

**JICA Preparatory Survey
On
Greater Cairo Metro Line No.4
In
the Arab Republic of Egypt**

FINAL REPORT

**Volume 3
(Feasibility Study Report 3/4)**

1 of 2

JUNE 2010

JAPAN INTERNATIONAL COOPERATION AGENCY

**NIPPON KOEI CO., LTD.
JAPAN RAILWAY TECHNICAL SERVICE
NIPPON CIVIC CONSULTING ENGINEERS CO., LTD**

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**Ministry of Transport,
National Authority for Tunnels
The Arab Republic of Egypt**

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CONTENTS OF FINAL REPORT

Volume 1 : Feasibility Study Report 1

*Data Collection, Diagnosis of the Existing Public Transport System
and Urban Development Hypothesis*

Volume 2 : Feasibility Study Report 2

*New Transportation Study, Data Analysis and Alternative Corridors
for Greater Cairo Metro Line No. 4*

Volume 3 : Feasibility Study Report 3/4

*Preliminary design on Greater Cairo Metro Phase 1 and Economic
Financial Analysis*

Volume 4 : Drawings

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Preface

In response to the request from the government of the Arab Republic of Egypt, the Government of Japan decided to conduct “JICA Preparatory Survey on Greater Cairo Metro Line No.4”, and entrusted the study and to the Japan International Cooperation Agency (JICA).

JICA selected and dispatched a study team consisted of Nippon Koei Co. Ltd., Japan Railway Technical Service (JARTS) and Nippon Civic Consulting Engineer Co. Ltd, headed by Mr. Hiroshi Izawa, between February 2009 to May 2010.

The team conducted field surveys at the study area and held discussions with the officials concerned of the Government of the Arab Republic of Egypt. Having completed them, now the team prepared this final report.

I hope that this report will greatly contribute to the construction and operation of the Metro Line No.4 for the urban transportation in Greater Cairo, as well as to 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 to the project.

June 2010

Kiyoshi Kodera
Vice President
Japan International Cooperation Agency

LOCATION MAP

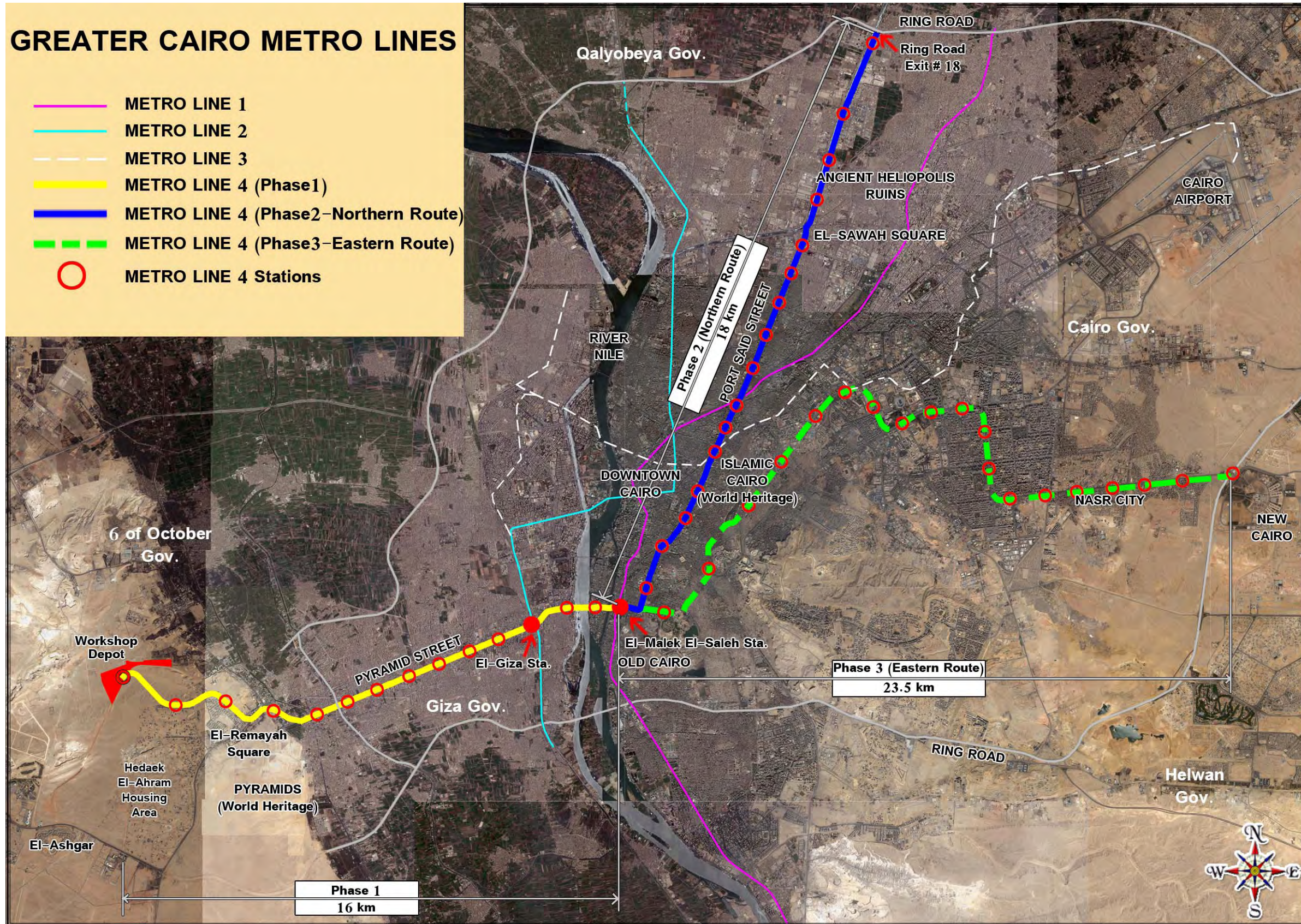


TABLE OF CONTENTS

**JICA PREPARATORY SURVEY
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**Final Report
Volume 3**

Preliminary design on Greater Cairo Metro Phase 1
and
Economic Financial Analysis

Volume 3 1 of 2

PREFACE
LOCATION MAP
TABLE OF CONTENTS
LIST OF TABLES AND FIGURES
GLOSSARY OF ABBREVIATIONS AND MEASURING UNITS
EXECUTIVE SUMMARY OF VOLUME 3

TABLE OF CONTENTS

CHAPTER 1	INTRODUCTION.....	1-1
1.1	Background of the Study	1-1
1.2	Objective of the Study	1-2
1.3	Study Area and Concept of Feasibility Study Report 3/4.....	1-3
1.3.1	Study Area.....	1-3
1.3.2	Concept for the Feasibility Study Report 3/4	1-4
(1)	Route Selection for Phase 2 Section	1-4
(2)	Workshop/Depot Location	1-4
(3)	Concept for the Feasibility Study on Metro Line 4	1-4
1.4	Remarks toward the Basic Design Stage	1-5
CHAPTER 2	Updating Future Demand for Metro Line No.4	2-1
2.1	Methodology of Updating Future Metro Demand.....	2-1
2.2	Summary of Person-Trips by Travel Mode	2-1
2.3	Daily Station and Section Passenger Volumes for Metro Line 4	2-1
2.4	Determination of Peak Hour Passenger Distribution and Ratio	2-3
2.5	Estimation of Station and Section Peak Hour Passenger Volumes.....	2-7
2.6	Passenger- and PCU-km and -hours for “With” and “Without” Project Cases	2-8
2.7	Station Context Planning (Multimodal Interchanges).....	2-10
(1)	Level of Traffic.....	2-10
(2)	Inter-modality.....	2-11
(3)	Urban Context	2-11
CHAPTER 3	General Features and Main Characteristics.....	3-1
3.1	General Features of Metro Line 4.....	3-1
3.2	Main Technical Characteristics of Metro Line 4.....	3-1

CHAPTER 4	<i>Preliminary Design (Phase 1)</i>	4-1
4.1	Alignment Plan	4-1
4.1.1	Design Criteria	4-1
(1)	Outline of Proposed Design Specifications	4-1
(2)	Design Speed	4-1
(3)	Cant and Curve Speed Limit	4-1
(4)	Transition Curves	4-3
(5)	Vertical Curves	4-5
(6)	Gradients	4-6
(7)	Turnouts	4-6
(8)	Platform Length	4-7
(9)	Proposed Structure Gauge and Car Gauge	4-8
(10)	Extension of the Structure Gauge in the Curve Section	4-9
(11)	Design Gauge	4-9
4.1.2	Alignment Plan	4-11
(1)	Alignment Planning Methodology	4-11
(2)	Control Points and Basic Policy	4-12
(3)	Alignment Planning for Metro Line 4	4-14
(4)	Outline of Alignment and Station Location	4-20
(5)	Station Arrangement and Track Layout	4-22
4.2	Train Operating Plan	4-33
4.2.1	Purpose	4-33
4.2.2	Key Operational Data and Parameters	4-33
4.2.3	Basic Policy for Train Operating Plan	4-35
(1)	Target Sections for Train Operating Plan	4-35
(2)	Input and Output Data of the Train Operating Plan	4-35
(3)	Demand in Peak Hour and the Required Number of Trains	4-36
4.2.4	Sectional Demand in Peak Hour	4-36
4.2.5	Track Layout Plan for the Main Stations	4-37
(1)	Basic Train Operating Plan (Phase 1 Section)	4-38
(2)	WN-Sta.1 Station (El Malek El Saleh)	4-38
(3)	W-Sta. 5 Station	4-40
(4)	W-Sta. 9 Station	4-41
(5)	W-Sta. 15 Station	4-43
4.2.6	Train Operation Headway	4-45
(1)	Calculation of the Minimum Headway	4-45
4.2.7	Calculation of Travel Time for Section	4-45
4.2.8	Estimation of Rolling Stock Number	4-47
4.2.9	Estimation of Daily Train Number	4-50
(1)	Hourly Number of Trains of Existing Line	4-50
(2)	Estimated Hourly Number of Trains on Metro Line 4	4-50
(3)	Estimation of Yearly Number of Trains and Train-kilometres	4-52
4.3	Emergency/Disaster Incident Management	4-52
4.3.1	Characteristics of Fire Accident in Tunnel and Underground Station	4-52
(1)	Fire Accident of Metro Tunnel and Underground Station	4-53
(2)	Underground Station Fire in Japan	4-55
(3)	Fire Accident at Road Tunnel	4-55
(4)	Fatal Fire Accident in Dague, South Korea, 2003	4-58
4.3.2	Existing Standard for Fire Fighting and Management of Metro	4-60
(1)	NFPA 130 (USA)	4-60
(2)	Standard in Europe	4-61
(3)	Japanese Standard	4-61
4.3.3	Impact of NFPA 130 Application and Consideration	4-62
(1)	Installation of Cross Passage	4-62
(2)	Evacuation Time for Passengers in Case of Station Fire	4-67
4.3.4	Use of Non-combustible Material	4-72
(1)	Use of Non-combustible Materials for Underground Stations and Tunnels	4-72

(2)	Cone Calorimeter Test for Non-combustible Material (ISO5660-1)	4-74
4.3.5	Fire Load and Evaluation of Smoke	4-75
(1)	Design Fire Load and Evaluation Method for Evacuation.....	4-76
(2)	Calculation of Evacuation Time	4-78
(3)	Calculation of Number of Evacuators	4-78
(4)	Study for the Normal Fire	4-78
(5)	Study for the Fire by Arson.....	4-83
(6)	Measures.....	4-84
4.3.6	Side Walkway in Tunnel (Inspection Gallery)	4-84
4.3.7	Train Operation in Emergency Case	4-85
(1)	Principle of Train Operation in case of Fire	4-85
4.3.8	Ventilation Operation in case of Fire	4-86
(1)	Normal Operation and Ventilation Fan	4-86
(2)	Smoke Exhaust in Concourse	4-87
(3)	Smoke Exhaust in Platform	4-87
(4)	Smoke Exhaust in Station Track (Normal Fire on Rolling Stock).....	4-88
(5)	Smoke Exhaust in Tunnel.....	4-89
4.3.9	Emergency Facilities and Equipment	4-90
(1)	Alarm Facilities	4-91
(2)	Communication Facilities.....	4-92
(3)	Evacuation Guide	4-93
(4)	Smoke Control.....	4-97
(5)	Fire Protection Compartment	4-98
(6)	Fire Fighting Facilities.....	4-99
(7)	Emergency Control Room	4-102
4.4	Design Concept or Design Criteria	4-103
4.4.1	Civil Works	4-103
(1)	General.....	4-103
(2)	Civil Engineering Structures to be Designed	4-103
(3)	Design Life	4-103
(4)	Underground Station Structure.....	4-103
(5)	Bored Tunnel Design.....	4-107
(6)	Cut and Cover Tunnel	4-109
(7)	Annex Structures.....	4-111
4.4.2	Architectural Works	4-111
(1)	City Planning Viewpoint.....	4-111
(2)	Main Codes and Regulations	4-111
(3)	Safety Evacuation Consideration based on NFPA 130	4-111
(4)	Emergency Exit	4-112
(5)	Design for the Disabled	4-112
(6)	Platform Screen Door (PSD)	4-113
(7)	Ease of Maintenance.....	4-113
(8)	Basic Finish Materials.....	4-113
4.4.3	Track	4-114
(1)	Basic Requirements	4-114
(2)	Basic Stipulations	4-114
(3)	Basic Criteria for Track Equipment.....	4-114
4.4.4	Rolling Stock	4-114
(1)	Passenger Capacity and Rolling Stock Gauge.....	4-115
(2)	Compression Load and Body Materials.....	4-115
(3)	Operation Performance and Train Formation	4-117
(4)	Car Body Design	4-117
4.4.5	Signalling System.....	4-122
4.4.6	Telecommunication	4-123
4.4.7	Power Supply System	4-123
4.5	Rolling Stock Plan	4-124
4.5.1	Present Condition of Existing Metro Lines.....	4-124

4.5.2	Design Concept and Proposed System.....	4-125
4.5.3	Comparison and Recommendation	4-126
(1)	Bogie	4-126
(2)	Traction Motor: Permanent Magnet Synchronous Motor (PMSM).....	4-127
(3)	Auxiliary Power Supply Stand-by Redundant Type SIV	4-128
(4)	Air-conditioning Equipment.....	4-129
(5)	Interior and Visual Information System (VIS).....	4-130
4.5.4	Rolling Stock Transport Plan	4-131
4.6	Civil Works (Tunnel)	4-132
4.6.1	Basic Condition	4-132
(1)	Geological Condition	4-132
(2)	Cross Section of Tunnel (Construction Gauge)	4-136
4.6.2	Study of the Tunnel Structures	4-137
(1)	Study of the Segmental Lining.....	4-137
(2)	Study on Waterproofing.....	4-141
4.6.3	Study of the Tunnel Construction Method	4-143
(1)	Risks and Considerations.....	4-143
(2)	Countermeasures for Tunnel Construction.....	4-143
4.6.4	Study of the Shield TBM (1): Comparison between Single Track Double Tunnel (STDT) and Double Track Single Tunnel (DTST).....	4-151
(1)	Cross Sectional Area and Excavation Volume	4-151
(2)	Volume of Concrete.....	4-151
(3)	Cost of the Shield TBM.....	4-152
(4)	Required Overburden at Nile River Crossing	4-152
(5)	Ground Surface Settlement and Neighbouring Construction.....	4-153
(6)	Station Type (Island Platform and Side Platform) and Station Depth	4-154
(7)	Ventilation in Tunnel.....	4-154
(8)	Recommendation	4-155
4.6.5	Study of the Shield TBM (2): Comparison between Earth Pressure Balanced Shield (EPBS) TBM and Slurry Shield TBM	4-157
(1)	Comparison and Recommendation on the Shield TBM.....	4-157
4.6.6	Introduction and Study of EPBS TBM	4-159
(1)	Development and Practices of EPBS TBM.....	4-160
(2)	Principles of EPBS TBM.....	4-160
(3)	Study of the Application of the EPBS TBM to Metro Line 4.....	4-163
(4)	Outline of EPBS TBM.....	4-165
(5)	Daily Monitoring and Control of EPBS TBM	4-169
4.6.7	Technical Study of the Shield TBM Construction	4-172
(1)	Study of the Neighbouring Construction	4-172
(2)	Nile River Crossing (Study for Floating of Tunnel)	4-177
4.6.8	Tunnel Construction for the ENR Access Line	4-179
(1)	Alignment of the ENR Access Line.....	4-179
(2)	Launch Shaft of the ENR Access Line	4-181
(3)	Excavation and Driving of the Shield TBM	4-181
(4)	Arrival Shaft of the ENR Access Line	4-182
4.6.9	Construction Plan of Tunnel	4-183
(1)	Advance Speed of Shield TBM.....	4-183
(2)	Procurement and Allocation of Shield TBM	4-184
(3)	Study of Launch and Arrival Shaft	4-186
(4)	Study of Construction Yard of Launch Shaft.....	4-196
4.7	Civil Works (Station)	4-198
4.7.1	Basic Condition	4-198
(1)	Geological Condition	4-198
(2)	Basic Design Condition and Requirement.....	4-198
(3)	Outline Feature of Stations.....	4-199
4.7.2	Required Clearance and Space	4-208
(1)	Structural Gauge and Inner Cross Section of Station.....	4-208

(2)	Distribution of Structural Column.....	4-209
(3)	Width of Escalator and Stairway at Platform	4-209
4.7.3	Study of Structure for Standard Station.....	4-210
(1)	Cross-Sectional Structure of the Standard Station	4-210
(2)	Plan of the Standard Station.....	4-212
(3)	Comparison of the Three Types of Structure as Standard Station	4-214
(4)	Consideration of the Shield TBM Passing for the Standard Station	4-215
(5)	Consideration of the Location for Structural Column on the Platform.....	4-216
4.7.4	Study of Structure for Other Stations.....	4-217
(1)	M4W Station No.1 (El Malek El Saleh Station)	4-217
(2)	M4W Station No.2 (El Rauda Station)	4-220
(3)	M4W Station No.3 (El Nile Station)	4-223
(4)	M4W Station No.4 (El Giza Station)	4-225
(5)	M4W Station No.12 (El Remayah Station)	4-227
(6)	N4W Station No.13 (GEM)	4-229
(7)	N4W Station No.15.....	4-229
4.7.5	Planning of Construction Method	4-231
(1)	Typical Consideration.....	4-231
(2)	Construction Method	4-233
4.7.6	Construction Schedule	4-293
(1)	General Condition	4-293
(2)	Schedule of Station Construction	4-293
(3)	Schedule of Tunnel Construction	4-298
(4)	Construction Schedule	4-300
4.8	Civil Works (Track)	4-303
4.8.1	Specifications of Existing Lines	4-303
(1)	Gauge.....	4-304
(2)	Rail	4-304
(3)	Sleepers	4-306
(4)	Types of Track.....	4-307
(5)	Fastenings.....	4-309
4.9	Architectural Works	4-311
4.9.1	Station Locations and Characteristics	4-311
4.9.2	Station Design Concept.....	4-314
(1)	Signature Station.....	4-314
(2)	Typical Stations	4-314
(3)	Modal Interchange Stations.....	4-315
4.9.3	Design Standard.....	4-319
(1)	Station	4-319
(2)	Entrance (Figure 4-285)	4-319
(3)	Ventilation Shafts/Cooling Towers (Figure 4-286 and Figure 4-287)	4-319
4.9.4	Station Location Characteristics	4-321
4.9.5	Stairs	4-324
4.9.6	Elevators and Escalators.....	4-324
4.9.7	Access Route to the Ticket Gates	4-325
4.9.8	Passenger Access Arrangement.....	4-325
4.9.9	Queuing.....	4-325
4.9.10	Station Facilities	4-326
(1)	Station Control Room	4-326
(2)	Ticket Sales Room	4-326
(3)	Passengers' Toilet.....	4-326
(4)	Supervisor's Office	4-326
(5)	Station Master's Room	4-326
(6)	Cash and Ticket Handling Room.....	4-326
(7)	Staff Room	4-327
(8)	Staff Dormitory Facilities.....	4-327
(9)	Staff Toilets Lockers and Showers	4-327

(10)	Station Storage.....	4-327
(11)	Cleaner's Room and Storage	4-327
(12)	Commercial Areas and Kiosks	4-327
(13)	Station Service Rooms.....	4-327
(14)	Police Room	4-327
4.9.11	Annexed Structure.....	4-327
(1)	Ventilation/Air-conditioning Facilities	4-327
(2)	Water Supply and Drainage Equipment	4-328
(3)	Fire-Fighting Equipment	4-328
(4)	Electric Equipment	4-328
4.10	System, Facilities and Equipment Plan	4-329
4.10.1	Signalling System.....	4-329
(1)	Composition of the signal equipment	4-329
(2)	Traffic Control Function	4-332
(3)	Remote Control Function (Central Control Point (CCP) Function)	4-332
(4)	Train Interval Control Function	4-336
(5)	Train Operation Support Device: Automatic Train Operation (ATO) device	4-339
(6)	Maintenance Support Function: Signal Equipment Condition Monitoring Equipment	4-340
(7)	Signal Cables	4-340
(8)	Power Supply Equipment: Rectifier Equipment (Rf), Uninterruptible Power Supply (UPS) Equipment and Emergency Power Generation Equipment.....	4-341
4.10.2	Telecommunication System	4-342
(1)	Composition of Communication System.....	4-342
(2)	Communication Trunk System	4-342
(3)	Optical Carrier System	4-343
(4)	Train Radio Equipment.....	4-343
(5)	Platform Monitoring System	4-344
(6)	Video Monitoring System.....	4-344
(7)	PID System	4-344
(8)	Station Communication Equipment	4-345
(9)	Communication Equipment at Depot.....	4-345
(10)	CCP Communication Equipment.....	4-345
4.10.3	Power Supply	4-346
(1)	Overall View of the Power Supply System	4-346
(2)	Present Condition of the Existing Cairo Metro Lines	4-347
(3)	Design Concept and Proposed System.....	4-347
(4)	System Function and General Specifications	4-347
(5)	High Voltage Station (HVS)	4-348
(6)	Traction System	4-351
(7)	Rectifier Station (RS).....	4-356
(8)	Distribution System for Traction Power Supply	4-358
(9)	Overhead Contact System (OCS)	4-359
(10)	Distribution System for Station Facilities	4-363
(11)	Power SCADA.....	4-363
(12)	Building Automation System (BAS)	4-364
(13)	Electromagnetic Interference (EMI).....	4-364
(14)	Stray Current.....	4-364
4.10.4	Platform Screen Door (PSD)	4-367
(1)	Present Condition of PSD in Metros	4-367
(2)	Proposed System	4-367
(3)	System Function and General Specifications	4-368
(4)	Estimated Cost of PSD.....	4-375
4.10.5	Automatic Fare Collection (AFC) System	4-375
(1)	Present Condition of AFC in Metros	4-375
(2)	System Integration	4-376
(3)	Proposed System Architecture	4-377

(4)	System Concept and Components	4-378
(5)	System Function and General Specifications	4-379
4.10.6	Air Conditioning	4-389
(1)	Basic Design Conditions	4-389
(2)	Outline of Air Conditioning	4-391
(3)	Design Heat Load of Air Conditioning	4-393
(4)	Preliminary Study of Cooling Facilities	4-397
(5)	Diagram of Cooling Facilities Flow	4-399
(6)	Required Space for the Cooling Facilities	4-400
(7)	Method of the Air Conditioning	4-401
(8)	Preliminary Study of Air Conditioning Facilities	4-403
(9)	Diagram of Air Conditioning Facilities Flow	4-405
(10)	Required Space for the Air Conditioning Facilities	4-406
4.10.7	Ventilation System	4-406
(1)	Outline of Ventilation System	4-406
(2)	Requirement of the Ventilation System	4-407
(3)	Ventilation Method of Station	4-408
(4)	Ventilation Method for Tunnel	4-409
(5)	Preliminary Study of Ventilation Facilities	4-411
(6)	Diagram of Ventilation Facilities Flow	4-413
(7)	Outline of the Ventilation Fans and the Required Spaces	4-414
(8)	Required Space for the Ventilation Shaft	4-415
4.10.8	Smoke Exhaust System	4-415
(1)	Smoke Exhaust for the Platform	4-415
(2)	Smoke Exhaust Method for the Concourse	4-416
(3)	Smoke Exhaust Method for the Station Office and Other Rooms	4-416
(4)	Smoke Exhaust Method of the Tunnel	4-416
4.10.9	Water Supply, Sewage/Drain and Fire Fighting System	4-417
(1)	Water Supply System	4-417
(2)	Sewage/Drain System	4-417
(3)	Fire Fighting System	4-418
(4)	Outline of Water Tank, Pump and its Required Space	4-419
4.11	Workshop and Depot Plan	4-420
4.11.1	Introduction	4-420
4.11.2	Maintenance Policy	4-420
(1)	Maintenance Hierarchy	4-421
(2)	Maintenance Periodicity	4-423
4.11.3	Existing facilities	4-425
(1)	Metro Line 1 Maintenance Depot and Workshops	4-425
(2)	Metro Line 2 Maintenance Depot and Workshops	4-426
(3)	Outsourcing of Component Repair to Existing Depots	4-428
4.11.4	Potential Depot Location	4-429
4.11.5	Train Washing Requirements	4-430
4.11.6	Stabling Requirements	4-431
4.11.7	Berthing for Light Maintenance and Repair	4-431
4.11.8	Berthing for Heavy Maintenance and Repair	4-432
(1)	Bogie Overhaul	4-433
(2)	Wheelset Repair	4-434
(3)	Vehicle Overhaul and Repair	4-436
4.11.9	Principal Machinery, Tools and Equipment by Location	4-437
4.11.10	Typical Examples of Depot Equipment	4-440
(1)	Jacking System	4-440
(2)	Pantograph Inspection Gentries	4-442
(3)	Environmental System	4-442
(4)	Depressed Floor Working Areas	4-443
(5)	Mobile Access Platforms	4-444
(6)	Ground Wheel Lathe	4-445

