 1	1- Social visits, priv	ate puposes	4- 50% loaded	4- Petrol and	petrol distilled produ	cts			11- Other	cargo
6- Shared taxi		D: Street	6- Return to workin	g place	1	2- others		5- 75% loaded			2- L	oading Type			
7- Light commodity vehicle		E: Land mark / Famous						6- Full loaded	1- Flat rack tr	uck	5- 12 m	eters container		9- Tank tra	ailer
8- 2- Axles truck		Building near by						7- Over loaded	2- Covered tru	uck	6- Flat	rack trailer		10- Other	
9- 3- Alex truck									3- Tank truck		7- Cove	ered trailer			
10- Heavy truck (more than 3 Axl	es) including trailers								4-6 meters co	ontainer	8- Reef	er trailer			
		Origin				Des	stinatio	n		Residence		Trip Purpose			
Vehicle Type	A			A									1	Ту	pe of commodity
	В			В					Govennorate:	:					
No. of passeger including	с			С					1					Lo [.]	ading Type
driver	D			D					Kism / City:		[
	E			E										Loading co	ommodity
									T I I					-	
		Origin				Des	stinatio	n		Residence		Trip Purpose			
Vehicle Type	A			А										Ty	pe of commodity
	В			В					Govennorate:	:					
No. of passeger including	с			С					1					Lo	ading Type
driver	D			D					Kism / City:		1				
	E			E					1					Loading cr	ommodity
									Î I I		1 1			-	
		Origin				Des	stinatio	n		Residence		Trip Purpose			
Vehicle Type	A			A										Ty	pe of commodity
	В			В					Govennorate:	:					
No. of passeger including	С			С										Lo [.]	ading Type
driver	D			D					Kism / City:		[
	E			E										Loading co	ommodity
		Origin				Des	stinatio	n		Residence		Trip Purpose			
Vehicle Type	A			А										Тy	pe of commodity
	В			В					Govennorate:	:					
No. of passeger including	с			С]					Lo	ading Type
driver	D			D					Kism / City:			-			
	E			E					1				L	Loading cr	ommodity
	· · ·			1					ÎII		I I			-	

Ministry of Transpo Transportation Mas	rt ter Plan in Greater (Cairo				E	NR P	Form assenger	CLS-2 ntervie	w Surv	vey	y_	DRTPC, Cairo Univer In Association with TTPCU	sity Faculty of Eng	Ain Sham	s Uni.
Site	Direction 1- Outgoing	Hour	Mini	ute Tim	ne		L	Sheet	No.	Manth		Day	Date Superv	sor Interviewer	<u>Sample</u>	Number
Origin and Destination		Trip Purpose	9			Т	rain a	nd Station					Access mode and Eg	ress mode		
Note:	1- To warking place	7- Sho	ping an	d eating					1- V	/alking			6- Taxi 11	School bus	16- Metro	
A: Governorate	2- To school / Institute	8- Sei	nding an	d fetching				1- Train N	0. 2-E	icycle			7- Shared taxi 12	Truck	17- ENR T	rain
B: Kism / Markaz	3- To home	9- Re	creation						3- N	lotorcycle			8- Public Minibus 13	Nile Ferry	18- Anima	I Drawn
C: Shiakha / Village	4- Selling, Delivering	10- M	edical tre	eatment				2- Train C	lass 4- F	assenger car	r		9- Public bus 14	Tram	19- others	
D: Street	5- Meeting and other busine	ess purposes 11- So	ocial visit	ts, private p	ouposes				5- F	ickup for pas	sseng	gers	10- Factory / company bus 15	Heliopolis Metro		
E: Land mark / Famous	6- Return to working place	12- ot	hers													
Building near by																
	Origin			De	estin	ation	Trip	purpos		Resid	den	ice				
4								In cairo					Ride station	Departure St	ation	
3			Govenr	norate:					Govennora	te:						
0																
0			Kism /	City:				Out of cairo	Kism / City	:						
									1.				Access mode	Egress mode		
	Origin			De	estin	ation	Trip	purpos		Resid	aen	ice				
4								In cairo					Ride station	Departure St	ation	
3			Govenr	norate:					Govennora	te:			1	1		
C																
D			Kism /	City:				Out of cairo	Kism / City							
			4,						1				Access mode	Egress mode	т т	1
	Origin						Taia			Beaid						
	Ungin			De	esun	allOII	1 rip	purpos		Resid	Jer	ICE		Deserter Of	- 4	
4								In cairo					Ride station	Departure St	ation	
2			Govenr	norate:					Govennora	te:			1		1 1	
,																
-			Kism /	City:				Out of cairo	Kism / City				Access mode			
<u> </u>	<u> </u>		ا ا	I	1				1	1 1	JI	1	Access mode	⊨gress mode	1 1	1
	Origin		\vdash	<u> </u>	l	ation	Trin	nurnos	+	Resid	lor					
A	Jingin				Jour	auon				1.6310	101		- Dido station	Dopartura St	ation	
4								in cairo					Ride Station	Departure St	auon	
2			Govenr	norate:					Govennora	te:			1		1 1	
<u> </u>														_┥└──└		
ر -			Kism /	City:				Out of cairo	Kism / City							
			4,		1				1	ı ı			Access mode	Egress mode	1 1	1
			-	_	-											-



