

MiNTS – MISR NATIONAL TRANSPORT STUDY

**THE COMPREHENSIVE STUDY
ON THE MASTER PLAN
FOR NATIONWIDE TRANSPORT SYSTEM
IN
THE ARAB REPUBLIC OF EGYPT**

FINAL REPORT

**TECHNICAL REPORT 11
TRANSPORT SURVEY FINDINGS**

March 2012

JAPAN INTERNATIONAL COOPERATION AGENCY

**ORIENTAL CONSULTANTS CO., LTD.
ALMEC CORPORATION
KATAHIRA & ENGINEERS INTERNATIONAL**

EID
JR
12-039

**TRANSPORT PLANNING AUTHORITY
MINISTRY OF TRANSPORT
THE ARAB REPUBLIC OF EGYPT**

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USD1.00 = EGP5.96

USD1.00 = JPY77.91

(Exchange rate of January 2012)

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CHAPTER 1: INTRODUCTION

1.1 BACKGROUND

The Japan International Cooperation Agency (JICA) and the Transport Planning Authority of the Ministry of Transport are cooperating in the conduct of the *Comprehensive Study on The Master Plan for Nationwide Transport System in the Arab Republic of Egypt (MiNTS – Misr National Transport Study)*, based upon agreements finalized during July, 2009¹. Oriental Consultants Company Limited, headquartered in Tokyo, Japan, is the designated lead consultant for the study. Associated firms are Almec Corporation, Japan and Katahira & Engineers International, Japan. Technical efforts in Egypt were initiated during December, 2009.

1.2 THE MINTS FRAMEWORK

1.2.1 Study Scope and Objectives

A basic premise of all investigations is that the MiNTS shall be comprehensive in nature, that is, adopt approaches designed to mitigate transport problems and contribute to the sustainable development of the nation. Investigative efforts extend over the entirety of the Republic (Figure 1.2.1), with a particular focus being major corridors of movement for both persons and cargo. All major modes of transport are to be addressed including road, rail, maritime, inland waterway, air and pipeline. However, the practical master planning focus will be those modes falling under the jurisdiction of the Ministry of Transport; that is, the road, rail, maritime and inland waterway sectors.

Five key milestones form the foundation upon which planning efforts are based:

- Establish a nationwide, multi-modal database whose validity rests on a series of focused transport survey and data collection exercises;
- Formulate overall strategies and policies for development of the nationwide transport fabric;
- Develop an integrated, multi-modal transport master plan with years 2017, 2022 and 2027 being short, medium and ultimate planning horizons, respectively;
- Identification, within the master plan framework, of high-priority projects; and,
- Implementation of an effective and productive technology transfer program with Egyptian counterparts.

¹ *Scope of Work - Comprehensive Study on The Master Plan for Nationwide Transport System in the Arab Republic of Egypt*, as mutually agreed upon between the Japan International Cooperation Agency and the Ministry of Transport, Government of Egypt, July 16, 2009.



Source: JICA Study Team

Figure 1.2.1 MiNTS Study Area

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

1.2.2 A Consultative Planning Process

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

The Study Team, housed in the offices of the Transport Planning Authority, Ministry of Transport, is being strongly assisted by its designated counterpart Special Working Group, Coordination Committee and Steering Committee. Thus, continuous and productive technical liaison is being maintained with a number of organizations including the Ministry of Transport and various entities thereof (Office of the Minister, Transport Planning Authority, Egypt National Railways, General Authority for Roads, Bridges and Land Transport, General Authority for River Transport, Maritime Transport Sector); the Ministry of Housing, Utilities and Urban Communities; Ministry of Civil Aviation; Ministry of Tourism; Ministry of Agriculture and

Land Reclamation; Ministry of Trade and Industry; Ministry of Industrial Development; Ministry of Interior; Ministry of Local Development; Ministry of Finance; State Ministry of Foreign Affairs, Sector of International Cooperation; Ministry of the Environment; CAPMAS (Central Agency for Public Mobilization and Statistics); as well as various Governorates and entities thereof. Close coordination has also been effected with Universities (University of Cairo, Ain Shams University) and various departments within those learned institutions.

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

1.3 REPORTING STRUCTURE

The *Final Report* consists of three elements: *The Master Plan* report, *Technical Reports* and *Appendix Reports*.

- *The Master Plan* report is seen as the main document whose intent is to present, in a synoptic sense, main findings of the MiNTS investigations;
- *Technical Reports* represent a series of sector-specific reports which document the technical underpinning of *The Master Plan* document (Table 1.3.1), and,
- *Appendix Reports* represent task-specific or activity-specific documents and other data summaries, some of which have been developed in response to client group requests.