(7)	Carriage Washing Machines	4-445
(8)	Pantograph Repair Equipment	4-446
(9)	Repair and Testing of Air-conditioning Equipment	4-446
4.11.11	Yard Facilities and Equipment for Phase 1	4-446
4.12	Central Control Point (CCP)	4-449
4.12.1	CCP Operation Plan	4-449
(1)	Roles of CCP	4-449
(2)	Location and Organization of CCP	4-450
(3)	Facilities Required at CCP	4-451
(4)	Required Functions of the ATS	4-452
4.12.2	Signalling Component Related to CCP	4-453
(1)	Remote Control Function (CCP Function):	4-453
(2)	Maintenance Support Function: Signal Equipment Condition Monitoring Equipment	4-456
(3)	Power Supply Equipment: Rectifier Equipment (Rf), Uninterruptable Power Supply Equipment (UPS) and Emergency Power Generation Equipment	4-456
4.12.3	Telecommunication System Related to CCP	4-457
(1)	Communication Trunk System	4-457
(2)	Optical Carrier System	4-457
(3)	Train Radio Equipment	4-458
(4)	Video Monitoring System	4-459
(5)	CCP Communication Equipment	4-459
4.12.4	Power SCADA	4-460
(1)	Function of Power SCADA	4-460
(2)	Operator Console	4-460
(3)	Information Processing Equipment	4-461
(4)	Remote Control System	4-461
CHAPTER 5 Outline Design (Phase 2)		5-1
5.1	Alignment Plan	5-1
5.1.1	Design criteria	5-1
(1)	Outline of Proposed Design Specifications	5-1
5.1.2	Alignment Plan for Phase 2	5-1
(1)	Alignment Planning Methodology	5-1
(2)	Control Points and Basic Policy	5-2
(3)	Alignment Planning for Phase 2	5-4
(4)	Outline of the Alignment for Phase 2	5-9
5.2	Civil Works (Underground Section)	5-14
5.2.1	Basic Condition	5-14
(1)	Geological Condition	5-14
(2)	Clearance of Tunnel (Construction Gauge)	5-14
(3)	Basic Requirements of Underground Stations	5-15
(4)	Outline of Metro Line 4 (Phase 2)	5-16
5.2.2	Tunnel Section	5-18
(1)	Tunnel Structures	5-18
(2)	Tunnel Construction Method	5-19
(3)	Countermeasures for Tunnel Construction at SWWT	5-20
(4)	Construction Schedule	5-33
5.2.3	Underground Stations	5-35
(1)	Typical Underground Station (Standard Station)	5-36
(2)	Station for Special Requirements (Including Existing SWWT)	5-37
(3)	Further Study on the Construction Method for SWWT	5-38
5.3	Civil Works (Elevated Section)	5-52
5.3.1	Elevated Structures	5-52
(1)	Overview of Elevated Section	5-52
(2)	Existing Condition Along the Metro Line 4 Route	5-52
(3)	Superstructure	5-54

(4)	Substructure	5-54
5.3.2	Elevated Stations	5-54
5.4	Architectural Work	5-55
5.5	System, Facilities and Equipment Plan	5-58
5.6	Depot and Workshop Plan.....	5-58
5.6.1	General	5-58
5.6.2	Depot location	5-58
5.7	Preliminary Alternative Route Study for Phase 2 Section.....	5-61
5.7.1	General	5-61
5.7.2	Alternative Route Setting.....	5-62
5.7.3	The Condition of Station Locations.....	5-67
(1)	For Alternative Route (AR) 1	5-67
(2)	For AR2	5-70
(3)	For AR3.....	5-72
5.7.4	Comparison Study for the Connection with Metro Line 1	5-74
(1)	Abstract of Each Study Case.....	5-74
(2)	Comparison of Three Location Cases	5-78
5.7.5	Comparison of Three Alternative Routes	5-80
5.7.6	Location List	5-81
CHAPTER 6 Operation and Maintenance Management Plan		6-1
6.1	Introduction.....	6-1
6.1.1	Purposes of This Plan	6-1
6.1.2	Concept of This Plan	6-1
6.1.3	Methodology of Study.....	6-1
6.2	System Operations Plan.....	6-2
6.2.1	General Concept of the Safety of Train Operation in Urban Railways.....	6-2
(1)	Measures to secure safety	6-3
(2)	Foreseeable accidents and concrete measures against them.....	6-4
6.2.2	CCP Operation Plan.....	6-5
(1)	Roles of the CCP.....	6-5
(2)	Location and Organization of the CCP	6-6
(3)	Facilities Required at the CCP	6-7
(4)	Required Functions of Automatic Traffic Supervisor (ATS)	6-8
(5)	Degraded Operation Plan.....	6-9
6.2.3	Fire Fighting & Emergency Plan.....	6-12
(1)	Lessons from Accidents	6-12
(2)	Principles on Fire fighting and Evacuation in Case of Train Fire Accident	6-15
6.2.4	Driver Operation Plan.....	6-18
(1)	Single Driver Operation	6-18
(2)	Driverless Operation.....	6-19
(3)	Operation with ATO/ATP	6-20
(4)	Shunting at Stations	6-21
(5)	Shunting at Depot.....	6-21
6.2.5	Station Operation Plan	6-21
(1)	Role of Station Staff	6-21
(2)	Train Operation Tasks at Stations	6-23
6.2.6	Depot Operation Plan.....	6-24
(1)	Function of Depot	6-24
(2)	Track Layout in the Depot	6-24
(3)	Route Control and Shunting	6-25
6.3	Maintenance Plan.....	6-26
6.3.1	Target of Maintenance Work	6-26
6.3.2	Improvement of Facilities	6-26
(1)	Contents of facility improvements.....	6-27
(2)	Adoption of new technology and its risks.....	6-27
(3)	Improvement of Maintenance Tools	6-29

6.3.3	Improvement of Work System	6-30
(1)	Introduction of multi-skilled workers	6-31
(2)	Leveling of Maintenance Workflow	6-31
(3)	Daily inspection in the daytime	6-32
(4)	Securing long time interval for special maintenance works	6-33
6.3.4	Outsourcing of Maintenance Works	6-33
(1)	Outsourcing of Maintenance Works	6-33
(2)	Spare parts	6-35
(3)	Securing a sufficient budget for maintenance	6-36
6.4	Organization Plan	6-37
6.4.1	Existing Organization	6-37
6.4.2	Organization Plan for Metro Line 4	6-38
(1)	Reconfiguration of Existing Organization	6-38
(2)	Proposal of organization plan for Metro Line 4	6-38
6.5	Estimation of Number of Staff	6-40
6.5.1	Preface	6-40
6.5.2	Working conditions in Egypt	6-40
6.5.3	Estimation of Number of Drivers	6-41
(1)	Daily work volume per driver on existing lines of Cairo Metro	6-41
(2)	Daily work volume per driver in Japan	6-42
(3)	Estimation of driver numbers on Metro Line 4	6-42
6.5.4	Estimation of number of drivers for depot operation	6-43
6.5.5	Estimation of number of controllers in the CCP	6-44
(1)	Number of Controllers for the Existing Lines of Cairo Metro	6-44
(2)	Estimation of controller number for CCP of Metro Line 4	6-45
6.5.6	Estimation of station number of staff	6-46
(1)	Station staff allocation on the Cairo Metro	6-46
(2)	Number of station staff for metro systems in Japan	6-47
(3)	Estimation of number of station staff on Metro Line 4	6-48
6.5.7	Estimation of number of civil and track maintenance staff	6-51
(1)	Civil and track maintenance staff on Cairo Metro	6-51
(2)	Number of Civil and Track Maintenance Staff of Japanese Metro	6-51
(3)	Estimation of the number civil and track maintenance staff for Metro Line 4	6-52
6.5.8	Estimation of rolling stock maintenance staff	6-52
(1)	Rolling stock maintenance staff on Cairo Metro	6-53
(2)	Rolling stock maintenance staff in Japan	6-53
(3)	Estimation of staff requirement for rolling stock maintenance on Metro Line 4	6-54
6.5.9	Estimation of electrical equipment maintenance staff	6-54
(1)	Electrical equipment maintenance staff on Cairo Metro	6-54
(2)	Electrical equipment maintenance staff in Japan	6-55
(3)	Estimation of Required Number of Staff for Electrical Equipment Maintenance on Metro Line 4	6-56
6.5.10	Management Staff	6-56
(1)	Management staff in the Cairo Metro	6-56
(2)	Management staff in the Japanese metros	6-57
(3)	Estimation of the number of management staff for Metro Line 4	6-57
6.5.11	Total number of staff for Metro Line 4	6-58
6.6	Training Plan	6-59
6.6.1	Training system for existing lines of the Cairo Metro	6-59
(1)	Current scheme for ab initio training on Metro Line 2	6-59
(2)	Training at the Opening of Metro Line 2	6-60
6.6.2	Introduction of Japanese training system for drivers	6-61
(1)	Curriculum and duration of classroom lessons	6-61
(2)	Curricula and duration of practical training on the mainline	6-61
(3)	Examination for Drivers' License	6-62
(4)	Issuance of drivers' licenses by MLIT	6-62
(5)	Repetitive training of drivers in Japan	6-63

6.6.3	Utilization of Human Resources of Existing Line	6-63
6.6.4	Proposed Plan for Staff Training for the Opening of Metro Line 4	6-64
CHAPTER 7	<i>Project Cost and Packaging</i>	<i>7-1</i>
7.1	Initial Capital Cost.....	7-1
7.1.1	Basic Conditions of the Cost Estimation.....	7-1
7.1.2	Composition of the Initial Capital Cost Estimate	7-2
(1)	Construction Cost.....	7-3
(2)	Procurement Cost	7-4
(3)	GC Service Cost.....	7-4
(4)	Physical Contingency	7-4
(5)	Land Acquisition and Resettlement	7-4
(6)	Diversion of Public Utilities	7-5
(7)	General Administration Cost.....	7-5
(8)	Price Escalation.....	7-5
7.1.3	Initial Capital Cost Estimates.....	7-5
7.1.4	Estimated Cost of PSD.....	7-8
7.2	Estimation of O&M Cost	7-9
7.2.1	Preface	7-9
7.2.2	O&M Cost of Cairo Metro	7-10
7.2.3	O&M Cost of Japanese Metro Systems	7-10
7.2.4	Estimation of Personnel Cost for Metro Line 4	7-11
(1)	Average Personnel Cost.....	7-11
(2)	Estimation of the Total Personnel Costs.....	7-12
7.2.5	Power Cost for Metro Line 4.....	7-13
7.2.6	Maintenance Cost for Metro Line 4	7-13
(1)	Foreign Engineers' Cost	7-13
(2)	Miscellaneous Cost for Maintenance.....	7-16
(3)	Total Outsourcing and Miscellaneous Maintenance Cost.....	7-17
7.2.7	Estimation of Parts Cost	7-17
(1)	Estimation of Rolling Stock Parts Cost	7-17
(2)	Estimation of other spare parts cost	7-18
(3)	Estimation of total spare parts cost for Metro Line 4	7-19
7.2.8	Estimation of Cleaning Cost	7-19
(1)	Estimation of unit cleaning cost for stations.....	7-19
(2)	Estimation of unit rolling stock cleaning cost	7-19
(3)	Estimation of cleaning cost for Metro Line 4.....	7-20
7.2.9	The other costs excluding depreciation and tax	7-20
(1)	Security Costs	7-20
(2)	Other Costs	7-21
7.2.10	Total O&M cost for Metro Line 4.....	7-22
7.3	Contract Packaging	7-24
7.3.1	Procurement of Contractors	7-24
(1)	Design and Build Approach	7-24
7.3.2	Packaging for Construction Works	7-24
(1)	Coordinated Construction of Tunnel Sections and underground stations.....	7-26
(2)	Construction Works of Tunnel Section by Cut-and-Cover Method	7-26
(3)	Railway System (Core System: Electrical and Mechanical Works)	7-26
(4)	Rolling Stock	7-27
(5)	Utility Diversion and Relocation.....	7-27
(6)	High Voltage Electric Line	7-27
7.3.3	Comparison and Recommendation for Contract Packaging.....	7-27
(1)	Comparison of Schemes	7-27
(2)	Recommendation	7-28
7.3.4	Procurement of Consultant for Management and Supervision of	

Construction Works	7-29
(1) Terms of Reference (TOR) of Engineering Consulting Services for Construction Supervision.....	7-29
CHAPTER 8 Planning of Project Implementation Program.....	8-1
CHAPTER 9 Environmental and social considerations.....	9-1
9.1 Introduction.....	9-1
9.2 Legislative System Related to Environmental Considerations in Egypt.....	9-2
9.2.1 Fundamental Laws and Regulations	9-2
9.2.2 EIA System in Egypt.....	9-2
(1) Overview of EIA System in Egypt.....	9-2
9.2.3 Environmental Standards	9-4
(1) Air Quality.....	9-4
(2) Water Quality.....	9-4
(3) Noise	9-5
(4) Other Standards	9-5
9.2.4 Consistency with the JICA and JBIC Guidelines	9-6
9.3 Initial Environmental Examination.....	9-8
9.3.1 Site Description	9-8
(1) Natural Environment.....	9-8
(2) Social Environment	9-15
(3) Cultural Aspects	9-19
9.3.2 Relevant Authorities Concerned with Environmental and Social Impacts	9-19
9.3.3 Screening and Categorization of the Project	9-19
9.3.4 Examination of Potential Environmental Impact and Scoping	9-20
9.4 Alternative Analysis	9-26
9.5 Environmental Impact Assessment	9-26
9.5.1 Baseline of Environmental and Social Conditions	9-27
(1) Physical Environment.....	9-28
(2) Biological Environment.....	9-29
(3) Socio-economic Aspects	9-29
9.5.2 Impact Identification and Mitigation Measures Proposed	9-31
9.5.3 Direction of Environmental Monitoring.....	9-36
9.6 Stakeholder Meetings.....	9-37
9.6.1 First Stakeholder Meeting at Scoping Stage	9-38
9.6.2 Second Stakeholder Meeting at Disclosure Stage of Draft EIA.....	9-39
9.7 Proposed Outline for Implementing System for Environmental and Social Considerations of Phase 1.....	9-40
CHAPTER 10 Resettlement Action Plan Framework Study	10-1
10.1 Introduction.....	10-1
10.2 Legislative System on Resettlement in Egypt.....	10-1
10.2.1 Fundamental Laws and Regulations on Land Acquisition and Resettlement	10-1
10.2.2 Procedure for Land Acquisition and Resettlement	10-2
(1) Relevant Authorities	10-2
(2) Procedure for Land Acquisition and Resettlement	10-3
10.2.3 Consistency with JICA & Ex-JBIC Guidelines	10-4
(1) Requirements of the Guidelines	10-4
(2) Comparison and Verification between Egyptian System and Guidelines	10-4
10.2.4 Findings and Actual Practice of Land Acquisition and Resettlement in Egypt.....	10-6
(1) Magnitude of Impact on Affected Properties and Persons in the Metro Line 3 Phase 1 Project	10-7
(2) Findings of Compensation in the Metro Line 3 project	10-7
10.3 Baseline Information of Social Conditions	10-8

10.3.1	Objective and Methodology	10-8
10.3.2	Survey of Public Perception of the Project	10-8
(1)	Current Situation of Transportation Mode.....	10-8
(2)	Understanding about the Project	10-9
(3)	Opinion to Involuntary Resettlement	10-9
10.3.3	General Socio-Economic Condition of Public	10-9
(1)	Number of Persons in the Average Household	10-9
(2)	Average Monthly Income.....	10-9
(3)	Rental Fee.....	10-10
(4)	Property Status.....	10-11
10.4	Policy and Framework of Resettlement for the Project.....	10-12
10.4.1	Basic Policy	10-12
10.4.2	Eligibility and Entitlement	10-13
(1)	Eligibility	10-13
(2)	Entitlement	10-14
10.4.3	Overall Procedure	10-16
10.4.4	Institutional and Organizational Arrangement.....	10-16
10.4.5	Monitoring and Evaluation	10-16
10.4.6	Consideration of Grievance Redress.....	10-18
10.4.7	Assurance of Participation and Consultation	10-18
10.4.8	Implementation Schedule	10-18
10.5	Preliminary Cost Estimation for Compensation	10-22
10.5.1	Objective, Methodology and Limitation.....	10-22
10.5.2	Consideration of Minimizing Resettlement	10-22
10.5.3	Estimated Magnitude of Socio-Economic Impacts	10-23
(1)	Phase 1	10-23
(2)	Phase 2	10-24
10.5.4	Preliminary Cost Estimation for Compensation	10-25
(1)	Condition for Preliminary Estimation of Compensation Cost	10-25
(2)	Estimated Cost for Compensation for Phase 1.....	10-26
10.6	Plan of Population Census for Potential PAPs	10-27
CHAPTER 11 <i>Archaeological Assessment Study</i>.....		11-1
11.1	Introduction.....	11-1
11.1.1	Scope and Procedure of the Study.....	11-1
11.2	Examination of the Legal System and SCA's Organization	11-2
11.2.1	Legal System.....	11-2
11.2.2	SCA Organization.....	11-3
11.3	Work Procedure.....	11-4
11.4	Baseline Information.....	11-6
11.4.1	Phase 1: Giza Area	11-6
(1)	G-1: Desert Area near Workshop (Depot)	11-6
(2)	G-2: Giza Plateau.....	11-7
(3)	G-3: Near El Remayah Square.....	11-9
(4)	G-4: Dokki	11-12
11.4.2	Phase 1: Near El Malek El Saleh Station (G5)	11-12
11.4.3	Phase 2: Historic Cairo Area	11-12
(1)	Northern Corridor	11-12
(2)	Eastern Corridor	11-16
11.4.4	Phase 2: Matariya Area	11-20
11.5	Soil Observation on the Sample from Boreholes	11-22
11.5.1	Aim	11-22
11.5.2	Observation Items	11-22
11.5.3	Results	11-22
11.6	Risk Assessment.....	11-25
11.6.1	Criteria for Risk Assessment	11-25
11.6.2	Risk Assessment on the Study Area	11-26

(1)	For Buried Archaeological Property.....	11-26
(2)	For Existing Historical Property	11-28
11.7	Countermeasure.....	11-28
11.7.1	Previous Cases	11-28
(1)	Case for Level A.....	11-28
(2)	Case for Level B.....	11-28
(3)	Case for Level C.....	11-29
(4)	Case for Standing Historical Property	11-29
11.7.2	Countermeasure Applied for Each Level.....	11-29
11.7.3	Preliminary Survey in BD Stage	11-29
(1)	Work Items	11-30
(2)	Schedules.....	11-30
CHAPTER 12	<i>Draft Environmental checklist of ex-JBIC guidelines.....</i>	12-1
CHAPTER 13	<i>ECONOMIC AND FINANCIAL ANALYSIS.....</i>	13-1
13.1	Introduction.....	13-1
13.2	Project Costs	13-1
13.2.1	Summary of Costs Used for Financial and Economic Appraisals.....	13-2
13.2.2	Other Common Assumptions related to the Economic and Financial Appraisals of Line 4.....	13-8
13.3	Economic Appraisal.....	13-10
13.3.1	Methodology.....	13-10
13.3.2	Estimation of Economic Benefits	13-12
13.3.3	Results of Economic Appraisal.....	13-27
13.3.4	Sensitivity Analysis.....	13-31
13.4	Financial Appraisal	13-32
13.4.1	Methodology.....	13-32
13.4.2	Assumptions Underlying the DCF Analysis	13-33
13.4.3	Passenger Demand Forecasts used as Basis for Cost and Revenue Estimation.....	13-34
13.4.4	Project Capital and O&M Cost Estimates	13-34
13.4.5	Project Revenue Estimates	13-34
13.4.6	Project Financing Alternatives	13-37
13.4.7	Financing Assumptions for the DCF Analysis.....	13-41
13.4.8	Results of Financial Appraisal	13-42
13.4.9	Sensitivity Analysis.....	13-45

LIST OF ANNEXES

- Annex 4-1: Calculation of Voltage Drop in Contact Line
- Annex 4-2: Concept of the Separation of Traction and Lighting Network
- Annex 4-3: Overhead Rigid Conductor
- Annex 4-4: Electromagnetic Interference (EMI)

- Annex 9-1: List of Fundamental Laws and Regulations on Environmental and Social Considerations in Egypt
- Annex 9-2: Results of the 1st Stakeholder Meetings
- Annex 9-3: Results of the 2nd Stakeholder Meeting
- Annex 9-4: Proposed Outline of Implementation System for Environmental and Social Considerations of the Project [Phase 1]

- Annex 10-1: Questionnaire Form for Household Interview Survey
- Annex 10-2: Examination of Potential Impact on Land Acquisition and Property Demolishment
- Annex 10-3: Sample Form for Population Census

LIST OF APPENDICES

- Appendix 1 Preliminary Work and Remarks on Basic Design Stage
- Appendix 2 Preliminary Study for Extension Line Connecting to 6th October City
- Appendix 3 NAT Comments with JST Response on Draft Report 3/4

LIST OF TABLES AND FIGURES

Table 2-1	Projected Passenger by Transportation Mode	2-1
Table 2-2	Number of Passengers Per Day for Metro Line 4.....	2-2
Table 2-3	Hourly Peak Ratio of the Metro (Boarding Time-Based)	2-4
Table 2-4	Hourly Peak Ratio of the Metro (Alighting Time-Based).....	2-5
Table 2-5	Number of Passengers at Peak Hour and PPHPD for Metro Line 4	2-7
Table 2-6	Analysis of “With” and “Without” Project Cases of Metro Line 4 Phase 1 + Phase 2.....	2-9
Table 2-7	Line 4 Phase 1 Station Classification	2-11
Table 3-1	Main Technical Characteristics	3-1
Table 4-1	Key Features for Alignment Planning.....	4-1
Table 4-2	Proposed Actual Cant and Speed Limit	4-3
Table 4-3	Proposed Transition Curve Length.....	4-5
Table 4-4	Proposed Type of Turnout and Speed Limit in Turnout Curve	4-7
Table 4-5	Basic Features of Metro Line 4 for Phase 1	4-12
Table 4-6	Considerations for Possible Alignment of Metro Line 4.....	4-15
Table 4-7	Data of the Alignment.....	4-19
Table 4-8	Station Location	4-22
Table 4-9	Types of Platform	4-24
Table 4-10	Comparison Table on Platform Arrangement.....	4-28
Table 4-11	Key Operation Data and Parameters	4-33
Table 4-12	Sectional Passenger Demand during Peak Hour	4-36
Table 4-13	Turn-back Time per Train.....	4-39
Table 4-14	Type of Platform and Arrival and Departure of Train.....	4-40
Table 4-15	Turn back Time at Station W-Sta. 5 (In case of Using Turn-back Facility Located at the end of Station W-Sta. 15)	4-41
Table 4-16	Turn-back Time for Station.....	4-42
Table 4-17	Possible Minimum Headway	4-44
Table 4-18	Calculation of Minimum Headway	4-45
Table 4-19	Travel Time from WN-Sta. 1 Station	4-46
Table 4-20	Estimation of Required Number of Train-sets	4-47
Table 4-21	Calculation of Rolling Stock Requirement and Purchase Schedule - Phases 1 and 2 Combined (Currency Unit: LE million)	4-49
Table 4-22	Hourly Number of Trains Operating on Metro Line 2.....	4-50
Table 4-23	Hourly Number of Trains on Metro Line 4 (Working Day, One-way)	4-51
Table 4-24	Hourly Number of Trains on Metro Line 4 (Holiday, One-way).....	4-51
Table 4-25	Estimated Daily Number of Trains (Working day, One-way) and Train-kilometres	4-52
Table 4-26	Major Fire Accidents with Passenger’s Damage of Metro (Tunnel and Underground Station) of the World since 1980	4-54
Table 4-27	Major Fire Accidents at Road Tunnel of the World.....	4-57
Table 4-28	Use of NFPA 130 in North America (USA and CANADA)	4-60
Table 4-29	Use of Cross Passages in Metro of 17 Cities of Europe	4-64
Table 4-30	Main Features of Metros in Tokyo City.....	4-65
Table 4-31	Design Fire.....	4-76
Table 4-32	Fire Load Model for Rolling Stock	4-76
Table 4-33	Fire Load Model for Kiosk	4-77
Table 4-34	Proposed Time Frame Set by NFPA 130	4-112
Table 4-35	Comparison of Compression Load and Train Weight.....	4-116
Table 4-36	Comparison of Body Materials	4-116
Table 4-37	Operation Performance and Train Formation.....	4-117

Table 4-38	Main Specification of Rolling Stock (R.S) for Cairo Metro	4-125
Table 4-39	Main Specifications of the Rolling Stock	4-126
Table 4-40	Geotechnical Soil Parameters.....	4-133
Table 4-41	Comparison of the Tail Void.....	4-144
Table 4-42	Comparison between the Single Track Double Tunnel and the Double Track Single Tunnel	4-156
Table 4-43	Comparison between the EPBS TBM and the Slurry Shield TBM.....	4-158
Table 4-44	General Features of the EPBS (ϕ 6.95 m)	4-165
Table 4-45	Comparison between the EPBS TBM and the Slurry Shield TBM.....	4-178
Table 4-46	General Feature of the Shield TBM and Segmental Lining.....	4-186
Table 4-47	Longitudinal Dimension of Launch Shaft (corresponding to Figure 4-143).....	4-188
Table 4-48	Transverse Dimension of Launch Shaft (corresponding to Figure 4-144).....	4-188
Table 4-49	Vertical Dimension of Launch Shaft (corresponding to Figure 4-144)	4-189
Table 4-50	Longitudinal Dimension of Arrival Shaft (corresponding to Figure 4-145).....	4-190
Table 4-51	Transverse Dimension of Arrival Shaft (corresponding to Figure 4-146).....	4-190
Table 4-52	Vertical Dimension of Arrival Shaft (corresponding to Figure 4-144).....	4-190
Table 4-53	Longitudinal Dimension of Arrival Shaft (Vertical, Corresponding to Figure 4-149).....	4-193
Table 4-54	Transverse Dimension of Arrival Shaft (vertical, corresponding to Figure 4-150).....	4-193
Table 4-55	Vertical Dimension of Arrival Shaft (vertical, corresponding to Figure 4-152).....	4-193
Table 4-56	Longitudinal Dimension of Launch Shaft (vertical, corresponding with Figure 4-151).....	4-195
Table 4-57	Transverse Dimension of Launch Shaft (vertical, corresponding with Figure 4-152).....	4-195
Table 4-58	Basic Requirement for the Structural Planning.....	4-198
Table 4-59	Comparison of Typical Features of Standard Stations	4-199
Table 4-60	Outline of Station of Metro Line 4 (1/7)	4-201
Table 4-61	Outline of Station of Metro Line 4 (2/7)	4-202
Table 4-62	Outline of Station of Metro Line 4 (3/7)	4-203
Table 4-63	Outline of Station of Metro Line 4 (4/7)	4-204
Table 4-64	Outline of Station of Metro Line 4 (5/7)	4-205
Table 4-65	Outline of Station of Metro Line 4 (6/7)	4-206
Table 4-66	Outline of Station of Metro Line 4 (7/7)	4-207
Table 4-67	Planned Height of Facilities and Rooms in Station.....	4-208
Table 4-68	Comparison of Structures for the Standard Station.....	4-214
Table 4-69	Comparison of Total Cost.....	4-232
Table 4-70	Comparison Table of Soil Improvement Method for Embedded Section of the Diaphragm Wall of Sta. No. 4.....	4-244
Table 4-71	Comparison Table of Soil Improvement Method for Embed Section of the Diaphragm Wall of Sta. No. 3.....	4-253
Table 4-72	Comparison Table of Construction Method for Sta. No. 2.....	4-261
Table 4-73	Comparison Table of Soil Improvement Method for the Embed Section of the Diaphragm Wall of Sta. No. 2.....	4-263
Table 4-74	Comparison Table of Tunnel Construction Method for Turn Back Section Behind Sta. No. 1	4-273
Table 4-75	Comparison Table of Soil Improvement Method for the Embed Section of the Diaphragm Wall of Sta. No. 1	4-274
Table 4-76	Summary of Station Construction Period	4-293
Table 4-77	Construction Schedule	4-300
Table 4-78	Track Specifications of Existing Lines	4-303
Table 4-79	Proposed Track Equipments Specifications for Metro Line 4.....	4-303
Table 4-80	Annual Gross Tonnage	4-305