Ministry of Transport Transportation Master Plan i	n Greater Cairo	Airport Pa	Form CLS-3 ssenger Intervi	ew Survey	DRTPC, Cairo	University I TTPCU, Faculty of EngAin Shams Uni.
Direc	tion Hour	Minute		Manth Day		Supervisor Interviewer Sample Number
Site 1- Outgoi	ng	Time	Sheet No		Date	
Origin and Destination		Trip Purpose			Access mode a	and Egress mode
Note:	1- To warking place	5- Meeting and other business purposes	9- Recreation	1- Walking	6- Taxi	11- School bus 16- Metro
A: Governorate E: Land mark / Famous	2- To school / Institute	6- Return to working place	10- Medical treatment	2- Bicycle	7- Shared taxi	12- Truck 17- ENR Train
B: Kism / Markaz Building near by	3- To home	7- Shoping and eating	11- Social visits, private pupos	ses 3- Motorcycle	8- Public Minibus	13- Nile Ferry 18- Animal Drawn
C: Shiakha / Village	4- Selling, Delivering	8- Sending and fetching	12- others	4- Passenger car	9- Public bus	14- Tram 19- others
D: Street				5- Pickup for passengers	10- Factory / company bus	15- Heliopolis Metro
Origin		Destination	Trip purpose	Residence	Access mode	I
A		Country:	In Cairo		to the airport	Flight No.
В			Go	ovennorate:		
с		Govennorate:				Number of persons traveling with the interviewed person
D			Out of cairo Ki	sm / City:		
E		Kism / City:				
Origin		Destination	Trip purpose	Residence	Access mode	
A		Country:	In Cairo		to the airport	Flight No.
В			Go	ovennorate:		
С		Govennorate:				Number of persons traveling with the interviewed person
D			Out of cairo Ki	sm / City:		
E		Kism / City:				
Origin		Destination	Trip purpose	Residence	Access mode	
A		Country:	In Cairo		to the airport	Flight No.
В			Go	ovennorate:		
С		Govennorate:				Number of persons traveling with the interviewed person
D			Out of cairo Ki	sm / City:		
E		Kism / City:				
Origin		Destination	Trip purpose	Residence	Access mode	
A		Country:	In Cairo		to the airport	Flight No.
В			G	ovennorate:		
с		Govennorate:				Number of persons traveling with the interviewed person
D			Out of cairo Ki	sm / City:		
E		Kism / City:				

Min	istry o	of Transport									_ F	orm CT	S-2 -	Α	DR	TPC	, Cairo Univ	ersity				
Tra	nsport	ation Master F	Plan in Gr	eater C	airo						Truc	k Trip N	lover	nent	In A	ssoci	ation with TTP	CU, Fac	ulty of Eng	Ain Sha	ms Uni.	
					Ho	ur	Minute			Man	th D	ay					Owner and Tru	ck Code	Zone	Code		
		Site No.						Time				Da	te									
	Origi	n and			Trip Pur	pos	е	F	Facility	of Des	stinatior	۱			Type of comr	nodity	/	loading	g condition	Tru	ık Parki	ng
Des	tination	and Time	1- To working	g place	6- Return to	workin	g place	1- Facto	ory		9- F	Residence	1- Agr	iculture and	l live stock	9- Che	mical products	1- Empty			On Str	eet
	Note:		2- To home		7- Other bus	iness p	ourposes	2- Retai	il Shop / \	Wholesale	e market		2- Foo	od staff and	animal food	10- Ma	chines and vehicles	2- Less tha	an 25% loaded	1- F	ree	
A: Go	vernorate		3- Selling, De	alivering	8- Private pu	rpose		3- Ware	house		10-	Others	3- Soli	id fuels		11- Oti	ner cargo	3- 25% loa	ided	2-Pa	aid	
B: Kis	m / Marka	IZ	4- Buying / R	lemoval	9- Others (pl	ease s	pecify)	4- Resta	aurant / H	lotel			4- Pet	rol and petr	ol distilled products			4- 50% loa	ded		Off Str	reet
C: Shi	iakha / Vill	age	5- Repair Wo	ork				5- Cons	truction S	Site			5- Met	al residues	and mining products			5- 75% loa	ded	3- P	aid Private	1
D: Str	eet							6- Trans	sportation	n Site			6- Met	tollurgical pr	roducts			6- Full load	led	4- F	ree Private	J
E: Lar	nd mark / F	Famous						7- Agric	ultural Fie	eld			7- Rav	v materials	and derivations			7- Over loa	aded	5- P	aid Public	
Buildi	ng nearby							8- Office	е				8- Fer	tilizers						6- F	ree Public	
																				7- O	thers	
Trip No		Orign and De	eparture Ti	me			Dest	tinatio	n and <i>l</i>	Arrival	Time		Trip	Purpose	e and Facility		Type of Commo	odity	Loading	Conditio	n Parkir	ng
inp ite	A			Dep	parture Time	A					Arr	ival Time			_						1- Parkir	ng Type
	в			Hr.	Min.	В					Hr.	Min.			1- Trip Purpose							
-ip	С					С																
st T	D				_	D						_			2- Facility of Destin	ation					2- Park	king Cost
18	E			1- A.M.		E					1- A.M.										()	L.E)
0 1				2- P.M							2- P.M											
	A			Dep	parture Time	A					Arr	ival Time									1- Parkir	ng Type
~	В			Hr.	Min.	В					Hr.	Min.			1- Trip Purpose							
i i i i i i i i i i i i i i i i i i i	С					С																
P	D					D									2- Facility of Destin	ation					2- Park	cing Cost
2r	E	<u> </u>		1- A.M.		E					1- A.M.										(1	L.E)
0 2				2- P.M							2- P.M											
	A			Dep	parture Time	A					Arr	ival Time			_						1- Parkir	ng Type
-	в			Hr.	Min.	В					Hr.	Min.			1- Trip Purpose							
-in	С					С								<u> </u>								
Гр.	D				_	D						_			2- Facility of Destin	ation					2- Park	king Cost
31	E			1- A.M.		E					1- A.M.										()	L.E)
0 3				2- P.M							2- P.M											
	A			Dep	parture Time	A					Arr	ival Time			_						1- Parkir	ng Type
	В			Hr.	Min.	В					Hr.	Min.			1- Trip Purpose							
in in	С					С																
н Ч	D					D						_			2- Facility of Destination	ation					2- Park	king Cost
4t	E			1- A.M.		E					1- A.M.										(L.E)
0 4				2- P.M							2- P.M											
	А			Der	parture Time	А					Arı	ival Time									1- Parkii	ng Type
	В			Hr.	Min.	В					Hr.	Min.			1- Trip Purpose							
цр	С					С									-							
L L	D					D									2- Facility of Destin	ation					2- Park	king Cost
5tl	E			1- A.M.		E					1- A.M.										(1	L.E)
0 5				2- P.M							2- P.M								1			