Table 4-81	Basic Physical Properties and Secular Change	4-307
Table 4-82	Characteristics of General Tracks	4-308
Table 4-83	Classification of Station Characteristics	4-312
Table 4-84	Comparison of Track Circuit Type	4-338
Table 4-85	Main Features of the Power Supply System in the Existing Lines.....	4-347
Table 4-86	Key Features of the Power Supply System for Metro Line 4	4-347
Table 4-87	Major Assumptions for the Estimation of Power Consumption.....	4-350
Table 4-88	Estimated Power Demand and Transformer Capacity	4-351
Table 4-89	Comparison of Traction System	4-352
Table 4-90	Permissive Lowest and Highest, and Nominal Voltage in IEC	4-353
Table 4-91	Key Assumptions for Determining Capacity of Rectifier (1).....	4-357
Table 4-92	Key Assumptions for Determining Capacity of Rectifier (2).....	4-357
Table 4-93	Estimated Maximum Power per Hour for One RS and Rated Capacity of Rectifier	4-358
Table 4-94	Outline of the Two Types of Overhead Catenary System	4-361
Table 4-95	Major Characteristics of Catenary Used in Line 1 and ORC	4-362
Table 4-96	Examples of control and monitoring items.....	4-363
Table 4-97	Example of Full-height PSD in Tropical Climate Countries	4-367
Table 4-98	Current AFC Development in the Metro	4-375
Table 4-99	Ticket Media and IC Chip Standards.....	4-379
Table 4-100	Comparison of AG Types	4-380
Table 4-101	Design Condition of Outside Temperature and Humidity	4-389
Table 4-102	Design Parameter in Station	4-389
Table 4-103	Simulation of Power Consumption	4-390
Table 4-104	Design Condition of Temperature and Humidity (Inside Station).....	4-390
Table 4-105	Operation Time of Air Condition	4-390
Table 4-106	Minimum Air Requirement for Each Location	4-391
Table 4-107	Design Heat Load in Each Place.....	4-393
Table 4-108	Design Heat Load from each Passenger and Station Staff	4-394
Table 4-109	Design Heat Load from Light.....	4-394
Table 4-110	Design Air Volume Brought by the Train	4-396
Table 4-111	Accumulated Design Heat Loads for Cooling.....	4-397
Table 4-112	Selected Cooling Facilities	4-398
Table 4-113	Air Conditioning Method.....	4-401
Table 4-114	Required Capacity for Air Conditioning Facilities	4-403
Table 4-115	Capacity of the Selected Air Conditioning Facilities	4-404
Table 4-116	Minimum Air Volume for Each Place	4-407
Table 4-117	Minimum Air Volume for Rooms.....	4-407
Table 4-118	Comparison of Tunnel Ventilation Method	4-410
Table 4-119	Required Capacity of Ventilation Facilities	4-411
Table 4-120	Capacity of the Selected Ventilation Facilities.....	4-412
Table 4-121	Required Area in Ventilation Shaft and its Opening Area.....	4-415
Table 4-122	Major Roles of Controllers.....	4-451
Table 4-123	Facilities Required at CCP	4-451
Table 4-124	Basic Functions of the PTC.....	4-454
Table 4-125	Example of Control and Monitoring Items	4-460
Table 5-1	Key Features for Alignment Planning (Phase 2)	5-1
Table 5-2	Basic Features of Metro Line 4 (Phase 2)	5-2
Table 5-3	Considerations for Possible Alignment for Phase 2	5-5
Table 5-4	Proposed Station Arrangement for Phase 2.....	5-10
Table 5-5	Geotechnical Soil Parameters.....	5-14
Table 5-6	Basic Requirements for Structural Planning.....	5-15
Table 5-7	Material and Structure of the Segmental Lining	5-18
Table 5-8	Outline of Metro Line 4 Underground Stations (Phase 2).....	5-35
Table 5-9	Outline of Each Street	5-53
Table 5-10	Outline of Elevated Stations (Phase 2)	5-55

Table 5-11	Typical Types of Station	5-55
Table 5-12	Number of Stations and Intervals	5-63
Table 5-13	Comparison of the Three Location Cases	5-79
Table 5-14	Comparison of Three Alternative Routes	5-80
Table 6-1	Major Roles of Controllers	6-7
Table 6-2	Facilities Required at the CCP	6-7
Table 6-3	Operation Modes	6-20
Table 6-4	Typical Examples of Facility Improvement	6-27
Table 6-5	Number of Daily Inspections by Time Interval on Metro Line 2	6-33
Table 6-6	Working Conditions of the Existing Metro Lines	6-41
Table 6-7	Yearly Train-km and Number of Drivers of Cairo Metro	6-41
Table 6-8	Distance between stations on each line of the Cairo Metro	6-42
Table 6-9	Work volume per driver in Japan	6-42
Table 6-10	Distance between Stations of Each Line	6-43
Table 6-11	Annual Train-km of Metro Line 4 (Unit: 000km)	6-43
Table 6-12	Estimated Number of Drivers for Metro Line 4	6-43
Table 6-13	Two-driver Shunting System in the Depot	6-44
Table 6-14	Number of Drivers in the Depot	6-44
Table 6-15	Staff in the CCP of Cairo Metro	6-45
Table 6-16	Major roles of train controllers	6-45
Table 6-17	Estimated Number of Staff at the CCP for Metro Line 4	6-46
Table 6-18	Number of station staff on Cairo Metro	6-46
Table 6-19	Breakdown of number of staff at typical stations	6-47
Table 6-20	Staff per Station of the Japanese Metro Systems	6-47
Table 6-21	Current Situation and Conceptual Plan for Metro Line 4	6-48
Table 6-22	Breakdown of Number of Staff at Typical Stations on Metro Line 4	6-49
Table 6-23	Passenger Demand for Individual Stations on Metro Line 4	6-49
Table 6-24	Required Number of Station Staff for Metro Line 4	6-50
Table 6-25	Civil and track maintenance staff on existing Cairo Metro	6-51
Table 6-26	Civil and Track Maintenance Staff in Japan	6-52
Table 6-27	Required Number of Civil and Track Maintenance Staff for Metro Line 4	6-52
Table 6-28	Rolling Stock Maintenance Staff on Existing Cairo Metro	6-53
Table 6-29	Rolling Stock Maintenance Staff in Japanese Metro Systems	6-53
Table 6-30	Required Number of Rolling Stock Maintenance Staff on Metro Line 4	6-54
Table 6-31	Electrical equipment Maintenance Staff for the Existing Cairo Metro	6-55
Table 6-32	Breakdown of Skilled Staff for Electrical Equipment Maintenance for the Cairo Metro	6-55
Table 6-33	Electrical Equipment Maintenance Staff in Japanese Metro Systems	6-56
Table 6-34	Required Number of Staff for Electrical Equipment Maintenance on Metro Line 4	6-56
Table 6-35	Number of Administrative and Labouring Staff on the Existing Cairo Metro	6-57
Table 6-36	Administrative staff in Japanese metro systems	6-57
Table 6-37	Alternative Methods for Estimating the Number of Administrative Staff	6-57
Table 6-38	Estimated Total Staff Requirement on Metro Line 4	6-59
Table 6-39	Basic Initial Training Period by Staff Category	6-60
Table 6-40	Curriculum and duration of classroom lessons	6-61
Table 6-41	Curricula and duration of practical training on the mainline	6-61
Table 6-42	Comparison Between Urban and Intercity Railways	6-62
Table 6-43	Examination for Obtaining Drivers' License	6-62
Table 6-44	Comparison of staff training plans	6-63
Table 6-45	Proposed training period by staff category	6-64
Table 6-46	Total Proposed Schedule for Training	6-65

Table 7-1	Project Implementation Schedule (STEP Loan)	7-2
Table 7-2	Project Implementation Schedule (Normal Yen Loan)	7-2
Table 7-3	Sources of Estimated Rates/Prices	7-4
Table 7-4	Summary of Estimated Initial Cost (STEP Loan).....	7-6
Table 7-5	Summary of Estimated Initial Cost (Normal Yen Loan)	7-7
Table 7-6	Estimated Cost of PSD (Phase 1)	7-8
Table 7-7	Estimated Cost of PSD (Phase 2)	7-8
Table 7-8	Breakdown of O&M Costs of ECM (2008-2009).....	7-10
Table 7-9	O & M Cost of Japanese Metro Systems 2007/2008	7-11
Table 7-10	Comparison of Work Efficiency between Metro Line 4 and Existing Lines	7-12
Table 7-11	Estimation of Average Personnel Cost of Metro Line 4.....	7-12
Table 7-12	Estimation of Total Skilled Personnel Costs for Metro Line 4.....	7-13
Table 7-13	Power Cost for Metro Line 4 Operation	7-13
Table 7-14	Estimation of Foreign Engineers' Cost in Rolling Stock Outsourcing	7-14
Table 7-15	Estimation of Signal Maintenance Outsourcing Cost (Foreign Engineers).....	7-14
Table 7-16	Estimation of Local Staff Number and Cost in the Outsourcing of Maintenance.....	7-15
Table 7-17	Estimation of Yearly Total Outsourcing Cost (Unit; LE '000).....	7-15
Table 7-18	Miscellaneous Maintenance Cost of Japanese Metros	7-16
Table 7-19	Estimation of Miscellaneous Maintenance Cost for Metro Line 4	7-16
Table 7-20	Total Outsourcing and Miscellaneous Maintenance Cost for Metro Line 4	7-17
Table 7-21	Modified Estimation of Total Skilled Personnel Costs for Metro Line 4	7-17
Table 7-22	Spare Parts Cost for Modern Japanese EMU	7-18
Table 7-23	Yearly Spare Parts Cost of Rolling Stock	7-18
Table 7-24	Estimation of Other Spare Parts Cost for Equipment	7-19
Table 7-25	Estimation of Yearly Parts Cost.....	7-19
Table 7-26	Estimation of yearly cleaning cost per station	7-19
Table 7-27	Estimation of Unit Cleaning Cost for rolling stock.....	7-20
Table 7-28	Estimation of Yearly Cleaning Cost of Stations for Metro Line 4.....	7-20
Table 7-29	Estimation of Yearly Cleaning Cost of Rolling Stock for Metro Line 4	7-20
Table 7-30	Estimation of Yearly Cleaning Cost for Metro Line 4.....	7-20
Table 7-31	Estimation of Unit Security Cost for the Existing Lines.....	7-21
Table 7-32	Estimation of Yearly Security Cost for Stations for Metro Line 4.....	7-21
Table 7-33	Estimation of Outsourcing Cost for Artisans and Laborers for Metro Line 4....	7-22
Table 7-34	Estimation of Other Costs for Metro Line 4	7-22
Table 7-35	Estimation of Consolidated Other Costs	7-22
Table 7-36	Total O&M Cost for Metro Line 4.....	7-23
Table 7-37	Breakdown of O&M Cost for Metro Line 4 by Phase.....	7-23
Table 7-38	Scheme of Packaging	7-25
Table 7-39	Package Scope	7-25
Table 7-40	Assortment and Amount of Each Scheme.....	7-26
Table 7-41	Comparison of Contract Schemes	7-27
Table 9-1	Maximum Limits of Outdoor Air Pollutants	9-4
Table 9-2	Water Quality Standards for Fresh Water Bodies	9-4
Table 9-3	Maximum Limit of Noise Intensity in Different Areas	9-5
Table 9-4	Comparison between Egyptian EIA System and JICA/ex JBIC Guidelines	9-7
Table 9-5	List of Natural Protectorates in Egypt.....	9-9
Table 9-6	List of Wildlife Protection Areas in Egypt.....	9-10
Table 9-7	Mandate Demarcation on Water Quality Monitoring in Egypt.....	9-12
Table 9-8	Monitoring Results of Noise (dB).....	9-15
Table 9-9	Actual and Forecasted Student Population in the Study Area.....	9-17
Table 9-10	Literacy, Unemployment, and Poverty Rates in the Study Area.....	9-17
Table 9-11	Land Use in the Study Area from 2001 to 2007	9-18

Table 9-12	Area Which Was Converted Into Urban area in 2001-2007	9-18
Table 9-13	Authorities Concerned on Environmental and Social Considerations	9-19
Table 9-14	Results of Environmental Scoping	9-20
Table 9-15	Scoping Matrix (1/2)	9-24
Table 9-16	Scoping Matrix (2/2)	9-25
Table 9-17	Environmental and Social Aspects Surveyed as Baseline	9-27
Table 9-18	Basic Socio-economic Information of Concerned Districts	9-29
Table 9-19:	Impact Identification and Mitigation Measures Proposed (Pre-Construction Stage).....	9-33
Table 9-20	Monitoring Items and Directions Proposed.....	9-36
Table 9-21	Outlines of Stakeholder Meetings	9-37
Table 9-22	Summary of 1st Stakeholder Meetings	9-38
Table 9-23	Topics Raised in First Series of Stakeholder Meetings	9-39
Table 9-24	Summary of Attendees of the 2nd Stakeholder Meeting on EIA	9-40
Table 9-25	Major Topics Raised in the 2nd Stakeholder Meeting on EIA	9-40
Table 10-1	Responsibility of Relevant Authorities in the Assessment Committee.....	10-3
Table 10-2	Procedure of Land Acquisition and Resettlement	10-4
Table 10-3	Discrepancies between JICA and JBIC Guidelines and Egyptian Regulations	10-5
Table 10-4	Magnitude of Land Acquisition and Resettlement at Metro Line 3 Phase1	10-7
Table 10-5	Distribution of Household Interview Survey.....	10-8
Table 10-6	Average Number of Persons per Household in the Study Area	10-9
Table 10-7	Average Monthly Income in Governorates of the Project Area.....	10-10
Table 10-8	Average Monthly Income by Occupational Category in the Project Area	10-10
Table 10-9	Average Weekly and Monthly Wage (for Selected Sectors) in Egypt.....	10-10
Table 10-10	Proposed Monitoring Checklist.....	10-17
Table 10-11	Proposed Schedule of Land Acquisition and Resettlement for Phase 1	10-20
Table 10-12	Proposed Schedule of Land Acquisition and Resettlement for Phase 2	10-21
Table 10-13	Expected Magnitude of Land Acquisition and Resettlement at Phase 1	10-24
Table 10-14	Expected Magnitude of Land Acquisition and Resettlement at Phase 2	10-25
Table 10-15	Estimated Cost for Land Acquisition and Compensation for Phase 1	10-26
Table 10-16	Estimated Cost for Land Acquisition and Compensation for Phase 2	10-27
Table 11-1	SCA Inspectorate Covering the Area of Metro Line 4	11-4
Table 11-2	Level and the Criteria of Buried Archaeological Properties	11-25
Table 11-3	Risk Assessment on Study Area	11-26
Table 11-4	Countermeasure and the Action.....	11-29
Table 11-5	Schedule of Preliminary Survey	11-31
Table 12-1	Environmental Checklists for Phase 1 by ex-JBIC Guidelines (No. 15 Roads and Railways)	12-2
Table 13-1	Example of SPF Calculation (Station Civil Works Cost).....	13-1
Table 13-2	Summary of Initial Capital Costs used as Input for the Discounted Cash Flow (DCF) Analysis (STEP Loan).....	13-3
Table 13-3	Summary of initial capital costs used as input for the Discounted Cash Flow (DCF) analysis (Normal Loan)	13-4
Table 13-4	Summary of Initial Capital Costs used as Input for the Economic Flow Analysis.....	13-5
Table 13-5	Summary of Rolling Stock Investment Costs used for DCF Analysis.....	13-6
Table 13-6	Summary of Rolling Stock Investment Costs used for Economic Flow Analysis.....	13-7
Table 13-7	O&M Costs – Financial and Economic (LE million)	13-8
Table 13-8	Greater Cairo Daily Traffic Circulation “With” and “Without” the Project.....	13-11
Table 13-9	Metro User Passenger Hours “With” and ”Without” the Project.....	13-12

Table 13-10	Physical Characteristics of Vehicle Population.....	13-13
Table 13-11	Estimation of Petroleum Fuel Subsidies.....	13-14
Table 13-12	Unit Prices for VOC Components.....	13-15
Table 13-13	Estimated Unit Vehicle Operating Costs (VOCs)	13-16
Table 13-14	Conversion of VOC per Vehicle-km to per PCU-km.....	13-17
Table 13-15	Conversion of VOC per Vehicle-hour to per PCU-hour	13-17
Table 13-16	Socio-Economic Framework in the Study Area	13-18
Table 13-17	Average Monthly and Hourly Income for Workers in the Study Area	13-18
Table 13-18	Weighted Distribution of Commuter Trips by Trip Purpose	13-19
Table 13-19	Estimated Value of Travel Time, by Commuter Category, in the Study Area	13-19
Table 13-20	Conversion of VOT per Person-Hour to per PCU-Hour (Remaining Road Users).....	13-19
Table 13-21	Estimates of Value of Travel Time for Metro Users.....	13-20
Table 13-22	Calculation of Fuel Consumption per PCU-km.....	13-21
Table 13-23	Weighted Average Rate of GHG Emissions per Litre of Fuel Consumed	13-22
Table 13-24	Estimated Emission Factors in Grams per Kilometre	13-23
Table 13-25	Conversion of Emission Factors per VKM to per PCU-Km - Noxious gases and Particulate Matter.....	13-24
Table 13-26	Estimates of Air Pollution Damage Costs in Egypt.....	13-25
Table 13-27	Analysis of Net Economic Benefits – Phase 1 Route Section only.....	13-29
Table 13-28	Analysis of Net Economic Benefits – Combined Phase 1 and 2 Routes	13-30
Table 13-29	Sensitivity Analysis of Economic Results for Phase 1 only	13-31
Table 13-30	Sensitivity Analysis of Economic Results for Phases 1 and 2 Combined.....	13-31
Table 13-31	Escalation Rates Assumed for DCF Analysis.....	13-33
Table 13-32	Passenger Demand Forecasts for Phase 1 Only	13-34
Table 13-33	Passenger Demand Forecasts for Phases 1 and 2 Combined.....	13-34
Table 13-34	Cairo Metro – Number of Passengers and Revenue for 2007/08.....	13-35
Table 13-35	Cairo Metro – Quarterly Ticket Fare Concessions	13-35
Table 13-36	Revenue Projections – Phase 1 Only Project.....	13-36
Table 13-37	Revenue Projections – Combined Phases 1 and 2 Project.....	13-37
Table 13-38	Terms and Conditions of Loans for Cairo Metro Development.....	13-38
Table 13-39	Assumed Loan Conditions for Cairo Metro Line 4 Project.....	13-42
Table 13-40	Comparison of Financial Results for STEP Loan vs. Normal Loan with Standard Conditions - Financing of Phase 1 project.....	13-43
Table 13-41	Sensitivity Analysis of Financial Results for Phase 1 Only	13-45
Table 13-42	Sensitivity Analysis of Financial Results for Phases 1 and 2 Combined	13-46

Figure 1-1	Study Area	1-3
Figure 2-1	Hourly Distribution of Metro Passengers (Boarding Time-Based)	2-5
Figure 2-2	Hourly Distribution of Metro Passengers (Alighting Time-Based).....	2-6
Figure 4-1	Proposed Platform Length.....	4-7
Figure 4-2	Structure Gauge and Car Limit Gauge	4-8
Figure 4-3	Shield Tunnel Cross Section	4-9
Figure 4-4	Viaduct Cross Section	4-10
Figure 4-5	Culvert Cross Section	4-10
Figure 4-6	Platform Section.....	4-11
Figure 4-7	Planning Methodology.....	4-12
Figure 4-8	Existing Control Points	4-13
Figure 4-9	Outline of Alignment for Phase 1.....	4-20
Figure 4-10	Schematic Plan and Profile	4-21
Figure 4-11	Schematic Track Layout.....	4-23
Figure 4-12	Proposed Plan View of Station No. 1	4-25
Figure 4-13	Parameter Study for the Track Layout of El Malek El Saleh Station	4-27
Figure 4-14	Proposed Track Layout Plan for El Malek El Saleh Station.....	4-29
Figure 4-15	Proposed Plan View of Station No. 2	4-29
Figure 4-16	Proposed Track Layout Plan for Station No. 2	4-30
Figure 4-17	Configuration of the Platform and Position of the Train Stop.....	4-30
Figure 4-18	Proposed Track Layout Plan for Stations No. 5 and No. 9.....	4-31
Figure 4-19	Proposed Track Layout Plan for Station No. 15	4-31
Figure 4-20	Proposed Track Layout Plan for Station Nos. 3, 4, 13	4-32
Figure 4-21	Proposed Track Layout Plan for Typical Station	4-32
Figure 4-22	Workshop/Depot Lead Track Layout Plan.....	4-33
Figure 4-23	Workflow of Train Operating Plan	4-35
Figure 4-24	Concept of Calculation Method for Required Number of Train Sets.....	4-36
Figure 4-25	Track Layout of the Phase 1 Section	4-37
Figure 4-26	Track Layout for Station WN-Sta.1.....	4-39
Figure 4-27	Track Layout for Station W-Sta. 5 and Turn-back Sequence (In case of Turn-back to Station W-Sta. 15).....	4-41
Figure 4-28	Track Layout for Station W-Sta. 9 and Turn-back Facility	4-42
Figure 4-29	Track Layout of W-Sta. 15 (Scissors are redrawn to Single Crossovers for Clear Explanation)	4-43
Figure 4-30	Turn-back Time of Train-set at W-Sta. 15 Station	4-44
Figure 4-31	Train Operation Curve (From WN-Sta. 1 to W-Sta. 15).....	4-46
Figure 4-32	Fire at Underground Station of Metro in Japan (1999-2001).....	4-55
Figure 4-33	Fire Accident in Road Tunnel (Long Tunnel or Congested City Tunnel)	4-56
Figure 4-34	Example of Cross Passages between Main Road Tunnel and Evacuation Tunnel (L = 6.3 km)	4-56
Figure 4-35	Fatal Fire Accident at the Dague Metropolitan Subway, 2003.....	4-58
Figure 4-36	Combustible Material in the Rolling Stock of Dague Metro (Polyester, Urethane Foam, FRP, etc.)	4-59
Figure 4-37	Sequence of the Fire that Spread at Dague Metro.....	4-59
Figure 4-38	Requirement of Intermediate Shaft for Passenger Evacuation by NFPA 130	4-63
Figure 4-39	Photo (Singapore) and Image of the Cross Passages between Tunnels	4-63
Figure 4-40	Cross Passages for Long Railway Tunnel	4-66
Figure 4-41	Image of Normal Fire Load Model.....	4-70
Figure 4-42	Smoke Density and Required Visibility for Smooth Evacuation.....	4-70
Figure 4-43	Image of Fire Load Model by Arson with Fuel.....	4-71
Figure 4-44	Required Space for the Evacuation in case of Fire by Arson with Fuel.....	4-71
Figure 4-45	Use of Non-combustible Material for the Chair in the Station.....	4-73

Figure 4-46	Example of Convenience Store in Underground Station	4-74
Figure 4-47	Example of Kiosks in Underground Station	4-74
Figure 4-48	Burning Test by Cone Calorimeter (ISO5660-1)	4-75
Figure 4-49	Fire Load Model of Rolling Stock	4-76
Figure 4-50	Fire Load Model of Kiosk.....	4-77
Figure 4-51	Cross Section Area for Volume of Block at Fire Point	4-81
Figure 4-52	Side Walk in Tunnel (Inspection Gallery)	4-85
Figure 4-53	Principle of Train Operation in Case of Fire	4-86
Figure 4-54	Image of Normal Operation of Ventilation System	4-86
Figure 4-55	Centrifugal Fan for Tunnel Ventilation.....	4-87
Figure 4-56	Image of Smoke Exhaust for Fire on Concourse.....	4-87
Figure 4-57	Smoke Exhaust on Platform.....	4-88
Figure 4-58	Exhaust Duct in Platform.....	4-88
Figure 4-59	Ventilation Operation for Fire on Station Track (With Ducts Actually Located Over or Under the Track).....	4-89
Figure 4-60	Exhaust of Smoke in Tunnel	4-90
Figure 4-61	Exhaust Duct in Tunnel	4-90
Figure 4-62	Fire Detector (Left: Smoke Type, Right: Heat Type; Source: MLIT).....	4-91
Figure 4-63	Fire Detector (Left: Smoke Type, Right: Heat Type; Source: MLIT).....	4-91
Figure 4-64	Closed Circuit Television.....	4-92
Figure 4-65	Telecommunication System and Public Address System.....	4-93
Figure 4-66	Provision of Two Separated Evacuation Passages with Ascending Stairs.....	4-94
Figure 4-67	Provision of One Separated Evacuation Passages with Ascending Stairs.....	4-94
Figure 4-68	Example of Evacuation Passage with Descending Stair	4-95
Figure 4-69	Guide Lighting for Exit.....	4-96
Figure 4-70	Example of Direction and Distance Sign Board.....	4-97
Figure 4-71	Smoke Curtain (Shutter).....	4-97
Figure 4-72	Fire Protection Compartment (Screen Type with Door)	4-98
Figure 4-73	Fire Protection Shutter	4-99
Figure 4-74	Example of Indoor Fire Hydrant	4-99
Figure 4-75	Example of Hydrant for Water Outlet in Station (Left) and Siamese Connection for Water Supply on Ground Level (Right)	4-101
Figure 4-76	Example of Hydrant for Water Outlet and Water Pipe Connection in Tunnel	4-101
Figure 4-77	Example of Emergency Control Room in Station	4-102
Figure 4-78	Construction Gauge and Rolling Stock Gauge.....	4-115
Figure 4-79	Train Formation of Type-1	4-119
Figure 4-80	Train Formation of Type-2.....	4-120
Figure 4-81	Typical Layout of Rolling Stocks	4-121
Figure 4-82	Permanent Magnet Synchronous Motor (PMSM).....	4-128
Figure 4-83	Roof-mounted Air-conditioning Equipment.....	4-130
Figure 4-84	Interior Design and VIS	4-130
Figure 4-85	Typical Particle Size Distribution (from the Data of Station No.9)	4-133
Figure 4-86	Tunnel Cross Section in Shallow Overburden (adjacent to Sta. No. 5)	4-134
Figure 4-87	Tunnel Cross Section in Deep Overburden (adjacent to Sta. No. 3)	4-134
Figure 4-88	Distribution of Fine Material Content and Uniformity Coefficient	4-135
Figure 4-89	Cross Section of the Shield Tunnel	4-136
Figure 4-90	Outer Diameter-Thickness Relationship of the Segmental Lining	4-137
Figure 4-91	Outer Diameter-Longitudinal Length Relationship of the Segmental Lining	4-138
Figure 4-92	Thickness-Longitudinal Length Relationship of the Segmental Lining	4-138
Figure 4-93	Photo of the Transmission Strip and Shear Strip	4-139
Figure 4-94	Outline of the Segmental Lining (Example)	4-140
Figure 4-95	Gasket Type Water Stop.....	4-141
Figure 4-96	Performance of Water Stop under the Joint Gap and Offset Condition.....	4-142