Min	istry of Transport				Form CTS	5-2 - B DRTPC	Cairo University		
Tra	nsportation Master I	Plan in Greater Cairo			Truck Trip Mo	ovement In Assoc	iation with TTPCU, Fa	aculty of Eng Air	n Shams Uni.
		Ho	ur Minute	Mai	nth Day		Owner and Truck Coo	de Zone Co	de
	Site No.			Time	Date	2			
	Origin and	Trip Pur	pose	Facility of De	stination	Type of commodit	y loadi	ng condition	Truk Parking
Dest	tination and Time	1- To working place 6- Return to	working place	1- Factory	9- Residence	1- Agriculture and live stock 9- Ch	emical products 1- Empt	у	On Street
	Note:	2- To home 7- Other bus	iness purposes	2- Retail Shop / Wholesa	le market	2- Food staff and animal food 10- M	achines and vehicles 2- Less	than 25% loaded	1- Free
A: Go	vernorate	3- Selling, Delivering 8- Private pu	rpose	3- Warehouse	10- Others	3- Solid fuels 11- O	ther cargo 3- 25%	loaded	2-Paid
B: Kis	m / Markaz	4- Buying / Removal 9- Others (pl	ease specify)	4- Restaurant / Hotel		4- Petrol and petrol distilled products	4- 50%	loaded	Off Street
C: Shi	akha / Village	5- Repair Work		5- Construction Site		5- Metal residues and mining products	5- 75%	loaded	3- Paid Private
D: Stre	eet			6- Transportation Site		6- Metollurgical products	6- Full le	paded	4- Free Private
E: Lar	nd mark / Famous			7- Agricultural Field		7- Raw materials and derivations	7- Over	loaded	5- Paid Public
Buildir	ng near by			8- Office		8- Fertilizers			6- Free Public
									7- Others
Trip No	Orign and D	eparture Time	Des	tination and Arriva	I Time	Trip Purpose and Facility	Type of Commodity	Loading Con	ndition Parking
	A	Departure Time	A		Arrival Time				1- Parking Type
	В	Hr. Min.	В		Hr. Min.	1- Trip Purpose			
ġ	С		С						
Г £	D		D			2- Facility of Destination			2- Parking Cost
61	E	1- A.M.	E		1- A.M.				(L.E)
0 6		2- P.M			2- P.M	-			
	A	Departure Time	А		Arrival Time	4			1- Parking Type
~	В	Hr. Min.	В		Hr. Min.	1- Trip Purpose			
Ë	С		С						
£	D		D		-l —	2- Facility of Destination			2- Parking Cost
		1- A.M.			1- A.M.				(L.E)
0 7		2- P.M			2- P.M				
	A 5	Departure Time	A		Arrival Line				1- Parking Type
	В	Hr. Min.	В		Hr. Min.	1- Trip Purpose			
th	D E	1 A.M.				2- Facility of Destination			2- Parking Cost
<u> </u>				<u>, , , , , , , , , , , , , , , , , , , </u>					(L.E)
0 0					Z- F. IVI				4 D. 11. T. 1
	A		A		Arrival Time				1- Parking Type
٩						1- Trip Purpose			
-L I		I II I							2 Darking Cost
3th	D F	1- A M	F			2- Facility of Destination			2- Parking Cost
0, 0		2- P.M.			2- P M				(E.E)
		Departuro Timo				l	I		1 Darking Tran
		Hr Min			Hr Min	1 Trin Durmono			1- Parking Type
rip	c								
						2 Equility of Destination	┨└──┴──┘		2- Parking Cost
10tl	F	1- A M			1- A M	2- Pacility of Destination			2- Farking Cost (LF)
		2- P.M			2- P.M				(=.=)

Transportation Master Plan in	n Greater Cairo	Airport Passenger	nterview Survey	In Association with TTPCU. Faculty of EngAin Shams Uni				
Direc Site 1- Outgoin	ng Hour Minute		Manth Day eet No.	Date	Supervisor Interviewer Sample Number			
Origin and Destination	-	Trip Purpose		Access mode	and Egress mode			
Note: A: Governorate E: Land mark / Famous B: Kism / Markaz Building near by C: Shiakha / Village D: Street	1- To warking place 5- Meeting a 2- To school / Institute 6- Return to 3- To home 7- Shoping a 4- Selling, Delivering 8- Sending a	nd other business purposes 9- Recreation working place 10- Medical treatr and eating 11- Social visits, p and fetching 12- others	1- Walking ent 2- Bicycle rivate puposes 3- Motorcycle 4- Passenger car 5- Pickup for passengers	6- Taxi 7- Shared taxi 8- Public Minibus 9- Public bus 10- Factory / company bu:	11- School bus 16- Metro 12- Truck 17- ENR Train 13- Nile Ferry 18- Animal Drawn 14- Tram 19- others s 15- Heliopolis Metro			
Örigin		Destination Trip purpose	Residence	Access mode				
A B C C C C C C C C C C C C C C C C C C	Country: Govennorati	In Cairo	Govennorate:	to the airport	Flight No.			
Origin		Destination Trip purpose	Residence	Access mode				
A	Country: Govennorati Kism / City:	In Cairo In Cairo U	Govennorate: ro Kism / City:	to the airport	Flight No.			
Origin		Destination Trip purpose	Residence	Access mode				
A B C D E E	Country: Govennorati Kism / City:		Govennorate:	to the airport	Flight No.			
Origin		Destination Trip purpose	Residence	Access mode				
A B C C C C C C C C C C C C C C C C C C	Country: Govennorati Kism / City:	In Cairo In Cairo U	Govennorate: ro Kism / City:	to the airport	Flight No.			

APPENDIX C

Public Transport Passenger Survey Forms

	Ministry of Transport - Egypt Transportation Programme - DRTPC - (CREATS: Cairo REgional Area Transport Study Public Transport Passenger Interview Survey	Cairo University
General Info.	Surveyor Station Code Date (month/day) Time	
Personal Attribute	I-Sex 1-Male 2-Female 2-Age 1)<20	4) >60 3- High-school St. 6- Housewife 9- Other
	5- Trip purpose 1- To/From Work 2- To/From School 3- To/From Other 6- Origin station	
Trip Characteristic	8- Public Transport Modes and the Entire Cost of the Trip S Mode Fare Type Pass Period Cost of Ticket/Pass (pt) Does your employer 1-	reimburse cost 3. Partly
formation	11- What do you think of the following 1- Very good 2- Good 3- Fair 4- I 1- Accessibility to terminal/station/stop 2- Platform services (metro & ENR only) 3- Services quality - Sign board for guidance - Direction sign to platform - Speed - Pedestrian facility - Pedestrian facility - Comfort/Conveni - Intermodal facility - Instructions on mode use - Headway consiste - Feeder mode - Ticket sales system - Crowdness in veh - Distance between stations - Safety	3ad 5- Very bad ence incy icle
<u>Attitudinal In</u>	Image: Constraint of the service improvement? Image: Constraint of the service improvement? Image: Constraint of the service improvement? Image: Constraint of the service improvement? Image: Constraint of the service improvement? Image: Constraint of the service improvement? Image: Constraint of the service improvement? Image: Constraint of the service improvement? Image: Constraint of the service improvement of	Increase (pt) zero 25 leet 50 75 125 225 2- No
	MODE OF TRAVEL Fare Type 1- Walk 8- Shared taxi 15- School bus 22- Animal drawn 1- Ticket 2- Bicycle 9- Public minibus 16- Trucks 23- Others 2- Student Pass 3- Motorcycle 10- Public bus 17- Nile ferry 3- Ordinary CTA 4- Private car driver 11- Public air- cond. Bus 18- Tram 4- Gov. Pass 5- Private car passenger 12- Corp. Mini bus 19- Heliopolis metro 5- Special CTA 6- Pickup for passenger 13- Work car 20- Metro 6- Free Travel 7- Taxi 14- Company bus 21- ENR train 7- Others	Pass Period 1) Monthly 2) 3 Months 3) Annually 4) Free 5) Others

Ministry Of Transport

Transportation Progarmme-DRTPC-Cairo University

Transportat	ion Master Plan	and Feasability Stu	dy of Urb	an Transport Projec	ts in Gr	eater (Cairo R	egion
day mont/ Date:	Shared Taxi S	urvey Form -2 (Tern Period	ninal Cha	racteristics Survey)		-		
Surveyor:	Termina	Il Name:	Surv	vey Time: From:	min] To:	hr i 	nin
Plate Number	Governorate	Vehicle Type	# of Seats	Destination	Depati hr	ute time min	# of pass.	Notes

Day: 1. Sat. 2. Sun, 3. Mon. 4. Tues. 5. Wed. 6. Thur. 7. Friday

Period: 1. 6 am-12 noon 2. 12 noon - 6 pm 3. 6 pm - 12 midnight

	Transportation Master Plan and	d Feas	ability	Study	of Urb	oan Tra	anspor	rt Proj	ects in	Great	er Caiı	ro Reg	ion
Dat Sur	Shared Taxi Su	Period Period To:	Form -1	(Rou	te Cha Survey # o	rateris or: f Seats:	itics Si	urvey)	# of Pa	ssenger	rs:		
Plat	te Number	Goverr	norate:		10:	Veł	n. Type:			Mal	ke:		
Serial	Location	A	rrival Tim	ne soo	Passeng	ers	De	parture T	ime	Dealy	Trave	l Time	Notes
									380	ixeason			

Day: 1. Sat. 2. Sun, 3. Mon. 4. Tues. 5. Wed. 6. Thur. 7. Friday

Period: 1. 6 am-12 noon 2. 12 noon - 6 pm 3. 6 pm - 12 midnight

Delay Reason: 1. passenger On/Off 2. Traffic Light 3. Accident 4. Traffic Congestion 5. Pedsterian Crossing 6. Others

Ministry Of Transport

Start Time Odome	Hr min	Loca	ation: km	Home	Private Garage	Pub	lic Garage	
Serial	On Location	On hr	Time min	Odometer	Off Location	# of Pass.	Off Time hr min	Odomet