Figure 4-97	Residual Stress History	4-142
Figure 4-98	Ground Surface Settlement by the Shield TBM.....	4-144
Figure 4-99	Comparison of Hardening Time and Initial Strength (One-Component and Two-Component Types).....	4-145
Figure 4-100	Improvement of the Ground Surface Settlement caused by the Shield TBM	4-145
Figure 4-101	Trial Construction Using Shield TBM	4-146
Figure 4-102	Procedure for the Trial Construction Using Shield Tunnel.....	4-147
Figure 4-103	Post Injection Through the Grout Hole of the Segmental Lining.....	4-147
Figure 4-104	Image of Soil Improvement from the Cutting Face of the Shield TBM.....	4-148
Figure 4-105	Visualized Fluidity in Excavation Chamber and Measurement Equipment.....	4-149
Figure 4-106	Radar Detector on the Cutting Head of the Shield TBM.....	4-149
Figure 4-107	Man Lock in the Shield TBM	4-150
Figure 4-108	FFU at Launching and Arrival Shafts	4-150
Figure 4-109	Invert Area of Cross Section	4-151
Figure 4-110	Diameter-Weight Relationship of the EPBS TBM.....	4-152
Figure 4-111	Required Overburden at Nile River Crossing	4-153
Figure 4-112	Tunnel in the Vicinity of Existing Structures (Left: STDT, Right: DTST)	4-153
Figure 4-113	Air Flow and Traffic Flow in Tunnel	4-154
Figure 4-114	Photo of the STDT for Metro	4-155
Figure 4-115	Application of Different Shield TBM Types in Japan (1998-2007)	4-159
Figure 4-116	EPBS TBM (Outer Diameter 6.24m)	4-160
Figure 4-117	Design Earth Pressure at Bulkhead and Outline of EPBS TBM	4-161
Figure 4-118	Deformation and fluidization of muddy soil in excavation chamber	4-162
Figure 4-119	Image of Muddy soil in Excavation Chamber	4-162
Figure 4-120	Outline of the EPBS TBM, ϕ 6.95 m (Example)	4-166
Figure 4-121	Example of Bits on Cutter Head (Left: Pre-Cutting and Tooth Bits, Right: Roller Cutter and Tooth Bits).....	4-167
Figure 4-122	Image of the Extension of the Continuous Belt Conveyor	4-168
Figure 4-123	Flow chart of Control of the Cutting Face of the EPBS TBM.....	4-171
Figure 4-124	Major Neighboring Constructions	4-172
Figure 4-125	No. 12 El-Nile Flyover	4-173
Figure 4-126	No. 53 El-Giza Flyover	4-174
Figure 4-127	No. 56 El-Rat Flyover.....	4-174
Figure 4-128	No. 75 Tunnel.....	4-175
Figure 4-129	No.125 Tunnel.....	4-175
Figure 4-130	No.127 Road underpass	4-176
Figure 4-131	No. 155 Magra El-Eyoon (Water Supply Viaduct)	4-176
Figure 4-132	Sound Survey and Historical Analysis of the River Bed at Nile River Crossing.....	4-177
Figure 4-133	Model of the Study for the Floating of Tunnel at Nile River Crossing	4-178
Figure 4-134	Plan and Profile of ENR Access Line	4-179
Figure 4-135	Isolation Distance Between ENR Access Line and Mainline Eastbound.....	4-180
Figure 4-136	Launch shaft of ENR access line	4-181
Figure 4-137	Ground Improvement at Shallow Overburden	4-182
Figure 4-138	Arrival Shaft of the ENR Access Line	4-182
Figure 4-139	Risk Area of Collapsible Ground and Plotted Data of Geological Survey.....	4-184
Figure 4-140	Allocation of the Shield TBM	4-185
Figure 4-141	The Shifter for the Shield TBM in Station (Ball Slider).....	4-186
Figure 4-142	Plan of Launch and Arrival Shaft.....	4-187
Figure 4-143	Profile of Launch Shaft.....	4-187
Figure 4-144	Cross Section of Launch Shaft.....	4-188
Figure 4-145	Profile of Arrival Shaft	4-189
Figure 4-146	Plan of Arrival Shaft	4-189
Figure 4-147	Photo of Arrival Shaft (Vertical)	4-191
Figure 4-148	Plan of Launch and Arrival Shaft (Vertically Located Tunnels).....	4-192

Figure 4-149	Profile of Arrival Shaft (Vertically-Located Tunnels)	4-192
Figure 4-150	Plan of Arrival Shaft (Vertically-Located Tunnels)	4-192
Figure 4-151	Profile of Launch Shaft (Vertically Located Tunnels).....	4-194
Figure 4-152	Cross Section of Launch Shaft (Vertically Located Tunnels).....	4-194
Figure 4-153	Layout of the Launch Shaft Construction Yard of Station No. 9	4-196
Figure 4-154	Layout of the Launch Shaft Construction Yard of Station No.14	4-197
Figure 4-155	Outline of Stations of Metro Line 4 (Phase 1).....	4-200
Figure 4-156	Structural Gauge and Inner Cross Section of Station.....	4-208
Figure 4-157	Height of Spaces and Rooms in Station.....	4-209
Figure 4-158	Distribution of Structural Columns and Array of the PSD	4-209
Figure 4-159	Minimum Width of Escalator and Stairway	4-210
Figure 4-160	Platform Structure Plan of a Standard Station.....	4-211
Figure 4-161	Section of Standard Three-storey Station	4-211
Figure 4-162	Section of Standard Two-storey Station	4-212
Figure 4-163	Section of Standard Two-storey Station with Atrium	4-212
Figure 4-164	Plan of Standard Three-storey Station	4-213
Figure 4-165	Plan of Standard Two-storey Station.....	4-213
Figure 4-166	Plan of Standard Two-storey Station with Atrium	4-213
Figure 4-167	Elongated Standard Three-storey Station	4-215
Figure 4-168	Elongated Standard Two-storey Station.....	4-215
Figure 4-169	Relocation of Columns for Standard Stations.....	4-216
Figure 4-170	Plan of El Malek El Saleh Station.....	4-217
Figure 4-171	Structure of El Malek El Saleh Station	4-218
Figure 4-172	Large Opening for the Stairway and Escalator.....	4-219
Figure 4-173	Arrangement of the Supplemental Structural Wall and Column to Support Large Opening on Slabs	4-219
Figure 4-174	Turn Back Track Section (Scissors Crossing)	4-220
Figure 4-175	Plan of El Rauda Station	4-221
Figure 4-176	Structure of El Rauda Station.....	4-222
Figure 4-177	Large Opening for the Stairway and Escalator.....	4-222
Figure 4-178	Plan of El Nile Station	4-223
Figure 4-179	Structure of El Nile Station	4-224
Figure 4-180	Large Opening for the Stairway and Escalator.....	4-224
Figure 4-181	Support Mechanism in case of Open Slab	4-225
Figure 4-182	Plan of El Giza Station	4-226
Figure 4-183	Cross Section of El Giza Station	4-227
Figure 4-184	Cross Section of El Remayah Station	4-228
Figure 4-185	Section of Platform Structure of El Remayah Station.....	4-228
Figure 4-186	Cross Section of Station No. 13	4-229
Figure 4-187	Cross Section of Station No. 15	4-230
Figure 4-188	Existing Traffic Condition.....	4-231
Figure 4-189	Comparison of Traffic Condition During Construction	4-232
Figure 4-190	Location of Stations Constructed Through Typical Method.....	4-233
Figure 4-191	Construction Procedure (1) of Typical Method.....	4-234
Figure 4-192	Road Decking.....	4-234
Figure 4-193	Construction Procedure (2) of Typical Method.....	4-235
Figure 4-194	Construction Yard for Diaphragm Wall.....	4-235
Figure 4-195	Construction Procedure (3) of Typical Method.....	4-236
Figure 4-196	Construction Yard for Excavation and Other Related Works.....	4-236
Figure 4-197	Construction Procedure (4) of Typical Method.....	4-237
Figure 4-198	Construction Procedure (5) of Typical Method.....	4-237
Figure 4-199	Construction Procedure (6) of Typical Method.....	4-238
Figure 4-200	Construction Procedure (7) of Typical Method.....	4-238
Figure 4-201	Traffic Management Plan during Implementation of Procedure 1 to 3 of Typical Construction Method.....	4-239
Figure 4-202	Traffic Management Plan during Implementation of Procedure 5 to 7 of Typical Construction Method.....	4-240

Figure 4-203	Complex Location of Sta. No. 4 (El-Giza)	4-241
Figure 4-204	Vicinity of Sta. No. 4 (El-Giza).....	4-241
Figure 4-205	Present situation at Location of Sta. No. 4 (El-Giza)	4-242
Figure 4-206	Anticipated Completed Section of Sta. No. 4 (El-Giza)	4-242
Figure 4-207	Procedure (1) for the Construction of Sta. No.4	4-245
Figure 4-208	Procedure (2) for the Construction of Sta. No.4	4-246
Figure 4-209	Traffic Management Plan during Implementation of Procedure 1 to 3 for the Construction of Sta. No.4	4-247
Figure 4-210	Traffic Management Plan during Implementation of Procedure 5 to 6 for the Construction of Sta. No.4	4-248
Figure 4-211	Traffic Management Plan during Implementation of Procedure 7 to 9 for the Construction of Sta. No. 4	4-249
Figure 4-212	Complex of Location of Sta. No. 3 (El-Nile).....	4-250
Figure 4-213	Vicinity of Sta. No. 3 (El-Nile)	4-250
Figure 4-214	Present Situation of Sta. No. 3 (El-Nile)	4-251
Figure 4-215	Anticipated Completed Section of Sta. No. 3 (El-Nile)	4-251
Figure 4-216	Special Equipment (Portal Frame) for Construction of Diaphragm Wall at Narrow Road	4-252
Figure 4-217	Special Equipment, BMX, for Construction of Diaphragm Wall	4-252
Figure 4-218	Procedure 1 to 5 for the Construction of Sta. No. 3.....	4-254
Figure 4-219	Procedure 6 to 8 for the Construction of Sta. No. 3.....	4-255
Figure 4-220	Traffic Management Plan during Implementation of Procedure 1 to 3 for the Construction of Sta. No. 3	4-256
Figure 4-221	Traffic Management Plan during Implementation of Procedure 4 to 6 for the Construction Sta. No. 3	4-257
Figure 4-222	Traffic Management Plan during Implementation of Procedure 7 to 9 for the Construction of Sta. No. 3	4-258
Figure 4-223	Complex Location of Sta. No. 2 (El-Rauda)	4-259
Figure 4-224	Vicinity of Sta. No. 2 (El-Rauda).....	4-259
Figure 4-225	Present situation of Sta. No. 2 (El-Rauda)	4-260
Figure 4-226	Anticipated Completed Section of Sta. No. 2 (El-Rauda)	4-260
Figure 4-227	Pre-Shell Method	4-262
Figure 4-228	Multi Face Shield TBM	4-262
Figure 4-229	JSG Method and Column Jet Grout Method	4-263
Figure 4-230	Procedure for Construction of Sta. No. 2: Standard Section	4-265
Figure 4-231	Procedure 1 to 5 for the Construction of Sta. No. 2: Underpinning Section	4-266
Figure 4-232	Procedure 6 to 9 for the Construction of Sta. No. 2: Underpinning Section	4-267
Figure 4-233	Traffic Management Plan during the Implementation of Procedure 1 and 2 for the Construction of Sta. No. 2	4-268
Figure 4-234	Traffic Management Plan during the Implementation of Procedure 3 to 5 for the Construction of Sta. No. 2	4-269
Figure 4-235	Traffic Management Plan during the Implementation of Procedure 6 and 7 for the Construction of Sta. No. 2	4-270
Figure 4-236	Complex Location of Sta. No. 1 (El-Malek El-Saleh).....	4-271
Figure 4-237	Vicinity of Sta.No.1 (El-Malek El-Saleh)	4-271
Figure 4-238	Present Situation of Sta. No. 1 (El Malek El Saleh).....	4-272
Figure 4-239	Anticipated Completed Section of Sta. No. 1 (El Malek El Saleh)	4-272
Figure 4-240	Procedure for Construction of Sta. No. 1.....	4-275
Figure 4-241	Procedure 1 to 4 for the Construction of Sta. No. 1: Turn Back Section Behind.....	4-276
Figure 4-242	Procedure 5 to 7 for the Construction of Sta. No. 1: Turn Back Section Behind.....	4-277
Figure 4-243	Traffic Management Plan during Implementation of Procedure 1 to 3 for the Construction of Sta. No. 1	4-278
Figure 4-244	Traffic Management Plan during the Implementation of Procedure 4 to	

	6 for the Construction of Sta. No. 1	4-279
Figure 4-245	Traffic Management Plan during the Implementation of Procedure 7 to 9 for the Construction of Sta. No. 1	4-280
Figure 4-246	Location of Sta. No. 12 (El Remayah).....	4-281
Figure 4-247	Vicinity of Sta. No. 12 (El Remayah)	4-281
Figure 4-248	Anticipated Completed Section of Sta. No. 12 (El Remayah).....	4-282
Figure 4-249	Procedure 1 to 5 for the Construction of Sta. No. 12 (El-Remayah).....	4-283
Figure 4-250	Procedure 6 to 8 for the Construction of Sta. No. 12 (El Remayah)	4-284
Figure 4-251	Traffic Management Plan during the Implementation of Procedure 1 and 2 for the Construction of Sta. No. 12	4-285
Figure 4-252	Traffic Management Plan during the Implementation of Procedure 3 to 5 for the Construction of Sta. No. 12	4-286
Figure 4-253	Traffic Management Plan during the Implementation of Procedure 6 and 7 for the Construction of Sta. No. 12	4-287
Figure 4-254	Location of Sta. Nos. 13-15.....	4-288
Figure 4-255	Vicinity at Sta. Nos. 13-15	4-288
Figure 4-256	Anticipated Completed Section of Sta. No. 13	4-289
Figure 4-257	Staging to Adjust Inclination	4-290
Figure 4-258	Procedure for the Construction of Sta. No. 13.....	4-291
Figure 4-259	Traffic Management Plan during the Implementation of Procedure for the Construction of Sta. Nos. 13 and 14	4-292
Figure 4-260	Detailed Schedule for the Construction of Sta. Nos. 1 to 3	4-294
Figure 4-261	Detailed Schedule for the Construction of Sta. Nos. 4 to 9	4-295
Figure 4-262	Detailed Schedule for the Construction of Sta. Nos. 10 to 13	4-296
Figure 4-263	Detailed Schedule for the Construction of Sta. Nos. 14 and 15	4-297
Figure 4-264	Construction Plan of Shield Tunnel	4-298
Figure 4-265	Detailed Schedule of Shield TBM Driving	4-299
Figure 4-266	Construction Schedule	4-301
Figure 4-267	Construction Schedule (Alternative)	4-302
Figure 4-268	Shape of the UIC Rails.....	4-304
Figure 4-269	Sample of PSC Sleeper	4-306
Figure 4-270	Synthetic Sleeper	4-306
Figure 4-271	Resiliently-Supported Track	4-307
Figure 4-272	Example of Anti-vibration System	4-308
Figure 4-273	Concept of Double Elastic Fastening	4-309
Figure 4-274	Typical Types of Fastening System	4-309
Figure 4-275	Double Elastic Fastening for Straight and over 800 m Radius Curve Section	4-310
Figure 4-276	Double Elastic Fastening for under 800 m Radius Curve Section.....	4-310
Figure 4-277	Outline of Metro Line 4.....	4-312
Figure 4-278	Gallery at the Heart of the Great Pyramid (Khufu)	4-314
Figure 4-279	Signature Station El Remayah	4-314
Figure 4-280	El Malek El Saleh Station Plaza	4-315
Figure 4-281	Need of Redevelopment	4-316
Figure 4-282	Section of Redevelopment Area.....	4-316
Figure 4-283	Giza Station Plaza.....	4-317
Figure 4-284	El Remayah Station	4-318
Figure 4-285	Entrance.....	4-319
Figure 4-286	Ventilation Shaft	4-319
Figure 4-287	Cooling Tower	4-320
Figure 4-288	Image of the Short Circuit.....	4-320
Figure 4-289	Station Signalling System.....	4-330
Figure 4-290	Configuration of the Detailed Signalling System	4-331
Figure 4-291	Configuration of PTC System.....	4-335
Figure 4-292	Example of the Application of Pjc System (Tsukuba Express in Japan)	4-335
Figure 4-293	Comparison of Continuous Control ATP Systems.....	4-337
Figure 4-294	Running Profile of the ATO	4-340

Figure 4-295	Configuration of Telecommunication Lines	4-342
Figure 4-296	Configuration of SDH Systems.....	4-343
Figure 4-297	Configuration of Train Radio System Using LCX	4-344
Figure 4-298	Overall View of the Power Supply System	4-346
Figure 4-299	Locations of HVS Options, RS, and LPS	4-348
Figure 4-300	Options for Feeding Route from Transmission Line to HVS in Option-1	4-350
Figure 4-301	Proposed Development Corridors in Greater Cairo Region in SDMP	4-351
Figure 4-302	Standard Section of Shield Tunnel.....	4-356
Figure 4-303	Cabling between HVS and RSs for Phase 1 Only.....	4-359
Figure 4-304	Cabling between HVS and RSs for Phase 1 and 2	4-359
Figure 4-305	Electrolytic Corrosion Caused by Return Current.....	4-365
Figure 4-306	Decrease by Automatic Return Current Switchgear and Two-pole Disconnecter	4-366
Figure 4-307	Drainage Methods.....	4-366
Figure 4-308	General System Configuration for PSD.....	4-370
Figure 4-309	Image of COP	4-372
Figure 4-310	Image of SSOP	4-372
Figure 4-311	Image of MCS	4-373
Figure 4-312	Image of MDB	4-373
Figure 4-313	HS	4-374
Figure 4-314	System Unification Plan for AFC Development in Lines 1 and 2, and Line 3	4-376
Figure 4-315	Conceptual System Architecture of Integrated AFC System in Metro	4-377
Figure 4-316	Image of Air Flow in the Air Conditioner	4-391
Figure 4-317	Image of Fan Coil Unit System.....	4-392
Figure 4-318	Image of Packaged Air Conditioning System	4-393
Figure 4-319	Ratio of the Braking Heat Load to the Platform	4-395
Figure 4-320	Diagram of Cooling Facilities.....	4-399
Figure 4-321	Refrigeration Machine and their Required Spaces.....	4-400
Figure 4-322	Image of El Remayah Station.....	4-401
Figure 4-323	Diagram of Air Conditioning Facilities Flow in the Station	4-405
Figure 4-324	Outline of Air Conditioning Facilities and their Required Spaces	4-406
Figure 4-325	Ventilation Method for Rooms and Closed Spaces	4-408
Figure 4-326	Single Track Double Tunnel (left) and Double Track Single Tunnel (right).....	4-410
Figure 4-327	Centrifugal Fan for Tunnel Ventilation (left) and Saccardo Nozzle (right)	4-411
Figure 4-328	Diagram of Tunnel and Track Ventilation Facilities Flow.....	4-413
Figure 4-329	Outline of Tunnel and Track Ventilation Fans and their Required Spaces	4-414
Figure 4-330	Outline of Water Tank, Pump and their Required Spaces in the Station	4-419
Figure 4-331	Configuration of PTC system	4-455
Figure 4-332	Example of the Application of Pjc System (Tsukuba Express in Japan)	4-456
Figure 4-333	Configuration of Telecommunication Lines	4-457
Figure 4-334	Configuration of SDH Systems.....	4-458
Figure 4-335	Configuration of Train Radio System Using LCX	4-459
Figure 5-1	Planning Methodology.....	5-2
Figure 5-2	The World Heritage of Islamic Cairo Area	5-4
Figure 5-3	Existing Spine Sewage Tunnels.....	5-8
Figure 5-4	Proposed Alignment Plan View for Phase 2.....	5-11
Figure 5-5	Sketch of Proposed Alignment for Phase 2.....	5-12
Figure 5-6	Proposed Track Layout Plan for Phase 2.....	5-13
Figure 5-7	Clearance of Tunnel.....	5-15
Figure 5-8	Outline of Station Location and Station Type	5-17
Figure 5-9	Structure of Segmental Lining	5-18
Figure 5-10	Route Overlapped with SWWT	5-20

Figure 5-11	Outline of Cross Section of Metro Line 4 and SWWT	5-21
Figure 5-12	Daily Waste Water Level Image of SWWT	5-22
Figure 5-13	Installation of the Sensor in the Waste Water Tunnel	5-23
Figure 5-14	Optical Fibre Sensor	5-24
Figure 5-15	Practice of Using Optical Fibre Sensor in Tunnel	5-24
Figure 5-16	Procedure (1) for Case 1 of Observation Method for SWWT	5-25
Figure 5-17	Procedure (2) for Case 1 of Observation Method for SWWT	5-26
Figure 5-18	Procedure for Case 1 of Observation Method for SWWT (3)	5-27
Figure 5-19	Movement Sensor in Case 2	5-28
Figure 5-20	Procedure (1) for Case 2 of Observation Method for SWWT	5-29
Figure 5-21	Procedure (2) for Case2 of Observation Method for SWWT	5-30
Figure 5-22	Estimated Result on Deformation of SWWT	5-31
Figure 5-23	Moving Car Type Survey Equipment.....	5-32
Figure 5-24	Boat Type Survey Equipment.....	5-32
Figure 5-25	Construction Schedule for Phase 2.....	5-34
Figure 5-26	Cross Section of Station with SWWT and its Manhole	5-38
Figure 5-27	Sections Based on Technical Study	5-39
Figure 5-28	Construction Method (1) for the Manhole-affected Section of Station	5-41
Figure 5-29	Construction Method (2) for the Manhole-affected Section of Station	5-42
Figure 5-30	Construction Method (3) for the Manhole-affected Section of Station	5-43
Figure 5-31	Construction Method (1) for the SWWT-affected Section of the Station	5-45
Figure 5-32	Construction Method (2) for the SWWT-affected Section of the Station	5-46
Figure 5-33	Construction Method (3) for the SWWT-affected Section of the Station	5-47
Figure 5-34	Construction Method (1) for Underpinning of Large Manhole.....	5-49
Figure 5-35	Construction Method (2) for Underpinning of Large Manhole.....	5-50
Figure 5-36	Similar Construction Practice (1) with Existing Wastewater Tunnel	5-51
Figure 5-37	Similar Construction Practice (2) with Existing Waste Water Tunnel	5-51
Figure 5-38	Key Map	5-52
Figure 5-39	Example of PC Box Girder Superstructure.....	5-54
Figure 5-40	Description of Elevated Station	5-55
Figure 5-41	Typical Types of Station Arrangement	5-57
Figure 5-42	Possible Location and Layout of the Depot	5-60
Figure 5-43	Study Area	5-61
Figure 5-44	Key Map of Alternative Route.....	5-64
Figure 5-45	Route Map (1 of 2)	5-65
Figure 5-46	Route Map (2 of 2)	5-66
Figure 5-47	M4N Station No. 2 (AR1).....	5-67
Figure 5-48	M4N Station No. 3 (AR1).....	5-68
Figure 5-49	M4N Station No. 4 and M4N Station No. 5 (AR1)	5-68
Figure 5-50	M4N Station No. 6 and M4N Station No. 7 (AR1)	5-69
Figure 5-51	M4N Station No. 8 (AR1).....	5-70
Figure 5-52	M4N Station No. 3 (AR2).....	5-70
Figure 5-53	M4N Station No. 4 (AR2).....	5-71
Figure 5-54	M4N Station No. 5 (AR2).....	5-72
Figure 5-55	M4N Station No. 4 (AR3).....	5-73
Figure 5-56	M4N Station No. 5 (AR3).....	5-73
Figure 5-57	Existing Condition Around Ghamrah Station	5-74
Figure 5-58	Station Location Case 1	5-75
Figure 5-59	Station Location Case 2	5-76
Figure 5-60	Station Location Case 3	5-77
Figure 5-61	M4N Station No. 2 (AR1).....	5-82
Figure 5-62	M4N Station No. 3 (AR1).....	5-83
Figure 5-63	M4N Station No. 4 (AR1).....	5-84
Figure 5-64	M4N Station No. 5 (AR1).....	5-85
Figure 5-65	M4N Station No. 6 (AR1).....	5-86
Figure 5-66	M4N Station No. 7 (AR1).....	5-87
Figure 5-67	M4N Station No. 8 (AR1).....	5-88

Figure 5-68	M4N Station No. 4 (AR2).....	5-89
Figure 5-69	M4N Station No. 5 (AR2).....	5-90
Figure 5-70	M4N Station No. 4 (AR3).....	5-91
Figure 5-71	M4N Station No. 5 (AR3).....	5-92
Figure 6-1	Number of Serious Railway Accidents in the World (More than 20 Casualties)	6-3
Figure 6-2	Turn back Operation During Contingency Period.....	6-12
Figure 6-3	Picture at the Hokuriku Tunnel Fire Accident	6-13
Figure 6-4	Schematic Diagram of the Central Station in Daegu During the Fire Accident	6-14
Figure 6-5	Action of Station Staff in Case of an Arriving Burning Train	6-16
Figure 6-6	Action of Station Staff in Case of Burning Train Stopping Between Stations	6-17
Figure 6-7	Action of Station Staff in Case of Fire in the Station Premises.....	6-18
Figure 6-8	Design of Depot for Shunting Works	6-25
Figure 6-9	Photo, E231 series of JR East	6-28
Figure 6-10	Photo of Modern IGBT Developed for Power Control	6-28
Figure 6-11	Trolleys for Working at Elevated Metro Line 2 of Cairo Metro	6-30
Figure 6-12	Case of Single-skilled Workers	6-31
Figure 6-13	Leveling of Work at Workshop of Metro Line 2.....	6-32
Figure 6-14	Vicious Circle of Management.....	6-37
Figure 6-15	Existing Organization of ECM	6-38
Figure 6-16	Management Organization Plan of ECM at the Opening of Metro Line 4.....	6-39
Figure 6-17	Comparison of Training Plans	6-64
Figure 6-18	Two Steps Instruction.....	6-65
Figure 7-1	Composition of the Project Cost.....	7-3
Figure 8-1	Project implementation schedule	8-3
Figure 9-1	EIA Approval Procedure under the Egyptian Legal Framework	9-3
Figure 9-2	Location of Natural Protectorates in Egypt.....	9-9
Figure 9-3	Location of Wildlife Protection Areas in Egypt.....	9-10
Figure 9-4	Geological Cross Section of Greater Cairo	9-10
Figure 9-5	Air Quality Monitoring Stations in Greater Cairo Region	9-11
Figure 9-6	SO ₂ Concentration Monitored in Cairo and Giza	9-11
Figure 9-7	NO _x Concentration Monitored in Cairo and Giza	9-12
Figure 9-8	PM ₁₀ Concentration Monitored in Cairo and Giza	9-12
Figure 9-9	Monitoring Results in the Nile River (Biological Oxygen Demand).....	9-13
Figure 9-10	Monitoring Results in the Nile River (Chemical Oxygen Demand)	9-13
Figure 9-11	Monitoring Results in the Nile River (DO).....	9-14
Figure 9-12	Noise Monitoring Locations	9-14
Figure 9-13	Population in the Study Area in Census Years 1976-2006	9-15
Figure 9-14	Population Increase in the Study Area (1976-2006)	9-16
Figure 9-15	Population Density in Greater Cairo in 2006	9-16
Figure 9-16	Land Use in Greater Cairo in 2006.....	9-18
Figure 10-1	Transportation Mode Used at the Study Area	10-9
Figure 10-2	Property Ownership Status in the Study Area	10-11
Figure 11-1	Study Items and Procedure.....	11-1
Figure 11-2	Work Procedure of Archaeological Asset Study.....	11-5
Figure 11-3	Map Showing Location of Existing Archaeological Properties at Giza Area	11-6
Figure 11-4	Archaeological Map of Giza Plateau (Lehner 1985: Fig.2)	11-7
Figure 11-5	Reconstruction Plan at the Time of Pyramid Construction of Khufu	

	(Lehner 1985: Fig.3C) (Red line: Modern Border between Desert and Alluvial Areas)	11-8
Figure 11-6	Map of Sewers with Spots of Archaeological Finds (Hawass and Senussi 2008: Plan 6) (Blue: Architectural Remains, Red: Scattered Objects).....	11-9
Figure 11-7	Map with Location of Trench Excavation and Borings (El-Sanussi and Jones 1997: Fig.2)	11-11
Figure 11-8	SCA-GIS Map Showing Standing Properties in Historic Cairo Area.....	11-18
Figure 11-9	SCA-GIS Map Showing Standing Properties in Historic Cairo Area.....	11-19
Figure 11-10	Site Distribution Map in the Matariya Area (based on Dodson 2005: Fig.4.5).....	11-21
Figure 11-11	Pavements Uncovered Outside of SCA's Concession	11-21
Figure 11-12	Sherds Retrieved from Borehole Soils	11-24
Figure 13-1	Distribution of Economic Benefits by Type (2020-2050) for Phase 1 Route Section Only	13-26
Figure 13-2	Distribution of Economic Benefits by Type (2020-2050) for Phases 1 and 2 route	13-26
Figure 13-3	Key Economic Indicators for Cairo Metro Line 4 Project	13-27
Figure 13-4	FIRR and ROE Results for Cairo Metro Line 4 Project	13-44
Figure 13-5	NPV Results for CML-4 Project.....	13-44

GLOSSARY OF ABBREVIATIONS AND MEASURING UNITS

GLOSSARY OF ABBREVIATIONS AND MEASURING UNITS

ABBREVIATIONS

A

AASHTO	American Association of State Highways and Transportation Officials
AB	Absolute Block
ABS	Automatic Block Signals
A/C	Air Conditioning
AC	Alternating Current
ACE	Arab Consulting Engineers
ACij	Access Length
ADT	Average Daily Traffic
AF	Audio Frequency
AFC	Automatic Fare Collection (system)
AfDB	African Development Bank
AG	Automatic Gate
AGT	Automated Guide-way Transit
AHU	Air Handling Unit
AM	Amplitude Modulation
am	Ante meridian
ANSI	American National Standards Institute
AREMA	American Railway Engineering and Maintenance Association
ARS	Automatic Route Setting
ASCII	American Standard Code for Information Interchange
asl	Above Sea Level
ASTM	American Society for Testing and Materials
AT	Auto Transformer
ATC	Automatic Train Control
ATO	Automatic Train Operation
ATP	Automatic Train Protection
ATS	Automatic Train Supervision
ATS	Automatic Train Stop
Ave.	Average

B

BAS	Building Automation System
BCC	Beginning of Circular Curve
BCR	Benefit Cost Ratio
BD	Basic Design
BNC	British National Connector
BP	Brake Pipe
BRT	Bus Rapid Transit
BS	British Standard
BSE	Base Station Equipment
BT	Booster Transformer
BTC	Beginning of Transition Curve
C	
CA	Certification Authority
CAA	Competent Administrative Authority
CAD	Computer Aided Design
C&I	Criteria & Indicator
CAPMAS	Central Agency for Public Mobilization and Statistics
CAPW	Construction Authority for Portable Water and Wastewater
CBD	Central Business District
CBTC	Communication Based Train Control
CCIR	International Radio Consultation Committee
CCITT	Consultative Committee for International Telephone and Telegraphs
CCP	Central Control Point
CCTV	Closed Circuit Television
CCU	Central Control Unit
CCU	Communication with Central Control Unit
CD ROM	Compact Disc Read Only Memory
CDR	Compact Disc Recordable
CIP	Central Interface Panel
CENELEC	European Committee for Electrotechnical Standardization
CI	Computerized Interlocking
CICC	Contactless IC Card
CIPF	Card Initiation and Personalization Function
CIPS	Card Initiation and Personalization System
CMH	Cubic Meter per Hour
CML	Cairo Metro Line

CMO	Cairo Metro Organization
CMOS	Complementary Metal Oxide Semiconductor
CNG	Compressed Natural Gas
COP	Crew Operation Panel
CPEE	City Unit Cable
CPM	Critical Path Method
CREATS	Cairo Regional Area Transportation Study
CRT	Cathode Ray Tube
CS	Cab Signal
CSC	Contactless Smart Card
CTA	Cairo Transport Authority
CULTNAT	Cultural and National Heritage
CV	Curriculum Vitae
CWO	Cairo Wastewater Organization
CWR	Continuously Welded Rail
D	
DB	Dry Bulb (Ventilation)
D&B	Design and Build
DC	Direct Current
DC	Direct Cost
DCF	Discount Cash Flow
DF	Depot Facility
DIN	Deutsche Industry Norm (German Industrial Standard)
DO	Dissolved Oxygen
DOS	Disk Operating System
DSRSC	Design Standards for Railway Structures and Commentary
DWG	Drawing
E	
E&M	Electrical and Mechanical
ECC	End of Circular Curve
ECM	Egyptian Company for Metro
ECMOU	Egyptian Company for Maintaining and Operating the Underground
ECS	Environmental Control System
EEAA	Egyptian Environmental Affairs Agency
EEHC	Egyptian Electricity Holding Company
Egij	Egress Length

EGP	Egyptian Pound
EGSA	Egyptian General Survey Authority
EHF	Extremely High Frequency (mill-meter wave)
EIA	Environmental Impact Assessment
EIB	European Investment Bank
EIRENE	European Integrated Railway Radio Enhanced Network
EIRR	Economic Internal Rate of Return
ELCB	Earth Leakage Circuit Breaker
EMC	Electro Magnetic Compatibility
EMI	Electro Magnetic Interference
EMU	Environmental Management Unit (Governorate)
EMU	Electric Multiple Unit
ENIT	Egypt National Institute of Transport
ENPV	Economic Net Present Value
ENR	Egyptian National Railway
EPBM	Earth Pressure Balanced Machine
EPI	Environmental performance Indicator
ER	Electric Room
ERs	Executive Regulations
ERTMS	European Railway Traffic Management System
ETC	End of Transition Curve
ETCS	European Train Control System
ETHERNET	Computer Cabling System
EU	European Union
EUA	EU emission Allowance
F	
FCC	Federal Communications Commission
FIRR	Financial Internal Rate of Return
FM	Frequency Modulation
FOB	Free On Board
FOC	Fiber Optic Cable
F/S	Feasibility Study
FS	Fail Safe
FSK	Frequency Shift Keying
FSR	Feasibility Study Report
FTP	File Transfer Protocol
FY	Fiscal Year, Financial Year

G

GARBLT	General Authority for Roads, Bridges and Land Transport
GC	General Consultant
GCA	Greater Cairo Area
GCR	Greater Cairo Region
GDP	Gross Domestic Product
GEM	Grand Egyptian Museum
GHG	Greenhouse Gas
GIS	Geographic Information System
GL	Ground Level
GNI	Gross National Income
GOE	Government of Egypt
GOJ	Government of Japan
GOPP	General Organization for Physical Planning
GPS	Global Positioning by Satellite System
GRDP	Gross Regional Domestic Product
GSM	Global System for Mobile communications
GSM-R	Global System for Mobile communications for Railways
GUI	Graphical User Interface

H

HB	Home Based
HFC	Hydro-Fluoro-Carbon
HIS	Home Interview Survey
HMI	Human Machine Interface
Hz	Hertz
hr	hour
HS	Hindrance Sensor
HTTP	Hyper Text Transfer Protocol
HVL	High Voltage Line
HVS	High Voltage Station

I

IBA	Important Bird Area
IBC	International Building Code
IBRD	International Bank for Reconstruction and Development
IC	Integrated Circuit
ICEA	Insulated Cable Engineers Association
IDC	In-Direct Cost

IEC	International Electrotechnical Commission
IEEE	Institute of Electrical and Electronics Engineers
IGBT	Insulated Gate Bipolar Transistor
IMF	International Monetary Fund
IP	Implementation Program
IRJ	Insulated Rail Joint
IRR	Internal Rate of Return
IS	Information System
ISDN	Integrated Services Digital Network
ISO	International Standards Organization
IT	Information Technology
I-Tax	Import Tax
ITU	International Telecommunication Union
ITV	Industrial Television
IUCN	International Union for Conservation of Nature and Natural Resources

J

JARTS	Japan Railway Technical Service
JBIC	Japan Bank for International Cooperation (former name of JICA)
JICA	Japan International Cooperation Agency
JIS	Japanese Industrial Standards
JNR	Japanese National Railways
JPY	Japanese Yen
JST	JICA Study Team

K

kCal	kilo-Calory
kV	kilo Volt
kVA	kilo Volt Ampere

L

LAN	Local Area Network
LCD	Liquid Crystal Display
LCU	Local Control Unit
LCX	Leaky Coaxial Cable
LE /L.E.	Egyptian Pound
LED	Light Emitting Diode
LPS	Lighting and Power Station

	LRT	Light Rail Transit
	LRV	Light Rail Vehicle
	LRU	Line Replaceable Unit
	LT	Link Traffic
	LV	Low Voltage
	LWR	Long Welded Rail
M		
	MCA	Multi-Criteria Analysis
	MCBF	Mean Cycle Between Failure
	MCP	Manual Control Panel
	MCPC	Monitoring and Control Personal Computer
	MCS	Manual Control Switch
	MDB	Manual Door Opening Button
	M&E	Mechanical and Electrical
	MDBF	Mean Distance Between Failure
	MDOP	Manual Door Operation Panel
	MH	Maintenance Hatch
	MIL	Military Specification
	min.	minute
	MIS	Management Information System
	MJC	Misr Japan Allied Company for Rolling Stock Maintenance and Renweal
	MLIT	Ministry of Land Infrastructure, Transport and Tourism / Japan
	MOH	Ministry of health (Egypt)
	MOT	Ministry of Transport (Egypt)
	MP	Mimic Panel
	MPU	Motive Power Unit
	MPU	Micro Processor Units
	MRT	Mass Rapid Transit
	MSEA	Ministry of State for Environmental Affairs
	MSK	Minimum Shift Keying Modulation
	MT	Matting Transformer
	MT	Magnetic Ticket (AFC)
	M4N	Metro Line 4 North section (Phase 2)
	M4W	Metro Line 4 West Section (Phase 1)
	MW	Mega Watt

N

NAT	National Authority for Tunnel, Ministry of Transport
NATM	New Austrian Tunneling Method
NFPA	National Fire Prevention Association
NGO	Non-Governmental Organization
NHB	Non-Home Based
NOUH	National Organization for Urban Harmony
NOx	Nitrogen Oxides
NPV	Net Present Value
N-Sta.	North line Station (Phase 2)
NUC	New Urban Community

O

OA	Outside Air (Ventilation)
OCC	Operation Control Centre
OCS	Overhead Contact System
OD / O/D	Origin and Destination
ODA	Official Development Assistance
OFC	Optical Fibre Cable
OHC	Over Head Catenary
O&M	Operation and Maintenance
OP	Operation Policy
ORC	Overhead Rigid Conductor

P

p.a.	per annum
P&L	Profit and Loss
PA	Public Announcement/ Public Address
PAP	Project Affected Person
Pax	Passenger
PBX	Private Automatic Branch Exchange
PC	Pre-stressed Concrete
PC	Personal Computer
PCP	Power Control Point
PCU	Passenger Car Unit
p/h	person per hour
PHPDT	Peak Hour Peak Direction Trips
PID	Passenger Information Display
PKI-SAM	Public Key Infrastructure - Security Access Key

	pm	post meridian
	PM	Particulate Matter
	PMSM	Permanent Magnet Synchronous Motor
	PPHPD	Passengers Per Hour Per Direction
	PPM	Planned Preventive Maintenance
	PRC	Programmed Route Control
	PRJ	Projector
	PSD	Platform Screen Door
	P.T.	Piaster
	PT	Person Trip
	PTC	Programmed Traffic Control
	PPM	Parts Per Million
	PSO	Public Service Obligation
	PVC	Poly Vinyl Chloride
	PVU	Portable Verification Unit
	PW	Permanent Way
Q		
	QA	Quality Assurance
R		
	RA	Returned Air
	RAMS	Reliability, Availability, Maintainability and Safety
	RAP	Resettlement Action Plan
	RBO	Regional Branch Offices
	RC	Reinforced Concrete
	RCS	Radio Central Control System
	Rd.	Road
	RF	Radio Frequency
	Rf	Rectifier equipment
	RH	Relative Humidity
	RI	Relay Interlocking
	Rij	Railway Length
	RL	Rail Level
	ROE	Return On Equity
	ROI	Return On Investment
	ROW	Right Of Way
	RP	Revealed Preference
	RPS	Revealed Preference Survey

RPF	Resettlement Policy Framework
RS	Rectifier Station
RS	Rolling Stock
RT	Refrigeration Tons
RTU	Remote Terminal Unit
RTRI	Railway Technical Research Institute, Japan
R/W	Read and Write
S	
SA	Supply Air
SAM	Security Access Module
SCA	Supreme Council of Antiquities
SCADA	Supervisory Control and Data Acquisition
SCU	Station Control Unit
SDH	Synchronous Digital Hierarchy
SDMP	The Strategic Urban Development Master Plan Study for a sustainable Development of the Greater Cairo Region in the Arab Republic of Egypt
Sec.	Section
sec.	second
SEVP	Signal Polyethylene Vinyl Cable
SF	Stored Fare (Ticket)
SHF	Super High Frequency (centimeter wave)
SI	Systeme Internationale d'Unites (SI Unit)
SI	Sensitive Indicator
SIFE	Students in Free Enterprise
SL	Screen Line
SM	Single Mode
SO ₂	Sulfur Dioxide
SOFRETU	Société Française d'études et de réalisations de transports urbains
SP	Stated Preference
SPAD	Signal Passing At Danger
SPF	Shadow Pricing Factor
SPS	Stated Preference Survey
SPT	Standard Penetration Test
SQEE	Signal Quad Polyethylene Cable
sq.m.	square meter

	SSOP	Station Staff operation Panel
	STA / Sta.	Station
	STRASYA	Standard Urban Railway System for Asia
	STEP	Special Terms for Economic Partnership
	SV	Switching Value
	S/W	Scope of Work
	SWWT	Spine Waste Water Tunnel
T		
	TAC	Track Access Charge
	TAZ	Traffic Analysis Zone
	TBM	Tunnel Boring Machine
	TD	Train Detection
	TD	Tender Document
	TDM	Time Division Multiplex
	TDMA	Time Division Multiple Access
	TEF	Tunnel Exhaust Fans
	TETRA	Terrestrial Trunked Radio
	TIS	Ticket Initialization Unit
	TOM	Ticket Office Machine
	TOR	Terms Of Reference
	TR	Ticket Reader
	TV	Television
	TVF	Tunnel Ventilation Fans
	TVM	Ticket Vending Machine
U		
	UNDP	United Nations Development Programme
	UIC	Union International des Chemins de fer (International Union of Railways)
	UPS	Uninterruptible Power Supply
	USRT	United States Refrigeration Tons
V		
	V	Volt
	VAT	Value Added Tax
	VHF	Very High Frequency
	VOC	Vehicle Operating Cost
	VOT	Value Of Travel Time
	VVVF	Valuable Voltage Valuable Frequency

W

W	Watt
WB	World Bank
WB	Wet Bulb
W/D	Workshop/Depot
W/S	Work Station
WS	Wayside Signal
WAN	Wide Area Network
WWW	World Wide Web
WYSIWYG	What You See Is What You Get

UNITS OF MEASURE

A	Ampere
Amp	Ampere
BTU	British Thermal Unit
dB	Decibel
dBA	Decibel on the 'A' weighted scale
FC	Foot-candles
g	Acceleration due to Gravity (32.2 ft/s ² =9.81 m/s ²)
H	Hour
Hz	Hertz
In	Inch
J	Joule
ha	Hectare
kg	Kilogram
kHz	Kilohertz
km	Kilometer
km ²	Square Kilometer
km/h	Kilometer per hour
kWh	Kilowatt hour
kV	Kilovolt
l	Liter
L.E.	Egyptian Pound
m	Meter
m ²	Square Meter
mg/l	Milligram per Litter
MHz	Mega Hertz
min	Minute
mm	Millimeter
MW	Megawatt
MVA	Mega Volt Ampere
mV	Millivolt
µV	Microvolt
N	Newton
NYU	Nephelometric Turbidity Unit
ppm	parts per million
RT	Refrigeration Tons

sec	Second
ug/m ³	Microgram per cubic meter
USRT	United States Refrigeration Tons
V	Volt
Vac	Volt alternating current
Vdc	Volt direct current
wt	weight
° C	Degree Celsius
° F	Degree Fahrenheit

EXECUTIVE SUMMARY OF VOLUME 3

EXECUTIVE SUMMARY OF VOLUME 3

1. Introduction

1.1 Background and Purpose of the Study

The Greater Cairo Region is the premier city in Egypt. It is rich in history and boasts of a large number of historical structures. It is the largest city in the African Continent and the Middle Eastern Region with a population of over 18 million, representing 25% of the total population of Egypt.

As the population of the Greater Cairo Region is envisaged to increase to 20 million by the year 2017 according to the SDMP Report, the Government of Egypt (GOE) is reforming the urban structure, changing from a mono-centric form to a decentralized form, notably through the development of New Urban Communities (NUCs), such as the 10th of Ramadan City and 6th October City. However, the increasing transport demand has not been accompanied by a substantial solution to urban problems such as road traffic congestion, insufficient public transportation services and air pollution.

At present two metro lines are in service and one metro line is under construction. As a long-term strategic development plan, the General Organization for Physical Planning (GOPP) has prepared "the Cairo Vision 2050". This vision document proposes 14 metro routes as the main public transport system in the Greater Cairo Region.

Under this circumstance, GOE has decided to construct, as early as practicable, the Metro Line 4, and requested the Government of Japan (GOJ) to implement the "Development Study on Greater Cairo Metro Line No.4 Project in October 2008, by the Government of the Arab Republic of Egypt". The Japan International Cooperation Agency (JICA), the official agency responsible for the implementation of GOJ's programs, has had discussions with the National Authority for Tunnels (NAT) of the Ministry of Transport and has agreed to conduct a feasibility study for the proposed Metro Line 4. The document for the Scope of Work was signed on 21st December 2008.

1.2 Implementation of the Study

The JICA Preparatory Survey on the Greater Cairo Metro Line No.4 was undertaken in March 2009, based on the Scope of Work agreed among the NAT, the Ministry of Transport, and the JICA. The study was carried out by the JICA Study Team (JST), which is the consultant team hired by JICA for the implementation of this study. The JICA Preparatory Survey consists of the following two major studies.

- New Transportation Study on Greater Cairo Metro Line No.4, including selection of the routes for Phase 1 and Phase 2, considering future transport demand up until the year 2050.
- A complete Feasibility Study for the combined Phase 1 and Phase 2 selected route, including Preliminary Design for Phase 1, considering future transport demand up until the year 2050.

2. Main Study Components of Volume 3

The main components to be covered in Volume 3 are as follows;

- 1) Review and Updating Demand Forecast for Metro Line 4
- 2) General Features and Main Characteristics
- 3) Preliminary Design for Phase 1
- 4) Outline Design for Phase 2
- 5) Operation and Maintenance Management Plan
- 6) Project Cost and Packaging
- 7) Planning of Project Implementation Program
- 8) Environmental and Social Considerations
- 9) Resettlement Action Plan (RAP) Framework Study
- 10) Archaeological Assessment Study
- 11) Economic and Financial Analysis

3. Review and Updating Demand Forecast for Metro Line 4

The forecasting reference years for demand estimation are set up on the basis of the construction schedule, i.e., as of 2020, 2023, 2027 and 2050. The year 2020 is the starting year of the Metro Line 4, Phase 1 section operation, while 2023 is the starting year of that of the Phase 2 section. The year 2027 is the base year of the projection and the year 2050 is the target year for facility planning. The results of the demand forecast and daily/peak hour passengers for Metro Line 4 are summarized in the tables below.

Table 1 Projected Passenger by Transportation Mode

	Private Mode (Passenger Car, Taxi)	Public Bus Mode (Bus, Shared Taxi)	Public Rail Mode (Metro, LRT)	Total
Year 2020	7,317,081	12,815,802	3,946,918	24,079,801
	30.4%	53.2%	16.4%	100.0%
Year 2023	8,292,396	12,607,342	4,388,364	25,288,102
	32.8%	49.9%	17.4%	100.0%
Year 2027	9,561,250	12,364,875	4,776,201	26,702,326
	35.8%	46.3%	17.9%	100.0%
Year 2050	19,222,178	16,017,445	7,961,171	43,200,794
	44.5%	37.1%	18.4%	100.0%

Unit: person-trip per day
Source: JICA Study Team

Table 2 Number of Passengers Per Day for Metro Line 4

	Summary of Number of Passenger Per Day			
	Year 2020	Year 2023	Year 2027	Year 2050
Phase1 Section	1,011,900	1,100,700	1,594,900	2,041,500
Phase2 Section	0	1,475,800	1,681,600	1,874,400
Total	1,011,900	2,576,500	3,276,500	3,915,900

Note: The passengers who ride on both Phase 1 and 2 sections on Metro Line 4 are counted as the passengers of Phases 1 and 2, respectively. Therefore, the number of passengers for Line 4 in total is smaller than the simple summation of Phase 1 and Phase 2 sections.

Source: JICA Study Team

Table 3 Summary of Metro Line 4 Section Maximum Passengers

Year		Phase 1 Section	Phase 2 Section
2020	Sec Pax (section passenger both direction per day)	427,700	-
	PPHPD (passenger per hour per direction)	29,940	-
2023	Sec Pax (section passenger both direction per day)	447,700	725,100
	PPHPD (passenger per hour per direction)	31,340	50,760
2027	Sec Pax (section passenger both direction per day)	584,700	763,800
	PPHPD (passenger per hour per direction)	40,930	53,470
2050	Sec Pax (section passenger both direction per day)	784,700	796,400
	PPHPD (passenger per hour per direction)	54,930	55,750

Source: JICA Study Team

4. General Features and Main Characteristics

The main technical characteristics for the railway system proposed for Metro Line 4 are shown in Table 4 below

Table 4 Main Technical Characteristics

No.	Description	Details	
		Phase 1	Phase 2
1	Alignment		
		El Malek El Saleh Sta. (Line 1) – El Giza Sta. (Line 2) - El Remayah Square - Workshop/Depot	El Malek El Saleh Sta. (Line 1) - Ghamrah - El Sawaha Square - Ring Road Exit #18
2	Route length		
	Total route length	16.1km	17.9km
	- Underground section length	16.1km	12.5km
	- Elevated section length	0km	5.4km
3	Stations		
	Total number of stations	15 stations	16 stations
	- Number of underground stations	15 stations	12 stations
	- Number of elevated stations	0 stations	4 stations
4	Operation status		
	Estimated number of passengers/day - In year 2020 (Opening) - In year 2050	0.69 million (Phase 1 only) 2.04 million (Phase 1+ Phase 2)	
	Headways in peak hour	4 minutes 00 seconds in 2020 2 minutes 09 seconds in 2050	
	Maximum operation speed - Underground section - Elevated section - Inside depot	80 km/hr 100 km/hr 25 km/hr	
	Average speed	32.2 km/hr	

No.	Description	Details	
		Phase 1	Phase 2
	Dwell time at intermediate stations	30 seconds	
	Round trip time	70 minutes	137 minutes (Phase 1+ Phase 2)
	Daily operation hour	05:00h – 01:00h	
	Train size	8 cars in a train-set	
	Driver system	Single driver operation	
	Location of CCP	El Malek El Saleh	
	Standards of construction		
5	Gauge	1,435 mm	
	Track center distance	3.5 m at elevated section	
	Tracks	Vibration-reducing track	
	Design Axle load	16 tonnes max.	
	Rail	UIC 54 kg/m	
	Max. gradient	4%	
	Min. horizontal curve radius	Main line:	250 m
	Main line turnout curve:	160 m	
	Workshop / depot line:	160 m	
	Workshop / depot line turnout curve:	120 m	
	Platform section:	1,000 m	
Tunnel structure			
6	Type of tunnel	Single track Double tube	
	Diameter	6.2 m (Inner diameter)	
Station structure			
7	Number of Platform		
	- Island type	11 stations	16 stations
	- Side type	4 stations	0 stations
	Platform width	12.0 m (island type)	
	Platform height	1100 mm	
	Platform length	170 m	
Depot			
8	Stabling capacity	35 train sets	35 train sets
	Facilities	Stabling and maintenance facilities	Stabling facilities
Rolling stock			
9	Type of rolling stock	EMU (Electric Multiple Unit)	
	Train formation	M-N1-T-N2-N2-T-N1-M or Tc-N3-N1-N3-N1-N3-N1-Tc	
	Passenger capacity (AW2: 7 person/m2)	2,000 passenger/train	
	Train dimensions		
	- Car length (over coupler faces)	20.0 m	
	- Car width	2.88 m	
	- Car height	4.1 m	
	-Train length (8-car unit)	160 m	
	Propulsion System		
	- Circuit control system	Inverter with IGBT	
	- Traction motor	PMSM*1 or Induction motor	
	- Motor output power	140 kW/motor	
Car body material	Lightweight stainless steel		
Doors	8 doors per car (4 on each side)		
Kinetic performance			
- Initial acceleration ratio	0.9 m/s ²		
- Max service deceleration	1.1 m/s ² (ability 1.3 m/ s ²)		
Air conditioning			
- Type of air conditioning	Roof-mounted with line-flow fan		
- Capacity	40,000 kcal/h/car		

No.	Description	Details	
		Phase 1	Phase 2
10	Power supply and traction system		
	Electrification system	1500VDC	
	Type of centenary system	OHC (Tunnel: Overhead rigid conductor)	
	Voltage		
	- Nominal voltage	1500VDC	
	- Max. voltage	1800VDC	
	- Min. voltage	1000VDC	
HVS (High Voltage Station)			
- Number of stations	1 HVS	1 HVS	
- Transformer capacity	80MVA	80MVA	
RS (Rectifier Station)			
- Number of stations	5 RS	6 RS	
- Capacity	6MW	6MW	
LPS (Lighting Power Station)			
- Number of stations	1 LPS/station and Depot		
11	Signalling and Telecommunications system		
	Signals		
	- Main line including between main line and stabling in Depot	On-board signal	
	- Inside of Depot	Wayside signal	
	Train detection system	Track circuit	
	Route Control system		
	- Interlocking	Electrical interlocking	
	- Point machine	Electrical point machine	
	Train Interval control system	ATP(Automatic Train Protection, Continuous control) PTC (Programmed Traffic Control)	
	Train operation support system		
- System	ATO (Automatic Train Operation)		
- Accuracy	Stopping accuracy: Approx. plus minus 350mm		
Backbone transmission network system			
- System	SDH (Synchronous Digital Hierarchy)		
- Transmission media	Optical fibre transmission system		
Train radio system			
- System	VHF* ² TDM/TDMA* ³		
- Antenna	LCX (Leaky Coaxial Cable)		
CCTV (Closed Circuit Television) system including on-board monitoring system	Monitoring of platform, concourse, ticket gate, elevator, escalator, others		
Passenger Information system	PIDS (Passenger Information Display System) PA (Public Address System) Clock system		
12	Station Facilities		
	AFC (Automatic Fare Collection) system		
	- Type of ticket media	Magnetic Ticket (MT), Contactless IC ticket	
- IC chip standard	ISO/IEC 14443 (Type-A)		
- Card size	ISO 7810		
PSD (Platform Screen Door) system			
- Full height PSD	For underground stations, except El Remayah station		
- Half height PSD	For elevated stations, including El Remayah station		
Other major facilities	Elevator, Escalator, Air conditioner, Air intake & Exhaust system, Fire protection system, etc.		