APPENDIX D

Cargo Survey Forms

Ministry of Transport DRTPC, Cairo University
Transportation Master Plan in Greater Cairo In Association with TTPCU, Faculty of Eng Ain Shams Uni.
Turck Information
Owner and Truck Code Zone Code
Interviewer No.
For the Turck Driver Supervisor No.
1- Registration Number (plate number)
2- Registration Date
3- Traffic Department Governorate
4- Type of Truck
1- Light Commodity Vehicle 2- Axles Truck 3- Axles Truck 4- Heavy Truck (more than 3Axles)including trailer 5- Others
5- Loading Type
6- Loading Capacity
Empty Weight kg Load Capacity kg
7- Name and Address of Owner (Company)
Name Telephone number
Address
8- Vehicle Ownership 1- Individual 2- Company 3- Government
9- Type of Company
1- Transport 2- Construction 3- Manufacturing
4- Wholesal 5- Retail 6- Other (please specify)
10- Frequeny of Usage in a Week 1- Day or two 2- Three or four days 3- Five or six days
2- Every day 5- None
Input Code Check Interviewer Supervisor

Ministry of Transport Transportation Master Plan in Greater Cairo	DRTPC, Cairo University In Association with TTPCU, Faculty of Eng Ain Shams University							
	Form CTS- 3							
Company Code Zone Code	Company Survey							
	Survey Date							
1- Type of Company	3- Manufacturing 4- Wholesale 5- Retail							
1- Individual 2- Corporate (private)	3- Corporate (public) 4- Government 5- Others (specify)							
4- Number of Employees in Organization	3- Number of Vehicles Owned by Company							
	No. Vehicle							
Classification Number	1- Pickup and Van							
1- Drivers	2- Two Axles Truck							
2- Others	3- Three Axles Truck							
	4- Heavy Truck (over 3 axles) Including trailers							
	5- Others							
5- Do you have Parking lots in your 1- Yes Area 2- No Where does your 1- On Street (free) 4- Off Street (paid) 6- Annual Handling Volume of Cargo 7- Problems on Cargo Transport	Property m2 Number truck park? . 2- On Street (paid) 3- 5- Other (please specify)							
8- Company Name and Address	ohon Number 1- Name 2- Contact Person 3- Address							
Input Code Check	Interviewer Supervisor							

try of Tra	insport			D	RTPC, Cair	o University	
portation	n Master Plan in Great	er Cairo	In A	ssociation	with TTPCU,	Faculty of Eng Ain	Shams Uni
		•	CTS - 4	Form			
		Car	go Handling	Inform	ation		
	Company Code	Zon	e Code			I I I I I	Sumary Dat
							Survey Date
No.	Destination	Origin	Transport	ation	Annual	Name of Cargo	Others
			Major Modes	Major Modes Share			
					(ton)		
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
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15						 	
16				<u> </u>			
17				_		ļ	
18				<u> </u>			
19				<u> </u>			
20							
Inpu	ut Code Check				Interviewer		
					Supervisor		

APPENDIX E

Parking Survey Forms

(1) SEX	(2) OCCUPATION/STATU	JS
1. Male 2. Female	1. Director and Manager2. Professional workers3. Clerical workers	4. Sales workers 5. Services workers 6. Others
(3) PURPOSE OF PARKING 1. To working place 2. To school/institute 3. 1To home 4. Business activity 5. Shopping, eating, private activities	(4) WHERE DID YOU COME FRC 1) Type of Facility 1. Residence 2. Private Office 3. Government Office 4. School/Institute	2) How far? 1. In this building 2. Less than 50m from here 3. 50-100m from here 4. 100-200m from here
6. Others ()	5. Shops/Restaurant 6. Others	5. 200-300m from here 6. 300-400m from here 7. More than 500m from here
(5) PARKING DURATION AND PAR Parking Duration 1. Less than half hour 2. 0.5 - 1.0 hours 3. 1.0 - 1.5 hours 4. 1.5 - 2.0 hours 5. 2.0 - 3.0 hours 6. 3.0 - 5.0 hours 7. 5.0 - (hours)	KING CHARGE ? Parking charge (L.E.) () () () () () () () ((6) WHO DOES PAY THIS PARKING CHARGE ? 1. By myself 2. Company 3. Free
(7)HOW MANY TIMES DO YOU USE Parking Duration	THIS GARAGE IN A WEEK? Parking charge (L.E.)	(8) CAN YOU USE OTHER GARAGE IF THIS GARAGE IS NOT AVAILABLE?
Parking Times1. Every day except holiday2. Less than 1 time3. 1 - 2 times4. 2 - 3 times5. 3 - 4 times6. 4 - 5 times7. More than 5 times	Parking Days Sat. Mon Tue. Wed Thr. Fri. Image: Sat. Ima	1.1 Another similar garage 1.2 On road 1.3 Others () 2. Difficult () 3. Impossible ()
(9) ANY PROBLEM ON PARKING ?		