*1: PMSM: Permanent Magnet Synchronous Motor

*2: VHF: Very High Frequency

*3: TDM/TDMA: Time Division Multiplex/Time Division Multiple Access

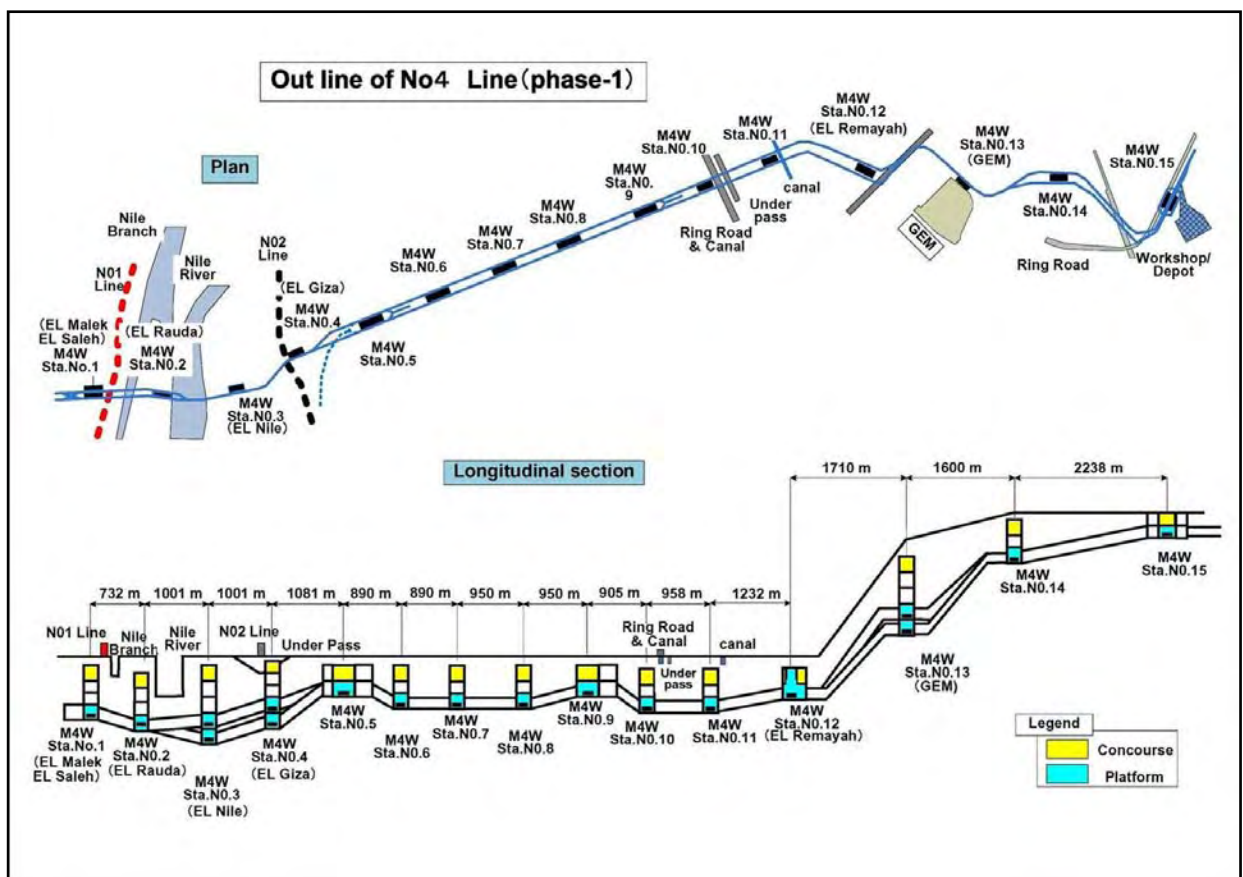
Source: JICA Study Team

5. Preliminary Design for Phase 1

The feasibility study route on Metro Line 4 Phase 1 consists of the Phase 1A section (El Malek El Saleh – El Remayah Square), Phase 1B section (El Remayah Sq. – Hedack Al Aharam – Workshop/Depot). The Phase 1A study was undertaken at a full-scale level. The Phase 1B study was carried out on a preliminary level, with limited material and data because of the delay in finalizing the location of the workshop/depot and the alignment route. Preliminary design was consist of following plans.

- Train operating plan
- Disaster prevention & security plan
- Rolling stock plan
- Civil works plan
- Architectural works plan
- System and facilities & equipment plan
- Workshop/Depot plan

Outline of Metro Line 4 is shown in following figure.



Source: JICA Study Team

Figure 1 Outline of Metro Line 4

5.1 Train Operating Plan

Estimated daily number of trains (working day, one-way) and train-kilometres are shown in Table below. The required number of train-sets is 20 in 2020, 66 in 2023 (starting year of Phase 2 operation), 68 sets in 2027, and 70 sets in 2050.

Table 5 Estimated Daily Number of Trains (Working day, One-way) and Train-kilometres

Items	Year	2020	2023	2027	2050
Number of trains per hour per direction	A	15	26	27	28
Number of trains per direction per day (Working day)	B	198	343	353	367
Number of trains per day (Holidays)	C	127	223	233	240
Train-km (Working day)	$D = 2 \times B \times \text{Route km}$	6,376	23,118	23,792	24,736
Train-km (Holidays)	$E = 2 \times C \times \text{Route km}$	4,089	15,030	15,704	16,176
Train-km per year (000)	$F = 52 \times (6 \times D + E)$	2,202	7,994	8,240	8,559

Route km: = 16.1 km (2020), = 16.1 + 17.6 = 33.7 km (2023, 2027, 2050)

Source: JICA Study Team

5.2 Disaster Prevention & Security Plan

In order to operate the metro properly and safely, the management and countermeasure for the emergency/disaster incident are very important issues. Fire, flooding, strong wind (at grade or elevated section), etc. are considered as the emergency/disaster incidents for the metro. Especially, fire and its management/countermeasure is most crucial matter for the underground section of metro operation. Therefore, JICA Study Team has studied and compared the fire management and countermeasure to be applied for Metro Line 4. Basically, JICA Study Team proposed Japanese standard and regulations with consideration of NFPA and local regulations.

5.3 Rolling stock plan

JICA Study Team proposes the rolling stock for Metro Line 4 on the basis of the customer satisfaction, efficiency, reliability, maintenance reduction, environmental friendliness and application of up-to-date technology. Main specification of rolling stock is described in the above technical characteristics table.

5.4 Civil Works Plan

5.4.1 5.4.1. Tunnel Section

JICA Study Team has proposed Single Track Double Tunnel (STDT) type with the shield TBM for the Metro Line 4 tunnel section. The STDT has many advantages in construction,

environment, cost and operation. The application of the STDT is increasing all over the world, including Europe.

In addition, STDT can change the location of two tunnels flexibly from horizontal to vertical. It is possible for STDT to avoid existing structures and pass narrow spaces. In some areas, the foundation/piles of existing structures are closely situated and the space between them is very narrow. STDT can provide less impact to the surrounding environment.

5.4.2 Station Section

JICA Study Team has studied and proposed three types of standard station structure with consideration of the surrounding condition, neighbouring structures, convenience and economical advantages. On the other hand, five stations are located in the densely populated and congested area and there are constraints of the land use of the ground level. In order to avoid some structures or minimize the land acquisition the station structures in the said area are different from that of the standard stations. The major features of Metro Line 4 station structure are as follow.

- All stations of the Metro Line 4 (phase 1) are underground.
- Tunnel structure type of the Metro Line 4 is single track double tunnels.
- The platform of Metro Line 4 is mainly island type except for the two-storey platform stations, namely, El Nile station and El Giza station.
- PSD is installed at all stations of Metro Line 4.

JICA Study Team has also studied and described construction method with typical traffic management plan for special stations.

5.5 Architectural Works Plan

As for the station design concept, JICA Study Team has classified in to three types as “Signature Station”, “Modal Interchange Station” and “Typical Station”.

5.5.1 Signature Station

Metro Line 4 will be a gateway line to the world heritage Pyramids and the Grand Egyptian Museum (GEM). El Remayah Station, a terminal station for Phase 1, is important for foreign visitors and to those who travel to 6th October City from the station using public buses, taxis and private cars. This station will be the signature station for Line 4, and will be designed to emphasize a great expectation for the world heritage concept. Not only the annexed structures are above ground, but also the interior design of the station’s public areas will be in harmony with the image of this great heritage.

5.5.2 Typical Station

Because of the similarity of geographic, topographic and social environment conditions, the stations located in Pyramids Road will be designed as typical stations.

A typical station has three underground floors with a minimum length of 190 m required for

both technical and station operation facilities. This figure of 190 m is derived the sum of 170 m platform length (160m train length plus 5m of clearance for both ends of the train) and an 10 m from both ends of the platform, which is added for the provision of rooms required for station operation.

5.5.3 Modal Interchange Station

Four stations are proposed as modal interchange stations, which need to provide short and medium distance bus terminals and facilities for taxis and private cars. JICA Study Team has developed conceptual master plans for those four stations: First of these is for a underground temporary terminal and transfer to Metro Line 1 at El Malek El Saleh Station with a proposal of redevelopment for commercial and other facilities. Second is M4W Sta. No.4 (El Giza Station) for a underground transfer to Metro Line 2 and the ENR with a proposal for underground development and a transportation plaza. Third is M4W Sta. No.12 (El Remayah Station) for a large and shallow underground station including a bus terminal to 6th October City, multi level car parking and underground commercial development. The fourth plan is M4W Sta. No.15 as a terminal station, with a large open car park and bus terminals to and beyond 6th October City, in view of further development and growing populations.

5.6 System and Facilities & Equipment Plan

5.6.1 Signalling

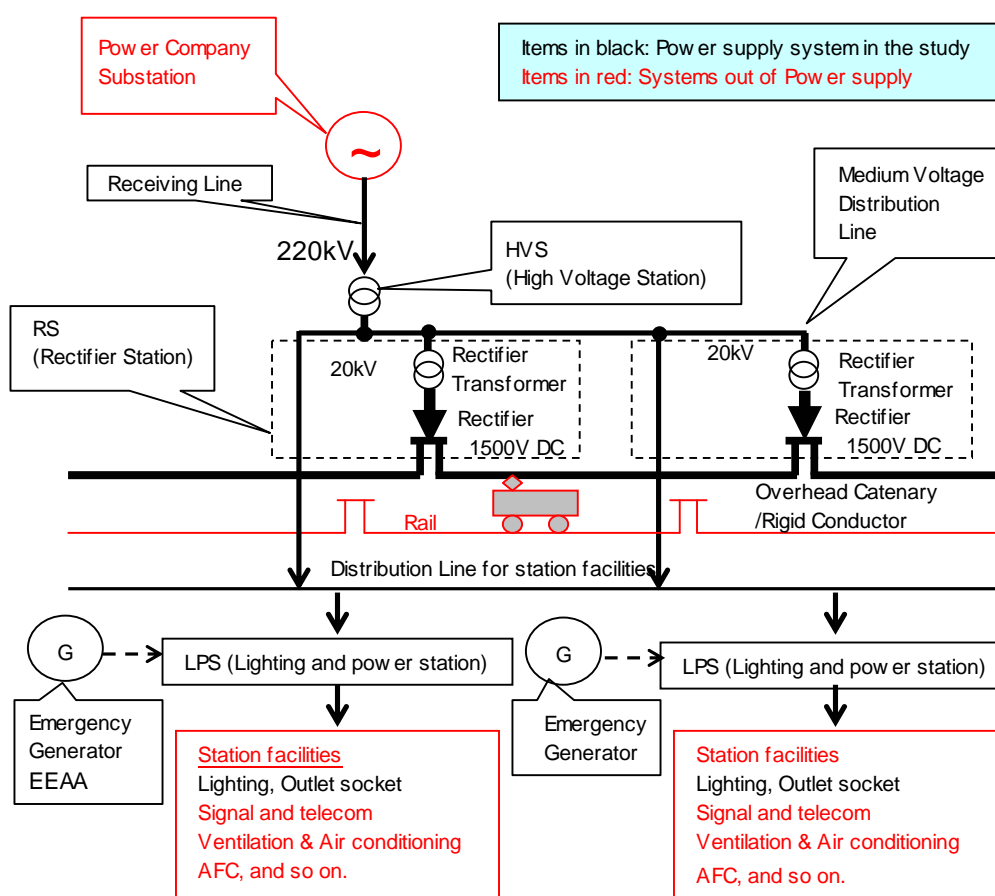
The signal system comprises the “Route control function”, “Remote route control function”, “Train interval control function”, “Train operation support device”, “Signal cables” and “Power supply equipment”. JICA Study Team has proposed to install computerized interlocking devices (CI) and electric point machines for traffic control function. Controls of the entire routes of entire stations are performed by remote control from a single CCP.

5.6.2 Telecommunication

The communication system comprises the “Communication line equipment”, “Optical carrier equipment”, “Train radio equipment”, “Platform monitoring system”, “Video monitoring system”, “Station communication equipment”, “Depot communication equipment” and “CCP communication equipment”. JICA Study Team has proposed Optical Fibre Cable (OFC) and CCP are laid as the backbone transmission system throughout all lines. Digital radio system is used for the train radio, and leaky coaxial cable (LCX) will be used inside the tunnel.

5.6.3 Power Supply

The power supply system includes all electrical systems for receiving electricity from a power company's substation, and feeding rolling stocks and station facilities. An overall view of the power supply system is as shown in Figure 2 Main features of the power supply system for Metro Line 4 are shown in Table 6.



Source: JICA Study Team

Figure 2 Overall View of the Power Supply System

Table 6 Key Features of the Power Supply System for Metro Line 4

Item	Metro Line 4	
	Phase 1	Phase 2
Nominal voltage of contact line	1,500 V DC	
Type of contact line	Overhead Rigid Conductor	Overhead Rigid Conductor (Tunnel section)/ Overhead catenary (Elevated section)
High Voltage Station (HVS)	Number and receiving voltage	One HVS (220/20kV)
	Transformer capacity	80[MVA]
Rectifier Station (RS)	Receiving voltage	20 kV from HVS
	Number of RS	Five RSs for the main line, one for workshop/depot
	Rectifier capacity	8.0 [MW] for each RS
	Back-up power supply for RS	Power supply from 11kV distribution grid
Lighting and Power Station (LPS)	Receiving voltage	20 kV from HVS
	Number of LPS	One LPS for each passenger station and workshop for power supply to the facilities in low voltage
	Back-up power supply for station facility	Two 20 kV feeders for each LPS, and emergency generator in each underground passenger station UPS system for signal and telecom and other essential equipment

Source: JICA Study Team

5.7 Workshop/Depot Plan

The Metro Line 4, Phase 1 depot yard is divided into two distinct parts. One part is associated with stabling and cleaning and another part is dedicated to maintenance and repair. In addition to these two complexes, there are buildings for administration, signalling and control as well as for traction power supplies.

In addition to the train washing, stabling, light maintenance and heavy maintenance facilities, there are yard facilities provided for the re-profiling of wheels by a ground wheel lathe; stabling, maintenance and repair of two diesel shunting locomotives; stabling, maintenance and repair of on-track plant for track maintenance and other works.

The ultimate capacity of the workshops is intended to permit the throughput of 20 full trainsets, annually, for 3-yearly and 6-yearly planned maintenance and overhaul during full 24-hour shift operation. This capacity should be adequate to cater to the needs of the Phase 1 initial fleet and for its later expansion to 30 trains as well as for the future needs of the Phase 2 fleet, projected to be additional 30 trains.

6. Outline Design for Phase 2

The study of the Phase 2 Northern Route section between El Malek El Saleh and Ring Road Exit #18 via El Sawaha Square along Port Said Street was carried out at the level of an outline design. The solutions and countermeasures for the risks and consideration of tunnel construction, especially the section of the route which runs in parallel with the Spine Waste Water Tunnel (SWWT) are also studied.

7. Operation and Maintenance Management Plan

Following plans are studied and described.

- System operations plan especially for CCP as well as train drivers and station staff, including fire fighting and evacuation plan
- Maintenance plan
- Organization plan (managed by ECM)
- Estimation of staff numbers for Metro Line 4
- Training plan (Japanese training system for drivers is introduced)

Estimations of staff numbers for Metro Line 4 is shown in Table 7.

Table 7 Estimated Total Staff Requirement on Metro Line 4

Categories		Y2020	Y2023	Y2027	Y2050
Route km		16.1	33.7	33.7	33.7
Number of Stations		15	31	31	31
Number of Rolling Stock		160	528	544	560
Number of Staff Required					
Operation	Drivers	79	286	295	306
	Drivers in the depot	23	46	46	46

Categories		Y2020	Y2023	Y2027	Y2050
	CCP controllers	24	38	38	38
	Station Staff	290	595	595	595
	Sub total	416	965	974	985
Maintenance	Civil and Track	50	104	104	104
	Rolling Stock	95	312	321	331
	Electrical Equipment	75	157	157	157
	Sub total	220	573	582	591
Administrative staff		131	131	131	131
Total		767	1,669	1,687	1,708
Total number of staff without the staff dispatched to the maintenance outsourcing companies		647	1,305	1,687	1,708

Source: JICA Study Team

8. Project Cost and Packaging

8.1 Project Cost

The project cost consists of the initial capital cost and the O&M cost. It should be noted that initial capital costs include only the costs of infrastructure (civil works, track work and electrical and mechanical installations) and rolling stock provision, incurred during the construction period. Table 8 shows the summary of estimated initial cost for STEP Loan and Table 9 shows the total O&M cost for Metro Line 4.

Table 8 Summary of Estimated Initial Cost (STEP Loan)

Descriptions	Phase-1				Phase-2				TOTAL			
	F/P	L/P	Total		F/P	L/P	Total		F/P	L/P	Total	
	M. US\$	M. US\$	M. US\$	(%)	M. US\$	M. US\$	M. US\$	(%)	M. US\$	M. US\$	M. US\$	(%)
1 Construction Cost												
Civil Works (Tunnel)	124.1	157.9	281.9	8%	68.3	87.0	155.3	3%	192.4	244.8	437.2	5%
Civil Works (Elevated)	0.0	0.0	0.0	0%	22.4	43.5	65.9	1%	22.4	43.5	65.9	1%
Station (Civil)	269.9	524.0	794.0	22%	249.9	485.2	735.1	16%	519.9	1,009.2	1,529.1	18%
Track	10.9	49.7	60.6	2%	7.9	35.8	43.7	1%	18.8	85.5	104.2	1%
Depot / Workshop	48.2	85.7	133.8	4%	7.2	12.8	20.0	0%	55.4	98.5	153.8	2%
Station Facilities	210.4	123.6	334.0	9%	202.6	119.0	321.7	7%	413.1	242.6	655.7	8%
Power Supply & Electrification	73.8	60.4	134.2	4%	76.2	62.3	138.5	3%	150.0	122.7	272.7	3%
Signal & Telecom.	115.7	45.0	160.7	4%	119.4	46.4	165.8	4%	235.1	91.4	326.5	4%
Total Construction Cost (①):	853.0	1,046.2	1,899.2	53%	754.0	892.0	1,646.0	35%	1,607.0	1,938.2	3,545.2	43%
2 Procurement Cost												
Rolling Stock	428.7	0.0	428.7	12%	918.7	0.0	918.7	20%	1,347.5	0.0	1,347.5	16%
Total Procurement Cost (②):	428.7	0.0	428.7	12%	918.7	0.0	918.7	20%	1,347.5	0.0	1,347.5	16%
Total of ①+②	1,281.8	1,046.2	2,328.0	64%	1,672.7	892.0	2,564.7	55%	2,954.5	1,938.2	4,892.7	59%
3 ③Consultancy Service (① of 7%)	59.7	73.2	132.9	4%	52.8	62.4	115.2	2%	112.5	135.7	248.2	3%
4 Physical Contingency (①+②+③ of 5%)	67.1	56.0	123.0	3%	86.3	47.7	134.0	3%	153.3	103.7	257.0	3%
Total-1(④):	126.8	129.2	256.0	7%	139.1	110.2	249.2	5%	265.8	239.4	505.2	6%
5 Land acquisition & Resettlement	0	30.8	30.8	1%	0	34.5	34.5	1%	0	65.3	65.3	1%
6 Diversion of Public Utility	0.4	41.4	41.8	1%	0.3	24.9	25.1	1%	0.7	66.3	67.0	1%
7 General Administration (① of 3%)	0	57.0	57.0	2%	0	49.4	49.4	1%	0.0	106.4	106.4	1%
8 Price Escalation	526.9	373.7	900.6	25%	1,127.5	606.6	1,734.1	37%	1,654.5	980.2	2,634.7	32%
Total-2:	527.4	502.9	1,030.3	29%	1,127.8	715.3	1,843.1	40%	1,655.2	1,218.2	2,873.3	35%
Grand Total:	1,935.9	1,678.3	3,614.2	100%	2,939.6	1,717.5	4,657.0	100%	4,875.5	3,395.8	8,271.3	100%

Source: JICA Study Team

Table 9 Total O&M Cost for Metro Line 4

Items	Unit	Y2020	Y2023	Y2027	Y2050
Personnel costs	LE'000	12,293	24,795	32,053	32,452
Power cost	LE'000	12,500	30,040	30,500	30,960
Maintenance cost					
Maintenance cost	LE'000	21,971	27,578	1,659	1,687
Parts cost	LE'000	44,035	130,397	133,771	137,150
Cleaning cost	LE'000	1,266	3,622	3,703	3,785
Other costs					
Security cost	LE'000	7,587	15,679	15,679	15,679
Other costs	LE'000	1,981	3,555	3,587	3,619
Total	LE'000	101,633	235,666	220,952	225,332

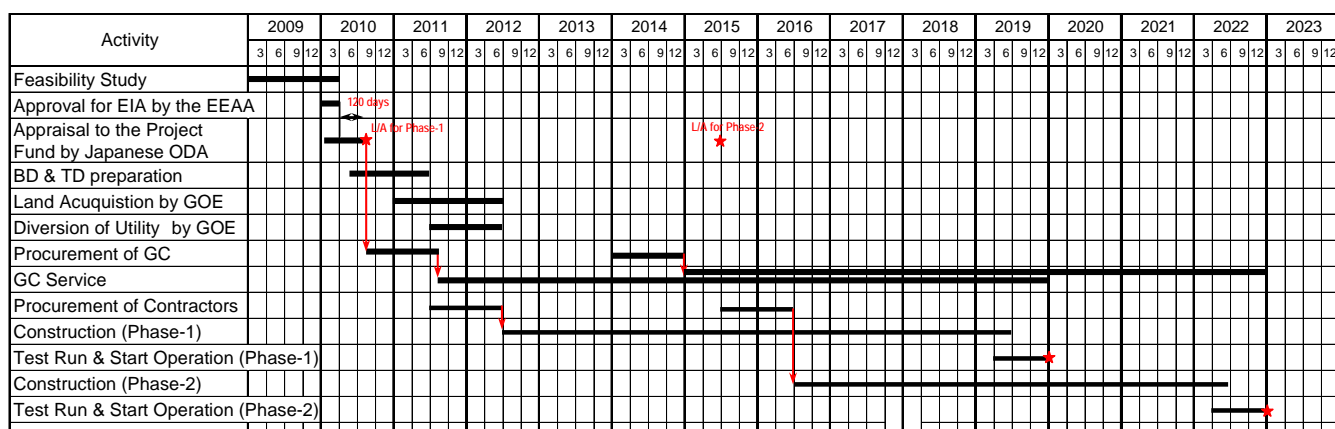
Source: JICA Study Team

8.2 Packaging

JICA Study Team has proposed three packages for civil works, one package for railway system which includes electric and mechanical works, including station facilities and depot/workshop facilities, and one package for rolling stock.

9. Planning of Project Implementation Program

The implementation schedule is shown in Figure 3.



Note:GOE: Government of Egypt, EEAA: Egyptian Environmental Affairs Agency

Source: JICA Study Team

Figure 3 Project Implementation Schedule

10. Environmental and Social Considerations

Environmental Impact Assessment (EIA) was conducted with consideration of the Egyptian environmental regulations as well as the JICA Guideline for Environmental and Social Considerations, and ex-JBIC Guidelines for Confirmation of Environment and Social Considerations (hereinafter the Guidelines, or Guidelines of JICA and ex-JBIC) as donor policies.

11. Resettlement Action Plan (RAP) Framework Study

Resettlement Action Plan (RAP) Framework was prepared by reflecting regional conditions, which are studied through site reconnaissance and a socio-economic interview survey, and by considering donor policies such as JICA and ex-JBIC Guidelines as well as World Bank Operational Policies 4.12 on Involuntary Resettlement and Egyptian regulations.

12. Archaeological Assessment Study

Preservation of the archaeological and cultural properties as well as their landscapes was prioritized in this study. In line with this policy, with all available information, JICA Study Team was examined the archaeological assets of the area along the proposed routes for the Metro Line 4. This study was aims to eventually propose the risk assessment and countermeasures for the buried cultural properties.

13. Economic and Financial Analysis

The economic and financial appraisals of the Metro Line 4 construction project were undertaken both for the case of Phase 1 route only (i.e. without the addition of the second phase route) and for the case of an entire metro route comprising both the Phase 1 and Phase 2 route components.

13.1 Economic Appraisal

The result of the economic appraisal, such as Economic Internal Rate of Return (EIRR), Economic Net Present Value (ENPV), and Benefit Cost (BCR) are shown in table below.

Item	Phase 1	Phase 1 + Phase 2
EIRR	17.10%	15.04%
ENPV	6,751.4 L.E. million	5,165.5 L.E. million
BCR	1.96	1.45

Source: JICA Study Team

13.2 Financial Appraisal

The result of the financial appraisal was measured by the following six indicators, which were estimated both for the Phase 1 only and the combined Phases 1 and 2 projects.

- Project FIRR, before financing
- Project FIRR, after financing
- Return on Equity (ROE)
- NPV at 12% rate of discount, before financing
- NPV at 12% rate of discount, after financing
- NPV to Equity at 12% rate of discount

The financial results of the comparison of the two project financing alternatives are given in Table 10.

Table 10 Comparison of Financial Results for STEP Loan vs. Normal Loan with Standard Conditions - Financing of Phase 1 project

Loan Type	Project FIRR	Project NPV (LE million)	ROE	NPV to Equity (mille million)
STEP Loan	2.85	-7,400	13.89%	163
Normal Loan	1.96	-8,502	Negative	9

Source: DCF Model of JICA Study Team

CHAPTER 1
INTRODUCTION

CHAPTER 1 INTRODUCTION

1.1 Background of the Study

The Greater Cairo Region is the premier city in Egypt. It is steeped in history and containing large numbers of historical structures. It is the largest city in the African Continent and the Middle Eastern Region with a population of over 18 million, representing 25% of the total population of Egypt. The Cairo Metro, the only specialized metro system in operation in the African Continent, commenced construction in 1981. Its design was based on the “Plans for Construction of Cairo Metro 3 Lines”, developed by SOFRETU in 1973 to improve road traffic congestion.

The current status of the Cairo Metro is as follows.

Metro Line 1	Phase 1 (28 km) started operation in 1987. The whole line (44 km) in full service by 1989.
Metro Line 2	Phase 1 (8 km) started operation in 1996. The whole line (21.6 km) in full service by 2005.
Metro Line 3	Phase 1 (4.3 km) under construction, scheduled to start operation in 2011. The whole line is 34.2 km.

Metro Line 3 was proposed in the “New Public Transportation Study of the Great Cairo Area” conducted by SYSTRA in 1998-2000 and in the “Cairo Regional Area Transportation Study” (CREATS) conducted under a JICA Study in 2000-2002.

As the population of the Greater Cairo Region is envisaged to increase to 20 million by the year 2017 according to the SDMP Report, the Government of Egypt (GOE) is reforming the urban structure, changing from a mono-centric form to a decentralized form, notably through the development of New Urban Communities (NUCs), such as the 10th of Ramadan City and 6th October City. However, the increasing transport demand has not been accompanied by a substantial solution to urban problems such as road traffic congestion, insufficient public transportation services and air pollution.

As a long-term strategic development plan, the General Office of Physical Planning (GOPP) has prepared “the Cairo Vision 2050”. This vision document proposes 14 metro routes as the main public transport system in the Greater Cairo Region.

As a consequence, the Government of Egypt has decided to construct, as early as practicable, the Metro Line 4 as initially proposed by CREATS, and in October 2008, requested the Government of Japan (GOJ) to implement the “Development Study Fiscal Year 2008 on Greater Cairo Metro Line 4 Project made by the Government of the Arab Republic of Egypt”. The Japan International Cooperation Agency (JICA), the official agency responsible for the implementation of GOJ’s programs, has had discussions with the National Authority for Tunnels (NAT) of the Ministry of Transport and has agreed to

conduct a feasibility study for the proposed Metro Line 4. The document for the Scope of Work was signed on 21st December 2008.

1.2 Objective of the Study

The primary objective is to conduct a feasibility study for Metro Line 4 (line length approximately 35 km), from a depot adjacent to the interchange of Alexandria Desert Road and Ring Road to El Sawaha square or Nasr City via the Grand Egyptian Museum (GEM), El Giza Station of Metro Line 2 and El Malek El Saleh station of Metro Line 1. This feasibility study will adopt suitable approaches for the mitigation of urban transport congestion and contribute to the sustainable development of the Greater Cairo Region. Four key objectives will form the foundation of the study:

- To formulate a proposed route for Metro Line 4
- To assess the justification of the project
- To plan the project appropriately, from the perspectives of its technical, economical and financial, environmental and social aspects
- To carry out technology transfer to the Egyptian counterpart personnel in the course of the study

The feasibility study, namely the “JICA Preparatory Survey on Greater Cairo Metro Line No.4”, consists of three reports. The main tasks and activities to be covered in these reports are as follows;

1) Feasibility Study Report 1 (Volume 1)

- Data collection, diagnosis of the existing public transport system and urban development hypothesis;
- Collection of relevant data about the existing and foreseen public utilities;
- Collection of relevant socio-economic data; and
- Collection of relevant data for preliminary design.

2) Feasibility Study Report 2 (Volume 2)

- Analysis of all collected data for the generation of O/D Matrices and development of a transportation study of Metro Line 4.
- Recording of all the data concerning vehicles and all transport modes and performing a field traffic survey in the study area and a review of the demand forecast.
- Comparison and evaluation of two alternative corridors regarding Metro Line 4 alignment

3) Feasibility Study Report 3/4 (Volume 3)

- Preparation of design guidelines & criteria and general features of the Metro Line 4 Phase 1.

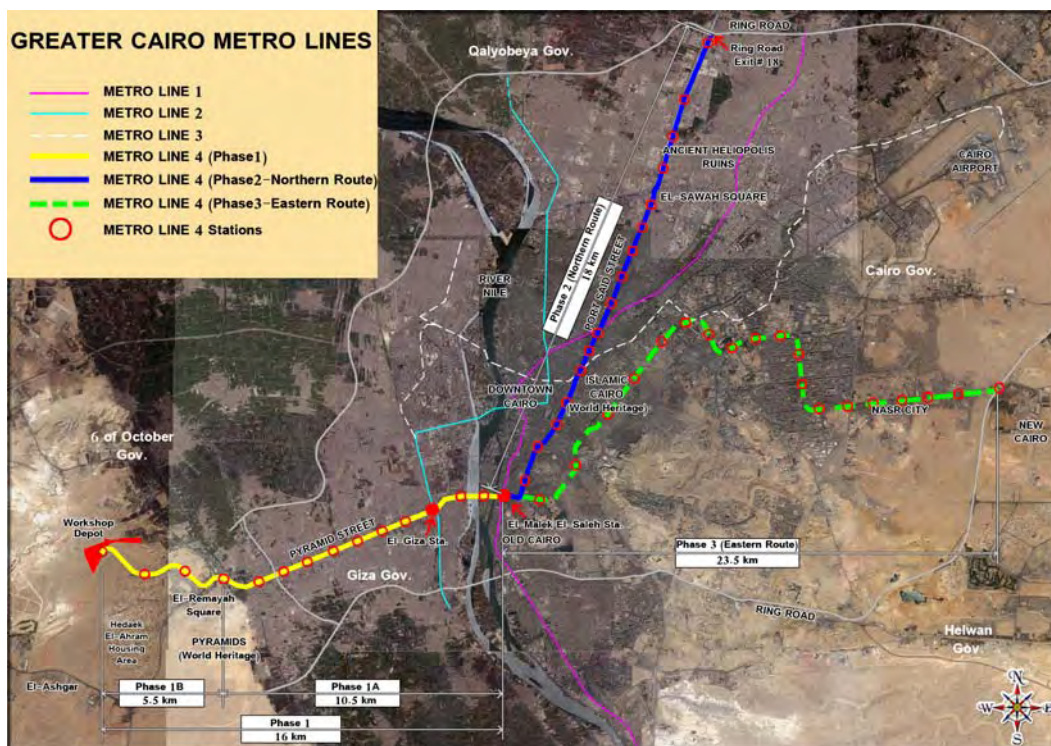
- Preparation of the general design specifications of Metro Line 4.
- Submission of the final results and pertinent analysis showing the feasibility of the implementation of the whole project from both economic and financial perspectives.

The present document is the combined **Feasibility Study Reports 3/4 (Volume 3)**, and is based on the results of Feasibility Study Reports 1 and 2 (Volume 1 and 2).

1.3 Study Area and Concept of Feasibility Study Report 3/4

1.3.1 Study Area

The Study Area is defined as follows: Phase 1 of the proposed Metro Line 4, running from a depot/workshop via the Grand Egyptian Museum (GEM) to El Malek El Saleh Station, with a length of about 16 km; and Phase 2 route is between El Malek El Saleh via El Sawaha Square and directly to Ring Road Exit #18, with a length of about 18 km, referred to as the “northern route”. In addition, an alternative Phase 2 route, starting from El Malek El Saleh to Nasr City, with a length of about 23.5 km, referred to as the “eastern route”, was evaluated and compared with the originally proposed northern route. Figure 1-1 shows the Phase 1 route and the two alternative routes considered for Phase 2.



Source: JICA Study Team

Figure 1-1 Study Area

1.3.2 Concept for the Feasibility Study Report 3/4

(1) Route Selection for Phase 2 Section

The results of the comparison of the two alternative routes for Phase 2 are presented in *Volume 2*. These results show that both routes are feasible in terms of the future transportation demand. However, the transportation demand of Northern Route is larger than that of the Eastern Route in the year 2022, and a study of the rehabilitation of tramway line and its transformation into a Super-Tram from Abbasia to Nasr City to connect with Metro Line 3 has been started. In this context, the JICA Study Team recommended giving priority to the northern route as the route for construction in the second phase of Metro Line 4 project. Accordingly, JICA Study Team has carried out the feasibility study on the basis of a northern route for Phase 2.

(2) Workshop/Depot Location

The final location of the workshop/depot as well as of the route of Metro Line 4 between the workshop/depot and El Remayah Square was informed officially through NAT on 20th October 2009. JICA Study Team has carried out the feasibility study on this location and route.

(3) Concept for the Feasibility Study on Metro Line 4

The feasibility study route on Metro Line 4 consists of the Phase 1A section (El Malek El Saleh – El Remayah Square), Phase 1B section (El Remayah Square – Hadayek Al Aharam – Workshop/Depot), and Phase 2 northern route, as shown in Figure 1-1. The feasibility study has been carried out in accordance with following concept:

- The Phase 1A study was undertaken at a full-scale level. The Phase 1A route is as defined in NAT Letter No. PL/402/700, dated 11th May 2009.
- The Phase 1B study was carried out on a preliminary study with limited material and data because of the delay in finalizing the location of the workshop/depot and the alignment route. The location of the workshop/depot is as defined in NAT Letter No. PL/1428/700, dated 19th October 2009. The Phase 1B route is as defined in NAT Letter No. PL/1439/700, dated 20th October 2009.
- The Phase 2 study was carried out as a preliminary level study on the northern route, which was recommended in Feasibility Study Report 2. This route is planned to run under/above Port Said Street, where the existing Spine Wastewater Tunnel is located.

Based on the above concept, the following component studies were carried out as part of the Metro Line 4 Feasibility Study. In this respect, Feasibility Study Reports 3 and 4 were combined into one report.

- Review & updated demand forecast
- Alignment plan

- General features and design concept/criteria
- Train operating plan
- Disaster prevention & security plan
- Rolling stock plan
- Civil works plan
- Architectural works plan
- System and facilities & equipment plan
- Workshop/depot plan
- Operation and maintenance management plan
- Project cost and packaging
- Project implementation plan
- Environmental and social considerations
- Resettlement action plan framework study
- Archaeological assessment study
- Economic and financial analysis

In addition to the above, the following studies have been carried out and are included in appendices to this report.

Appendix 1 : Preliminary work and remarks on Basic Design Stage

Appendix 2 : Preliminary study for extension line connecting to 6th October City

Appendix 3 : NAT comments with JST response on draft Report 3/4

1.4 Remarks toward the Basic Design Stage

After the submission of the draft Report 3/4 in the end of December 2009, NAT made some major decisions on certain components, as enumerated below:

- 1) Final workshop/depot location and Phase 1B route was finalized.**
 - Phase 1B route was changed from the route defined in NAT Letter No. PL/1428/700 dated on 20th October 2009, by verbal instruction from NAT in early January 2010. Subsequently, the final decision has been made through NAT Letter No. PL/203/700 dated on 10th March 2010.
 - Station No.13 (Grand Egyptian Museum) was shifted from behind to the front of the museum entrance.
 - A new station was requested between Station No.13 and Station No.14.
- 2) Power supply system of Metro Line 4 will be 3rd rail system, instead of the overhead rigid conductor system.**
 - The decision has been made through NAT's comments on draft Report 3/4 in NAT Letter No. EMD/3 dated 18th January 2010.

3) HVS and administration buildings are shifted from inside the workshop/depot to a new location between the military officers housing area and the Hadayek Al Ahram housing area.

- The decision has been made through NAT Letter No. PL/203/700 dated 10th March 2010.

4) Location of Stations No.10 and No.11 are shifted.

- The decision has been made in the meeting with the NAT Chairman held on 28th January 2010 in Japan.
- Station No.10 (El-Maryoteya Station) is shifted next to the Ring Road viaduct on El Maryoteya Canal.
- Station No.11 (El-Ahramat Station) is shifted as close to the Pyramid side as possible.

5) Connection with ENR Line is cancelled.

- The decision has been made in a meeting held on 7th February 2010.
- The rolling stock transportation plan and access to the depot with the handling facilities study will be carried out in the basic design stage.

Basically, the above decisions have not been reflected in this Report 3/4 in terms of study period. These modifications will be studied in the basic design stage.

In addition to the above decisions, JICA Study Team has received NAT comments on the draft Report 3/4 in the beginning of February 2010. JICA Study Team and NAT had several technical meetings on NAT's comments in February 2010 to clarify all the items. As a result, modification of the report and additional information or data have been added in the final edition of Report 3/4 or provided separately. However, some of the comments require further study to meet NAT's requirements. Therefore, JICA Study Team and NAT have agreed to conduct the remaining and additional items of study in the basic design stage.

The above results, based on the discussion with each NAT department, are attached in Appendix 3 of this Report (Volume 3).

Moreover, general information and remarks related to the change from the 1,500V DC overhead rigid conductor system to the 750V DC 3rd rail system are presented in Appendix 1 of this Report (Volume 3).

CHAPTER 2
UPDATING FUTURE DEMAND FOR METRO LINE NO.4

CHAPTER 2 UPDATING FUTURE DEMAND FOR METRO LINE NO.4

2.1 Methodology of Updating Future Metro Demand

Based on the final alignment and location of the stations, the future passenger demand for the Metro Line 4 has been projected and is presented in this chapter. The methodology of the demand forecast is the same as that described in *Feasibility Study Report 2 (Volume 2)*. This methodology involves application of the conventional “four-step” approach and transportation models described in *Feasibility Study Report 2 (Volume 2)*.

2.2 Summary of Person-Trips by Travel Mode

The forecasting reference years for demand estimation are set up on the basis of the construction schedule, i.e., as of 2020, 2023, 2027 and 2050. The year 2020 is the starting year of the Metro Line 4, Phase 1 section operation, while 2023 is the starting year of that of the Phase 2 section. The year 2027 is the base year of the projection and the year 2050 is the target year for facility planning. The results of the demand forecast are summarized in the table below. Based on Cairo Vision 2050, the number of metro and LRT passengers includes the passenger volume forecast for the existing, on-going, planned and under-planning lines up to 2050.

Table 2-1 Projected Passenger by Transportation Mode

	Private Mode (Passenger Car, Taxi)	Public Bus Mode (Bus, Shared Taxi)	Public Rail Mode (Metro, LRT)	Total
Year 2020	7,317,081	12,815,802	3,946,918	24,079,801
	30.4%	53.2%	16.4%	100.0%
Year 2023	8,292,396	12,607,342	4,388,364	25,288,102
	32.8%	49.9%	17.4%	100.0%
Year 2027	9,561,250	12,364,875	4,776,201	26,702,326
	35.8%	46.3%	17.9%	100.0%
Year 2050	19,222,178	16,017,445	7,961,171	43,200,794
	44.5%	37.1%	18.4%	100.0%

Unit: person-trip per day
Source: JICA Study Team

2.3 Daily Station and Section Passenger Volumes for Metro Line 4

Future numbers of station and section passengers per day for Metro Line 4 were projected by assigning metro and LRT trips based on the updated O/D matrixes to the future Metro & LRT network. The forecasted daily passengers are summarized in Table 2-2. “Sta. Pax” represents the number of passengers both boarding and alighting at each station and “Sec. Pax” means the volume of passengers passing through line section between stations. The station passenger in Table 2-2 is the summation of boarding and alighting passengers by each station respectively. The demand forecast basically targets daily passengers. Therefore, the boarding and alighting passengers in each station are logically equal.

Boarding passengers, and also alighting passengers, are 50% of the total station passengers in Table 2-2,.

Table 2-2 Number of Passengers Per Day for Metro Line 4

	Summary of Number of Passenger Per Day			
	Year 2020	Year 2023	Year 2027	Year 2050
Phase1 Section	1,011,900	1,100,700	1,594,900	2,041,500
Phase2 Section	0	1,475,800	1,681,600	1,874,400
Total	1,011,900	2,576,500	3,276,500	3,915,900

Note: The passengers who ride on both Phase 1 and 2 sections on Metro Line 4 are counted as the passengers of Phases 1 and 2, respectively. Therefore, the number of passengers for Metro Line 4 in total is smaller than the simple summation of Phase 1 and Phase 2 sections.

Station No	Number of Passengers by Station / Between Station (Section) Per Day							
	Year 2020		Year 2023		Year 2027		Year 2050	
	Sta. Pax.	Sec. Pax	Sta. Pax.	Sec. Pax	Sta. Pax.	Sec. Pax	Sta. Pax.	Sec. Pax
Phase2 Sta. 17	-	-	191,000		229,100		255,000	
	-	-	↓↑	191,000	↓↑	229,100	↓↑	255,000
Phase2 Sta. 16	-	-	102,800		130,900		137,300	
	-	-	↓↑	267,700	↓↑	294,100	↓↑	359,500
Phase2 Sta. 15	-	-	74,700		83,200		93,500	
	-	-	↓↑	385,200	↓↑	414,000	↓↑	508,500
Phase2 Sta. 14	-	-	61,100		69,300		76,500	
	-	-	↓↑	418,800	↓↑	455,500	↓↑	550,600
Phase2 Sta. 13	-	-	111,000		121,400		123,000	
	-	-	↓↑	534,500	↓↑	562,800	↓↑	524,900
Phase2 Sta. 12	-	-	90,800		101,200		116,500	
	-	-	↓↑	584,400	↓↑	623,600	↓↑	635,600
Phase2 Sta. 11	-	-	49,400		59,300		65,300	
	-	-	↓↑	646,900	↓↑	674,000	↓↑	708,200
Phase2 Sta. 10	-	-	61,800		71,200		79,800	
	-	-	↓↑	671,700	↓↑	709,600	↓↑	744,100
Phase2 Sta. 09	-	-	68,700		75,800		82,400	
	-	-	↓↑	725,100	↓↑	763,800	↓↑	796,400
Phase2 Sta. 08	-	-	130,500		141,500		148,700	
Transfer Line 1/4	-	-	214,500		258,900		275,700	
	-	-	↓↑	553,100	↓↑	571,600	↓↑	611,000
Phase2 Sta. 07	-	-	49,300		51,800		62,600	
	-	-	↓↑	543,400	↓↑	573,400	↓↑	614,400
Phase2 Sta. 06	-	-	31,200		32,700		34,500	
Transfer Line 3/4	-	-	256,200		261,300		266,900	
	-	-	↓↑	239,200	↓↑	381,200	↓↑	522,100
Phase2 Sta. 05	-	-	33,700		36,900		44,600	
	-	-	↓↑	224,300	↓↑	366,800	↓↑	502,300
Phase2 Sta. 04	-	-	34,800		39,800		47,700	
	-	-	↓↑	227,500	↓↑	370,900	↓↑	506,500

Phase2 Sta. 03	-	-	34,700		36,700		44,800	
	-	-	↓↑	216,000	↓↑	359,900	↓↑	490,900
Phase2 Sta. 02	-	-	34,700		36,700		44,800	
	-	-	↓↑	232,700	↓↑	359,900	↓↑	490,900
Phase1 Sta. 01	66,900		72,500		81,300		97,900	
Transfer Line 1/4	156,000		169,200		189,800		228,400	
	↓↑	222,900	↓↑	275,400	↓↑	382,600	↓↑	461,100
Phase1 Sta. 02	26,900		28,500		30,000		30,600	
	↓↑	209,900	↓↑	262,800	↓↑	371,600	↓↑	449,000
Phase1 Sta. 03	99,800		104,700		110,100		137,900	
	↓↑	267,900	↓↑	322,800	↓↑	434,100	↓↑	527,200
Phase1 Sta. 04	89,800		95,200		103,100		129,500	
Transfer Line 2/4	264,500		270,400		307,000		363,600	
	↓↑	427,700	↓↑	447,700	↓↑	584,700	↓↑	784,700
Phase1 Sta. 05	40,000		42,300		47,600		53,700	
	↓↑	421,300	↓↑	441,000	↓↑	575,900	↓↑	772,900
Phase1 Sta. 06	61,100		63,500		66,700		80,600	
	↓↑	388,900	↓↑	408,400	↓↑	570,900	↓↑	766,200
Phase1 Sta. 07	122,800		129,100		149,800		179,500	
	↓↑	301,500	↓↑	314,500	↓↑	561,200	↓↑	754,700
Phase1 Sta. 08	81,200		86,000		103,700		119,600	
	↓↑	293,900	↓↑	306,600	↓↑	547,200	↓↑	735,900
Phase1 Sta. 09	74,800		75,300		84,600		86,400	
	↓↑	240,600	↓↑	253,600	↓↑	512,400	↓↑	698,100
Phase1 Sta. 10	106,000		110,700		140,100		172,700	
	↓↑	174,000	↓↑	183,900	↓↑	465,300	↓↑	633,800
Phase1 Sta. 11	47,400		47,900		53,100		83,800	
	↓↑	136,700	↓↑	146,600	↓↑	436,800	↓↑	593,000
Phase1 Sta. 12	48,200		50,400		63,300		64,800	
	↓↑	92,200	↓↑	100,600	↓↑	401,200	↓↑	552,500
Phase1 Sta. 13	38,700		40,900		48,600		95,100	
	↓↑	50,900	↓↑	57,000	↓↑	367,600	↓↑	455,400
Phase1 Sta. 14	25,800		27,200		44,600		76,100	
	↓↑	27,700	↓↑	32,500	↓↑	336,400	↓↑	402,100
Phase1 Sta. 15	27,700		32,500		40,500		85,600	
	-	-	-	-	↓↑	359,500	↓↑	438,300

Remarks: Sta. Pax. = Station passenger (boarding and alighting),
Sec Pax. = Section passenger both directions between stations

Source: JICA Study Team

2.4 Determination of Peak Hour Passenger Distribution and Ratio

The peak hour distribution and ratio assumed for the metro operation were established on the basis of the CREATS home interview survey data, as follows. Departure time distributions are listed in Table 2-3 and shown as hourly histograms in Figure 2-1. Arrival

time distributions are listed in Table 2-4 and shown as hourly histograms in Figure 2-2. Analysis of these tables and figures shows the following:

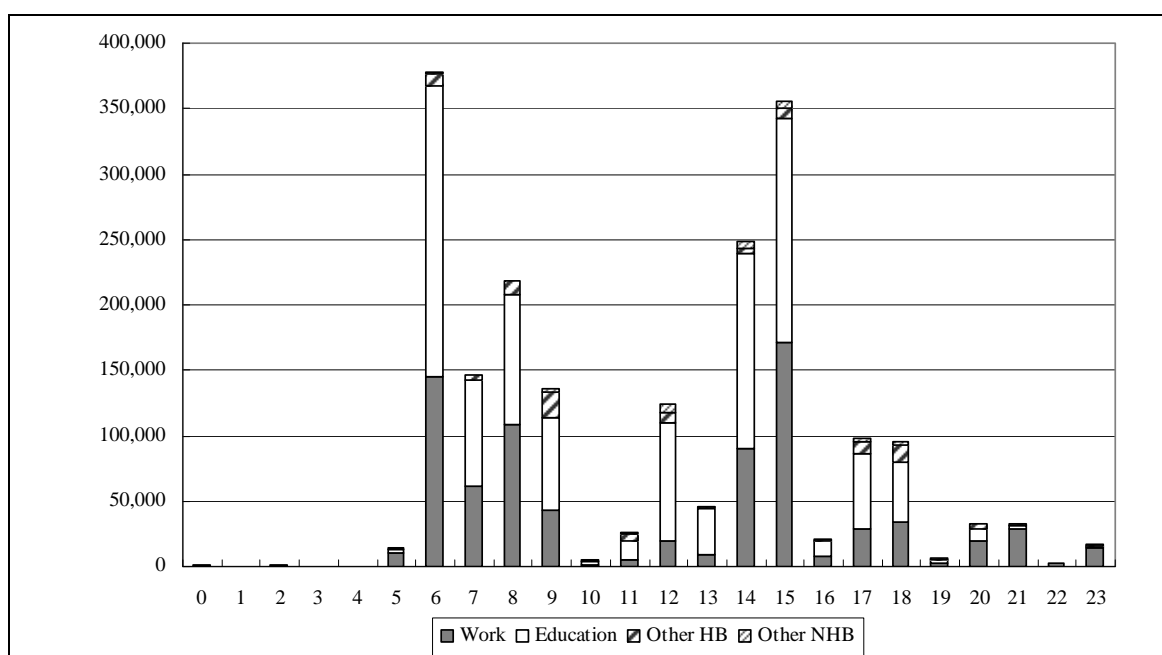
- Morning peak: On a boarding time basis, the highest traffic volume was seen between 6:00-8:00 and daily traffic volume ratio was 13.1% (the average rate from 6:00 to 8:00). On an alighting time basis, the highest traffic volume was seen between 7:00-9:00 and the daily traffic volume ratio was 13.7% (the average rate from 7:00 to 9:00).
- Afternoon peak: On a boarding time basis, the highest traffic volume was seen between 14:00-16:00 and the daily traffic volume ratio was 15.1% (the average rate from 14:00 to 16:00). On an alighting time basis, the highest traffic volume was also seen between 14:00-16:00 and the daily traffic volume ratio was 11.3% (the average rate from 14:00 to 16:00).
- Considering that the morning peak is much more critical for passengers who are concerned not to miss their trains, the alighting base is much more stable because although the loading station is different, the alighting station is usually a common destination. Based on the data shown in Table 2-4 for the period between 8:00 and 9:00, **14% (the average of 17.1 and 11.0) is adopted as the peak hour ratio).**

Table 2-3 Hourly Peak Ratio of the Metro (Boarding Time-Based)