(1) NAME OF GARAG	Æ	(2) ADDRESS							
Opera			Opera Square							
(3) OPERATOR Care Service			(4) NUMBER OF STORIES 6 Stories (each A&B)							
(5) TOTAL PARKING (unit: sq. meter	G AREA)	(6) PARKING CAP TYPE OF CARS	ACITY BY	(7) AVERAGE DAILY NUMBER OF PARKING CARS						
 Ground level (outside building) Basement Inside building (except basement 	(No)) (No) (28900)	 Passenger Car Microbus Large Van Others 	1140 Cars of any Type not exceeding 215 cm in hight; about 440 for monthly pass and 700for Garage hourly Parking	 Passenger Car Microbus Large Van Others 	2250 all types					
(8) AVERAGE PARK (unit : hou	ING DURATION rs)	(9) PARKING CHA PASSENGER C	RAGE FOR AR (unit: L.E.)	(10) TICKET ISSUE OF PARKING CARS						
 Passenger Car Microbus Large Van Others 	2-3 all types	 First 1 hour Add. 1 hour A time 1 day 24 hrs. Weekly pass Monthly pass Yearly pass Others 	(1.1) (0.6) (no) (6.6) (no) (60-125) (no) (no)	 Machine Issue Manual Issue (11) CHARGE COLLECT Machine Collection Manual Collection 	(no) (yes) FION () ()					

APPENDIX F

ENVIRONMENTAL SURVEY FORMS

EAS: Households

Arabic Republic of Egypt - Ministry of Transport	Transportation Programme - DRTPC - Cairo University UREAIS: Cairo Regional Area Transport Study
EAS FORM (1): Household characteristics	
ADDRESS Build. no.	Floor no.
Street:	
Land Mark:	Date
Sample no.	Kism
Kism/Shiakha code	Shiakha
1- NUMBER OF FAMILY MEMBERS LIVING IN YOUR QUARTERS	2-TYPE OF LIVING QUARTER 1- Owned villa 2- Rented villa 3- Owned app. 4- Rented appt. 5- Shared appt. 6- Rural house
type working students others male	3- NUMBER OF ROOMS (INCLUDING LIVING ROOM)
female	4- ELECTRICITY CONSUM. (LAST BILL)
	5- LAST PHONE BILL (L.E.)
6- TOTAL MONTHLY INCOME OF HOUSEHOLD CONSIDERING ALL SOURCES	1) < 300
7- DOES THE HOUSEHOLD OWN ANY VEHICLES 1- Yes 2- No	8- DO YOU HAVE AN AIR COND. IN YOUR HH. 1- Yes 2- No
No. of vehicles Fuel Parking Parking Consum.	9- DO YOU HAVE SATELLITE TV 1- Yes 2- No
Motorcycle	10- HOW MANY MOBILE PHONES ARE THERE
Passenger car	IN YOUR FAMILY
Pickups	
	11- TOTAL MOBILE BILLS PER MONTH (L.E.)
Shred taxi	
Trucks	HOME PHONE NO. (OPTIONAL)
Surveyor	
Survevor's Code	Reviewing / /2001
	Coding / /2001

Thank you for your kind cooperation. This study aims at gathering the citizens' opinion on the harmful effects

Envelop no.

Data entry

/2001

1

of transportation & fuel consumption on the environment to make suggestions to improve the current situation