Departure Time	Trip Purpose					Share (%)
	Work	Education	Other HB	Other NHB	Total	
0	1,018	67	0	0	1,085	0.1
1	25	0	0	0	25	0.0
2	604	689	0	0	1,293	0.1
3	332	199	80	0	611	0.0
4	309	0	0	0	309	0.0
5	10,738	2,882	463	0	14,083	0.7
6	144,580	223,155	8,090	1,598	377,423	18.8
7	61,998	80,328	4,367	0	146,693	7.3
8	108,103	100,034	9,563	0	217,700	10.9
9	43,202	70,229	20,107	1,999	135,537	6.8
10	1,077	2,763	1,489	117	5,445	0.3
11	5,597	14,191	4,416	1,559	25,762	1.3
12	19,776	89,421	8,412	7,207	124,815	6.2
13	9,789	34,306	930	973	45,999	2.3
14	89,693	149,559	3,804	5,683	248,739	12.4
15	170,843	171,419	7,626	5,972	355,860	17.7
16	8,085	10,993	1,362	0	20,440	1.0
17	28,858	56,811	9,272	3,275	98,216	4.9
18	34,538	44,642	13,824	1,860	94,864	4.7
19	2,768	2,809	801	0	6,378	0.3
20	20,118	8,208	4,199	763	33,288	1.7
21	28,750	2,152	1,639	263	32,805	1.6
22	2,024	0	348	0	2,372	0.1
23	14,377	1,660	489	0	16,525	0.8
Total	807,202	1,066,517	101,281	31,269	2,006,267	100.0
	40.2%	53.2%	5.0%	1.6%	100.0%	

Source: CREATS HIS (2002) as analyzed by the JICA Study Team

Note: HB = Home Based, NHB = Non-home Based



Source: CREATS HIS (2002) as analyzed by the JICA Study Team

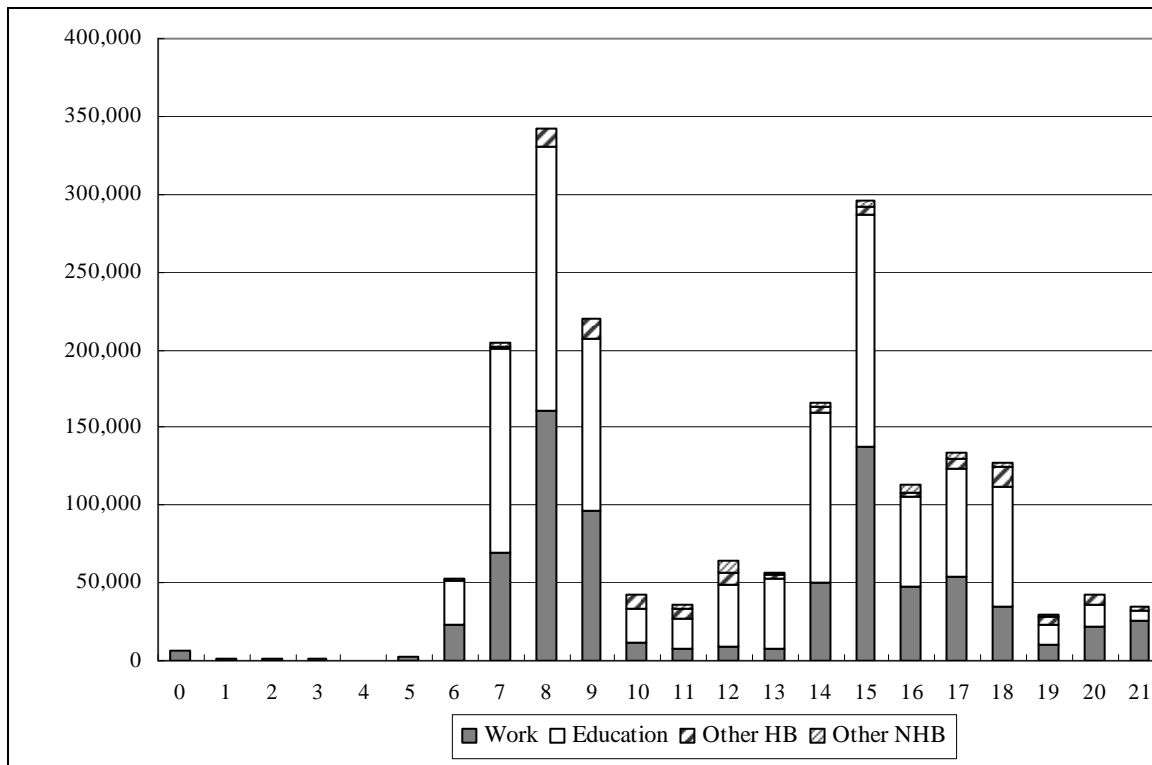
Figure 2-1 Hourly Distribution of Metro Passengers (Boarding Time-Based)

Table 2-4 Hourly Peak Ratio of the Metro (Alighting Time-Based)

Arrival Time	Trip Purpose				Total	Share (%)
	Work	Education	Other HB	Other NHB		
0	6,255	67	182	0	6,504	0.3
1	1,641	0	69	0	1,710	0.1
2	666	638	0	0	1,304	0.1
3	553	213	0	0	766	0.0
4	134	0	16	0	150	0.0
5	2,725	190	180	0	3,095	0.2
6	23,058	28,645	1,067	0	52,771	2.6
7	69,664	130,340	2,408	1,598	204,009	10.2
8	160,651	170,260	11,624	0	342,536	17.1
9	95,963	111,477	13,018	0	220,458	11.0
10	11,202	22,768	8,291	657	42,917	2.1
11	8,135	18,831	6,895	2,569	36,430	1.8
12	9,174	39,815	7,616	7,361	63,966	3.2
13	7,973	44,958	2,889	517	56,337	2.8
14	50,465	108,637	3,656	3,538	166,297	8.3
15	137,926	148,382	5,566	3,367	295,242	14.7
16	48,172	57,213	3,288	4,281	112,953	5.6
17	53,663	70,255	6,545	2,838	133,301	6.6
18	34,893	76,366	13,449	2,824	127,532	6.4
19	10,265	13,116	5,265	497	29,143	1.5
20	21,641	14,674	5,971	405	42,691	2.1
21	25,946	6,810	1,691	701	35,148	1.8
22	8,991	776	818	0	10,585	0.5
23	17,445	2,087	774	117	20,422	1.0
Total	807,200	1,066,517	101,280	31,268	2,006,266	100.0
	40.2%	53.2%	5.0%	1.6%	100.0%	

Source: CREATS HIS (2002) as analyzed by the JICA Study Team

Note: HB = Home Based, NHB = Non-home Based



Source: CREATS HIS (2002) as analyzed by the JICA Study Team

Figure 2-2 Hourly Distribution of Metro Passengers (Alighting Time-Based)

2.5 Estimation of Station and Section Peak Hour Passenger Volumes

Based on the application of a peak hour ratio of 14%, the station and section peak hour passenger volumes for Metro Line 4 were estimated as shown in Table 2-5 below.

Table 2-5 Number of Passengers at Peak Hour and PPHPD for Metro Line 4

Station No	Peak hour station passenger (boarding + alighting)				PPHPD (passenger per hour per direction)			
	Year 2020	Year 2023	Year 2027	Year 2050	Year 2020	Year 2023	Year 2027	Year 2050
Phase2 Sta. 17	0	26,740	32,070	35,700				
		↓↑	↓↑	↓↑	0	13,370	16,040	17,850
Phase2 Sta. 16	0	14,390	18,330	19,220				
		↓↑	↓↑	↓↑	0	18,740	20,590	25,170
Phase2 Sta. 15	0	10,460	11,650	13,090				
		↓↑	↓↑	↓↑	0	26,960	28,980	35,600
Phase2 Sta. 14	0	8,550	9,700	10,710				
		↓↑	↓↑	↓↑	0	29,320	31,890	38,540
Phase2 Sta. 13	0	15,540	17,000	17,220				
		↓↑	↓↑	↓↑	0	37,420	39,400	36,740
Phase2 Sta. 12	0	12,710	14,170	16,310				
		↓↑	↓↑	↓↑	0	40,910	43,650	44,490
Phase2 Sta. 11	0	6,920	8,300	9,140				
		↓↑	↓↑	↓↑	0	45,280	47,180	49,570
Phase2 Sta. 10	0	8,650	9,970	11,170				
		↓↑	↓↑	↓↑	0	47,020	49,670	52,090
Phase2 Sta. 09	0	9,620	10,610	11,540				
		↓↑	↓↑	↓↑	0	50,760	53,470	55,750
Phase2 Sta. 08	0	18,270	19,810	20,820				
Transfer Line 1/4	0	30,030	36,250	38,600				
		↓↑	↓↑	↓↑	0	38,720	40,010	42,770
Phase2 Sta. 07	0	6,900	7,250	8,760				
		↓↑	↓↑	↓↑	0	38,040	40,140	43,010
Phase2 Sta. 06	0	4,370	4,580	4,830				
Transfer Line 3/4	0	35,870	36,580	37,370				
		↓↑	↓↑	↓↑	0	16,740	26,680	36,550
Phase2 Sta. 05	0	4,720	5,170	6,240				
		↓↑	↓↑	↓↑	0	15,700	25,680	35,160
Phase2 Sta. 04	0	4,870	5,570	6,680				
		↓↑	↓↑	↓↑	0	15,930	25,960	35,460
Phase2 Sta. 03	0	4,860	5,140	6,270				
		↓↑	↓↑	↓↑	0	15,120	25,190	34,360
Phase2 Sta. 02	0	4,860	5,140	6,270				
		↓↑	↓↑	↓↑	0	16,290	25,190	34,360

Phase1 Sta. 01	9,370	10,150	11,380	13,710				
Transfer Line 1/4	21,840	23,690	26,570	31,980				
	↓↑	↓↑	↓↑	↓↑	15,600	19,280	26,780	32,280
Phase1 Sta. 02	3,770	3,990	4,200	4,280				
	↓↑	↓↑	↓↑	↓↑	14,690	18,400	26,010	31,430
Phase1 Sta. 03	13,970	14,660	15,410	19,310				
	↓↑	↓↑	↓↑	↓↑	18,750	22,600	30,390	36,900
Phase1 Sta. 04	12,570	13,330	14,430	18,130				
Transfer Line 2/4	37,030	37,860	42,980	50,900				
	↓↑	↓↑	↓↑	↓↑	29,940	31,340	40,930	54,930
Phase1 Sta. 05	5,600	5,920	6,660	7,520				
	↓↑	↓↑	↓↑	↓↑	29,490	30,870	40,310	54,100
Phase1 Sta. 06	8,550	8,890	9,340	11,280				
	↓↑	↓↑	↓↑	↓↑	27,220	28,590	39,960	53,630
Phase1 Sta. 07	17,190	18,070	20,970	25,130				
	↓↑	↓↑	↓↑	↓↑	21,110	22,020	39,280	52,830
Phase1 Sta. 08	11,370	12,040	14,520	16,740				
	↓↑	↓↑	↓↑	↓↑	20,570	21,460	38,300	51,510
Phase1 Sta. 09	10,470	10,540	11,840	12,100				
	↓↑	↓↑	↓↑	↓↑	16,840	17,750	35,870	48,870
Phase1 Sta. 10	14,840	15,500	19,610	24,180				
	↓↑	↓↑	↓↑	↓↑	12,180	12,870	32,570	44,370
Phase1 Sta. 11	6,640	6,710	7,430	11,730				
	↓↑	↓↑	↓↑	↓↑	9,570	10,260	30,580	41,510
Phase1 Sta. 12	6,750	7,060	8,860	9,070				
	↓↑	↓↑	↓↑	↓↑	6,450	7,040	28,080	38,680
Phase1 Sta. 13	5,420	5,730	6,800	13,310				
	↓↑	↓↑	↓↑	↓↑	3,560	3,990	25,730	31,880
Phase1 Sta. 14	3,610	3,810	6,240	10,650				
	↓↑	↓↑	↓↑	↓↑	1,940	2,280	23,550	28,150
Phase1 Sta. 15	3,880	4,550	5,670	11,980				

Source: JICA Study Team

2.6 Passenger- and PCU¹-km and -hours for “With” and “Without” Project Cases

Estimates of passenger-km, passenger-hours, PCU-km and PCU-hours for the “With” and “Without” project cases were required as inputs for the measurement of economic benefits in the economic appraisal of the project (see Chapter 13 for the application of these indicators). These estimates were achieved by means of simulation, and the results are shown in Table 2-6.

¹ “PCU” means “Passenger Car Unit”, a standard unit for measuring traffic volume, which results from expressing different vehicle types as in terms of an equivalent number of PCU, e.g. a large truck or a large bus is equivalent to 2.5 PCU, a motorcycle is equivalent to 0.3 PCU, and so on.

**Table 2-6 (1) Analysis of “With” and “Without” Project Cases of Metro Line 4
Phase 1 + Phase 2**

	Unit	Year 2020		Year 2023		
		With	Without	With	Without	
No of Trip	Pax Car	Person trip	7,317,081	7,323,339	8,292,396	8,310,657
	Bus	Person trip	12,815,802	13,116,175	12,607,342	13,170,879
	Acc. Shared Taxi	Person trip	1,561,461	1,439,039	1,686,191	1,453,928
	MRT+LRT	Person trip	3,946,918	3,640,287	4,388,364	3,806,566
	Total	Person trip	25,641,262	25,518,840	26,974,293	26,742,030
Person * km	Pax Car	Person * km	110,825,670	110,923,052	125,798,503	126,072,588
	Bus	Person * km	152,824,967	157,130,172	152,021,340	160,966,522
	Acc. Shared Taxi	Person * km	8,334,435	8,446,811	7,804,841	8,678,409
	MRT+LRT	Person * km	82,021,068	77,928,168	90,967,960	79,964,661
	Total	Person * km	354,006,139	354,428,203	376,592,644	375,682,180
Person * hrs	Pax Car	Person * hrs	4,826,426	4,835,980	5,627,104	5,650,138
	Bus	Person * hrs	6,441,170	6,632,212	6,539,874	6,957,027
	Acc. Shared Taxi	Person * hrs	342,875	349,317	329,473	369,346
	MRT+LRT	Person * hrs	2,417,079	2,296,374	2,682,170	2,361,624
	Total	Person * hrs	14,027,550	14,113,883	15,178,621	15,338,135
PCU (Car, Bus, Acc)	PCU	PCU Trip	6,319,292	6,340,900	7,009,287	7,055,503
	PCU*km	PCU*km	98,731,961	99,121,495	110,374,324	111,320,065
	PCU*Hours	PCU*hrs	4,282,355	4,303,933	4,916,638	4,968,689
	Ave Travel km	km	15.62	15.63	15.75	15.78
	Ave Travel time	min	40.66	40.73	42.09	42.25
	Average Speed	km/hour	23.06	23.03	22.45	22.40

Source: JICA Study Team

**Table 2-6 (2) Analysis of “With” and “Without” Project Cases of Metro Line 4
Phase 1 + Phase 2**

	unit	Year 2027		Year 2050		
		With	Without	With	Without	
No of Trip	Pax Car	Person trip	9,561,250	9,586,006	19,222,178	19,275,792
	Bus	Person trip	12,364,875	12,944,028	16,017,445	16,730,764
	Acc. Shared Taxi	Person trip	1,838,061	1,596,994	2,474,074	2,167,889
	MRT+LRT	Person trip	4,776,201	4,172,292	7,961,171	7,194,238
	Total	Person trip	28,540,387	28,299,320	45,674,868	45,368,683
Person * km	Pax Car	Person * km	153,070,132	153,343,242	297,113,020	297,906,717
	Bus	Person * km	135,185,866	145,245,958	168,793,102	180,952,655
	Acc. Shared Taxi	Person * km	8,281,379	8,880,433	10,435,943	10,914,641
	MRT+LRT	Person * km	108,472,661	95,911,703	148,973,078	132,996,211
	Total	Person * km	405,010,038	403,381,336	625,315,143	622,770,224
Person * hrs	Pax Car	Person * hrs	7,103,095	7,124,956	15,689,296	15,758,641
	Bus	Person * hrs	6,050,484	6,523,895	8,682,574	9,339,298
	Acc. Shared Taxi	Person * hrs	363,230	392,621	532,945	561,935
	MRT+LRT	Person * hrs	3,260,617	2,905,900	4,509,937	4,061,174
	Total	Person * hrs	16,777,426	16,947,372	29,414,751	29,721,047
PCU (Car, Bus, Acc)	PCU	PCU Trip	7,856,480	7,909,136	14,319,533	14,404,359
	PCU*km	PCU*km	130,692,469	131,680,555	246,472,181	248,000,050
	PCU*Hours	PCU*hrs	6,046,580	6,100,306	12,996,878	13,100,593
	Ave Travel km	km	16.63	16.65	17.21	17.22
	Ave Travel time	min	46.18	46.28	54.46	54.57
	Average Speed	km/hour	21.61	21.59	18.96	18.93

Note: PCU = passenger car unit

Source: JICA Study Team

2.7 Station Context Planning (Multimodal Interchanges)

Stations of a metro line are integrated into the urban settings of a city. Therefore, their implementation needs to be studied at the metro station level itself. However, it is also crucial to study the surrounding environment in order to provide good access to the station, not only for other public transport modes and pedestrians, but also to improve urban space quality.

This issue is addressed in this part of the report through various objectives set to define the principles of the station context planning around each station of Metro Line 4. This part is divided into three sections:

- Definition of station classification
- Typology of spatial arrangement according to the station classification
- Station context planning and space organization for each station

Concerning the definition of the Metro station classification, three different criteria are identified to plan a station and its setting. Even though these are somehow interrelated, they appear at different stages of the station context planning process.

(1) Level of Traffic

This criterion integrates the number of forecast boarding and alighting for the station and is related to the population, employment and student densities around the station. It will have an impact not only on the dimensioning of the underground station but also on the ground level conditions around the station to design pedestrian accesses to the station.

- Category A: Total traffic of In and Out passengers during peak period is greater than 30,000 passenger per hour
- Category B: Total traffic of In and Out passengers during peak period is between 15,000 and 30,000 passenger per hour
- Category C: Total traffic of In and Out passengers during peak period is lower than 15,000 passenger per hour

This item is consistent with the demand forecast in this study. It allows classifying the stations for their underground sizing according to their maximum forecast frequentation. This maximum forecast frequentation is generally the horizon 2050. Some stations are also upgraded to the higher traffic category when they are major inter-modal nodes, or act as transfer points with the existing Metro stations.

(2) Inter-modality

Inter-modality integrates the role of the station in the public transport network. Stations are classified according the level of inter-modality, assessed by the diversity of modes and number of lines stopping at the station. This criterion is essential to organize and size the inter-modal facilities. For this item, stations are classified into two categories.

- Inter-modal Station: connected with more than two modes or routes.
- Simple Station: connected with one mode or not connected to another public transport network.

The criterion will reflect the fact that some stations have a major role in the network, such as connection to a mass rapid transit system or a metropolitan arterial outward city.

(3) Urban Context

Greater Cairo is a very heterogeneous city. Therefore, the urban form varies significantly along the Metro corridors. These different urban environments thus impact the spatial organization proposed around each station. This criterion takes into account the local urban context by the type of buildings and road networks.

- Category 1: High-rise area served by a wide and organized street network
- Category 2: Densely built area with quite low-rise buildings (5-6 floor average) served by a narrow road network
- Category 3: Military area

All these categories will be associated with the typology for spatial organization. Table 2-7 presents the outcome of the analysis, as the classification according to the three abovementioned criteria.

Table 2-7 Line 4 Phase 1 Station Classification

Stations	Level of Traffic	Inter-modality	Urban Context
No.1 (El Malek El Saleh)	A	Inter-modal station	2
No.2 (El Rauda)	C	Simple station	2
No.3 (El Nile)	B	Simple station	2
No.4 (El Giza)	A	Inter-modal station	1
No.5	C	Simple station	1
No.6	C	Simple station	1
No.7	B	Simple station	1
No.8	B	Simple station	1
No.9	C	Simple station	1
No.10	B	Simple station	1
No.11	C	Simple station	1
No.12 (El Remayah)	C	Simple station	1
No.13 (GEM)	C	Simple station	2
No.14	C	Simple station	3
No.15	C	Simple station	1

Source: JICA Study Team

CHAPTER 3

GENERAL FEATURES AND MAIN CHARACTERISTICS

CHAPTER 3 GENERAL FEATURES AND MAIN CHARACTERISTICS

3.1 General Features of Metro Line 4

Metro Line 4 will be designed to provide a high-capacity, safe, reliable and cost-effective urban railway service in Greater Cairo. Its main function will be to connect presently under-served, but fast growing, new urban communities in western Cairo with the central city area. Commuters joining the railway at its extreme western end will be able to travel the 16 km to El Malek El Saleh Station (the interchange station with Metro Line 1) in 30 minutes, whereas the same trip by bus could take more than 1 hour in present traffic conditions.

Because the new railway will be required to offer high standards of safety, reliability and system performance and availability, it will be equipped with state-of-the-art technology, designed to automate route setting, provide fail-safe train operation and control, provide superior riding comfort, and cope effectively with emergencies.

3.2 Main Technical Characteristics of Metro Line 4

The railway system to be introduced must be capable of offering safety and reliability, as well as cost-effective operation throughout its entire service life cycle. Accordingly, it is extremely important to the ongoing operation of the existing railway system that these fundamental requirements be met, even if the initial capital cost is slightly more expensive.

The main technical characteristics for the railway system proposed for Metro Line 4 are shown in Table 3.1. Detailed explanations of these characteristics are given in Chapter 4 of this report (Volume 3).

Table 3.1 Main Technical Characteristics

No.	Description	Details	
		Phase 1	Phase 2
1	Alignment		
		El Malek El Saleh Sta. (Line 1) – El Giza Sta. (Line 2) - El Remayah Square - Workshop/Depot	El Malek El Saleh Sta. (Line 1) - Ghamrah - El Sawaha Square - Ring Road Exit #18
2	Route length		
	Total route length	16.1km	17.9km
	- Underground section length	16.1km	12.5km
	- Elevated section length	0km	5.4km
3	Stations		
	Total number of stations	15 stations	16 stations
	- Number of underground stations	15 stations	12 stations
	- Number of elevated stations	0 stations	4 stations
4	Operation status		
	Estimated number of passengers/day - In year 2020 (Opening) - In year 2050	0.69 million (Phase 1 only) 2.04 million (Phase 1+ Phase 2)	

No.	Description	Details		
		Phase 1	Phase 2	
	Headways in peak hour	4 minutes 00 seconds in 2020 2 minutes 09 seconds in 2050		
	Maximum operation speed - Underground section - Elevated section - Inside depot	80 km/hr 100 km/hr 25 km/hr		
	Average speed	32.2 km/hr		
	Dwell time at intermediate stations	30 seconds		
	Round trip time	70 minutes	137 minutes (Phase 1+ Phase 2)	
	Daily operation hour	05:00h – 01:00h		
	Train size	8 cars in a train-set		
	Driver system	Single driver operation		
	Location of CCP	El Malek El Saleh		
	Standards of construction			
	Gauge	1,435 mm		
Track centre distance	3.5 m at elevated section			
Tracks	Vibration-reducing track			
Design axle load	16 tonnes max.			
Rail	UIC 54 kg/m			
Max. gradient	4%			
Min. horizontal curve radius	Main line:	250 m		
	Main line turnout curve:	160 m		
	Workshop / depot line:	160 m		
	Workshop / depot line turnout curve:	120 m		
	Platform section:	1,000 m		
Tunnel structure				
6	Type of tunnel	Single track Double tube		
	Diameter	6.2 m (Inner diameter)		
Station structure				
7	Number of Platform - Island type - Side type	11 stations 4 stations	16 stations 0 stations	
	Platform width	12.0 m (island type)		
	Platform height	1,100 mm		
	Platform length	170 m		
	Depot			
8	Stabling capacity	35 train sets	35 train sets	
	Facilities	Stabling and maintenance facilities	Stabling facilities	
Rolling stock				
9	Type of rolling stock	EMU (Electric Multiple Unit)		
	Train formation	M-N1-T-N2-N2-T-N1-M or Tc-N3-N1-N3-N1-N3-N1-Tc		
	Passenger capacity (AW2: 7 person/m ²)	2,000 passenger/train		
	Train dimensions - Car length (over coupler faces) - Car width - Car height - Train length (8-car unit)	20.0 m 2.88 m 4.1 m 160 m		
	Propulsion System - Circuit control system - Traction motor - Motor output power	Inverter with IGBT PMSM ^{*1} or Induction motor 140 kW/motor		
	Car body material	Lightweight stainless steel		

No.	Description	Details	
		Phase 1	Phase 2
	Doors	8 doors per car (4 on each side)	
	Kinetic performance - Initial acceleration ratio - Max service deceleration	0.9 m/s ² 1.1 m/s ² (ability 1.3 m/s ²)	
	Air conditioning - Type of air conditioning - Capacity	Roof-mounted with line-flow fan 40,000 kcal/h/car	
10	Power supply and traction system		
	Electrification system	1500VDC	
	Type of centenary system	OHC (Tunnel: Overhead rigid conductor)	
	Voltage - Nominal voltage - Max. voltage - Min. voltage	1500VDC 1800VDC 1000VDC	
	HVS (High Voltage Station) - Number of stations - Transformer capacity	1 HVS 80MVA	1 HVS 80MVA
	RS (Rectifier Station) - Number of stations - Capacity	5 RS 6MW	6 RS 6MW
	LPS (Lighting Power Station) -Number of stations	1 LPS/station and Depot	
11	Signalling and Telecommunications system		
	Signals - Main line including between main line and stabling in Depot - Inside of Depot	On-board signal Wayside signal	
	Train detection system	Track circuit	
	Route Control system - Interlocking - Point machine	Electrical interlocking Electrical point machine	
	Train Interval control system	ATP(Automatic Train Protection, Continuous control) PTC (Programmed Traffic Control)	
	Train operation support system - System - Accuracy	ATO (Automatic Train Operation) Stopping accuracy: Approx. plus minus 350mm	
	Backbone transmission network system - System - Transmission media	SDH (Synchronous Digital Hierarchy) Optical fibre transmission system	
	Train radio system - System - Antenna	VHF ^{*2} TDM/TDMA ^{*3} LCX (Leaky Coaxial Cable)	
	CCTV (Closed Circuit Television) system including on-board monitoring system	Monitoring of platform, concourse, ticket gate, elevator, escalator, others	
	Passenger Information system	PIDS (Passenger Information Display System) PA (Public Address System) Clock system	
12	Station Facilities		
	AFC (Automatic Fare Collection) system - Type of ticket media - IC chip standard - Card size	Magnetic Ticket (MT), Contactless IC ticket ISO/IEC 14443 (Type-A) ISO 7810	
	PSD (Platform Screen Door) system - Full height PSD - Half height PSD	For underground stations, except EI Remayah station For elevated stations, including EI Remayah station	

No.	Description	Details	
		Phase 1	Phase 2
	Other major facilities	Elevator, Escalator, Air conditioner, Air intake & Exhaust system, Fire protection system, etc.	

*1: PMSM: Permanent Magnet Synchronous Motor

*2: VHF: Very High Frequency

*3: TDM/TDMA: Time Division Multiplex/Time Division Multiple Access

Source: JICA Study Team