EAS FORM (2): Environmental Awareness Survey	sample no.
- SEX	2- AGE 1) 7-9 2) 10-19 3) 20-29 4) 30-39
1- male 2- female	5) 40-49 6) 50-59 7) > 60
- OCCUPATION	4- EDUCATION LEVEL
1- Adm. 5- Sale/Services 9- unskilled	1- University graduate or higher
2- professional 6- farmer/fisher 10- other	2- High school or diploma
4- clerks 8- production	4- None
·	
- DO YOU FEEL THAT OVER THE LAST 20 YEARS 1- Increased each year 2- Remained the same	S AIR POLLUTION WITHIN CAIRO HAS 3- Decreased 4- I am not familiar
THE MAIN PROBLEMS YOU FACE WITH TRAFFL	
(multiple answers possible) 1- YES 2- NO)
1- Frequent congestion at notorious"black spots"	2- My health and the health of my family members is affected by daily exposure to heavy traffic congestion
3- High exposure to vehicle smoke	4- High exposure to vehicle noise
5- High accident risk when we cross roads	6- No safe preparations for the passage of pedestrians
7-Not enough parking places	8- Too many controls by traffic police
9- My economic activities are negatively influenced by daily traffic jams	10- None
11- others	12- I am not familiar
speci ()	—
specify	specify
5- I am not familiar	
- DO YOU OR SOME OF YOUR FAMILY MEMBERS	
1- No. although we daily pass congested areas	FFIC NOISE
3. Ves we sometimes suffer from hearing impairment symptoms	4- we sometimes suffer from other symptoms
specify	
specily	
5- I am not familiar	
- DO YOU THINK THAT AIR POLLUTION IN CAIRO	IS A RESULT OF
(multiple answers possible) 1- YES 2- NO) 2. Increased number of private core
	2- increased number of private cars
	4-Lack of pollution control for neavy industries
5- Poor maintenance and combustion of old vehicles	6- Bad driving habits (speeding)
/- insufficient training of drivers	8- Insufficient technical checkups of vehicles
9- Insufficient laws to control traffic and pollution	10- Insufficient enforcement of traffic regulations
11- Insufficient monitoring of air quality	12- Geographic situation
13- Lack of planning to solve traffic congestion problems	14- Effect of sand particles from the desert
15- Increased construction works	16- Open burning of rice hay
17- I don't think the air quality in Cairo is poor	18- Others
19- I am not familiar	Specify:

	s	ample no.								(2/2
10- CAIRO HAS HIGH ACCIDENT RATES, DO	YOU FEEL	L THAT								
(multiple answers possible) 1- YES	2- NO									
1- Accident rates incr. each year remain the s	same	2- Could be	reduced	if drive	ers we	re bette	er traine	d		
3- Could be reduced if traffic police controls would intensify		4- Could be	reduced	if spee	eding p	penaltie	s would	be h	igher	
5- Could be reduced if pedestrian passages would be safe	r	6- Would be	less sev	vere if (Cairo I	had bei	tter amb	ouland	ce system	
7- I am not familiar										
11- ARE YOU IN FAVOR OF INTRODUCING S INSTALL IN THEIR CAR IMPROVED COMB 1- Yes, and I am willing to pay(I have a can) / Yes, and I would pay(if I get a can)	TRICTER N USTION TE	/EHICLE CH ECHNOLOGI 2- Yes, only	ECKS ES? if the go	AND	OBL ent ful	LIGIN	G CAF	۲OV	VNERS 1	ro [
3- No, I consider this too expensive		4- No, I don	't think th	nis wou	Id solv	ve the p	roblem	of air	pollution in	Cairo
5- Yes, only if the government partially subsidize it		6- I am not f	amiliar							
12- WOULD YOU CONSIDER IT BENEFICIAL CARS FOR SHORT CITY TRIPS OR TRAVE (multiple answers possible) 1- YES 1- No, it would not solve the problem of air pollution in Cair 3- Yes, less cars on the streets would reduce pollution	FOR CAIR(L TO WOR) 2- NO 0 L	O'S AIR QUA K 2- Yes, as th 4- yes, if the	his would	TOR I reduc	EDU e cong social	CE TH gestion & econd	HE US	E O	F PRIVA	
5- Others	L	6- I am not f	amiliar							L
Specity	/									
specify <u>1)</u> <u>2)</u>		1- Has sugg 2- Does not 3- Is not farr / <u>3)</u> / <u>4)</u>	es6tions have su hiliar	ggestic	ons					L
										I
14- DO YOU KNOW ABOUT CNG CARS 1- Yes		2- No								
Q15, Q16 and Q17 are for car owners only										
										1
		2 Ma	ube (ves	and no	•					
3 No		2- Ma	oar alrea		" 	NG				
if answer is "1" or "4" skip to Q17		4- Wy		auy run		NG				
16- WHAT ARE YOUR REASONS FOR NOT W	VANTING T		 F							
(multiple answers possible) 1- YES	2- NO									
1- Initial cost is high		2- End	ine prob	lems						I
3- Queuing at filling stations		4- Saf	etv	lonio						
5 Others		4 64	oty							
specify	/									
								_		
17- WOULD YOU BE WILLING TO USE YOUR		SIF								
(multiple answers possibl) 1- YES	2- NO									
1- Public transport would be more convenient	ĻĻ	2- Put	olic trans	port wo	ould be	e cheap	er			Ļ
3- Public transport would be more attractive		4- Put	olic trans	port wo	ould be	e faster				
5- I consider the use of car a matter of personal freedom th	nat should not I	be interfered with	ı							