Table 1.3.1 Technical Reporting Structure

Report Number	Subject
1	Road Sector
2	Rail Sector
3	Inland Waterway Transport Sector
4	Maritime Sector
5	Civil Aviation and Pipeline Sectors
6	Demand Simulation and Scenario Testing
7	Organizational and Functional Aspects of the Transport Sector
8	Private Sector Participation
9	Environmental Considerations
10	The MiNTS Vision, Policies and Strategies
11	Transport Survey Findings
12	Project Prioritization
13	Counterpart Training Program

Source: JICA Study Team

This technical report is also closely linked with Technical Report 6, *Demand Simulation and Scenario Testing* and the Appendix Report, Survey Report. Both of these reports include further details on the transport model that is discussed further in this technical report.

1.4 INTENT AND CONTENT OF THE CURRENT REPORT

The document includes, in addition to this introductory **Chapter 1**, eight additional chapters:

- MiNTS has executed the several transport surveys for passenger and freight transport. This is one of the largest transport surveys in Egypt. The main implications of this review are discussed in **Chapter 2** and **Chapter 3**.
- Massive data (approximately 500,000 samples in total) was collected from the surveys. The analysis of the collected data definitely contributes to better understanding of current transport situation. The detailed data analysis is summarized in **Chapters 4 through 8**.
- The previous data analysis reveals the facts for several sectors. These findings are concluded in **Chapter 2**.

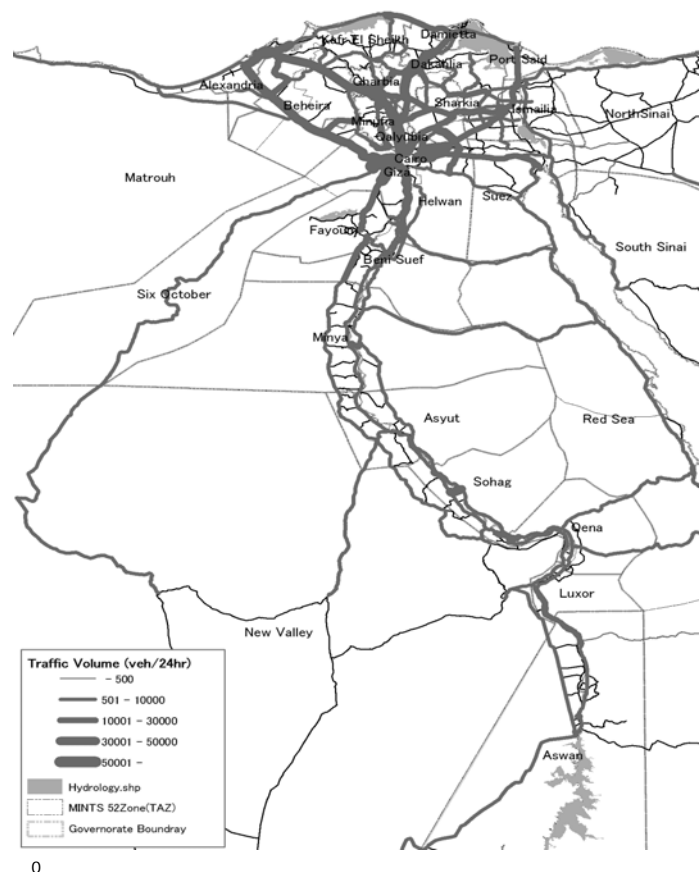
CHAPTER 2: MAJOR FINDINGS

2.1 TRANSPORT MOVEMENT OVER THE COUNTRY

2.1.1 Road Transport

Traffic Volume on Major Corridors: Present traffic volume on major corridors is shown in Figure 2.1.1. This traffic volume is estimated by using the result of traffic count & roadside interview survey. Higher traffic volume on the following major corridors is observed in the Delta area, especially, the traffic volumes on radial road to/from Cairo seem to be heavy.

- Cairo – Alexandria (Desert Road)
- Cairo – Tanta – Alexandria (Agriculture Road)
- Mansura – Damietta
- Cairo – Ismailia (Desert Road) – Port Said
- Cairo – Suez (Desert Road)
- Cairo – Belbeis – Zaqaqiz (Cairo - Sharkia)
- Tanta – Zaqaqiz – Ismailia (Gharbia – Sharkia -Ismailia)



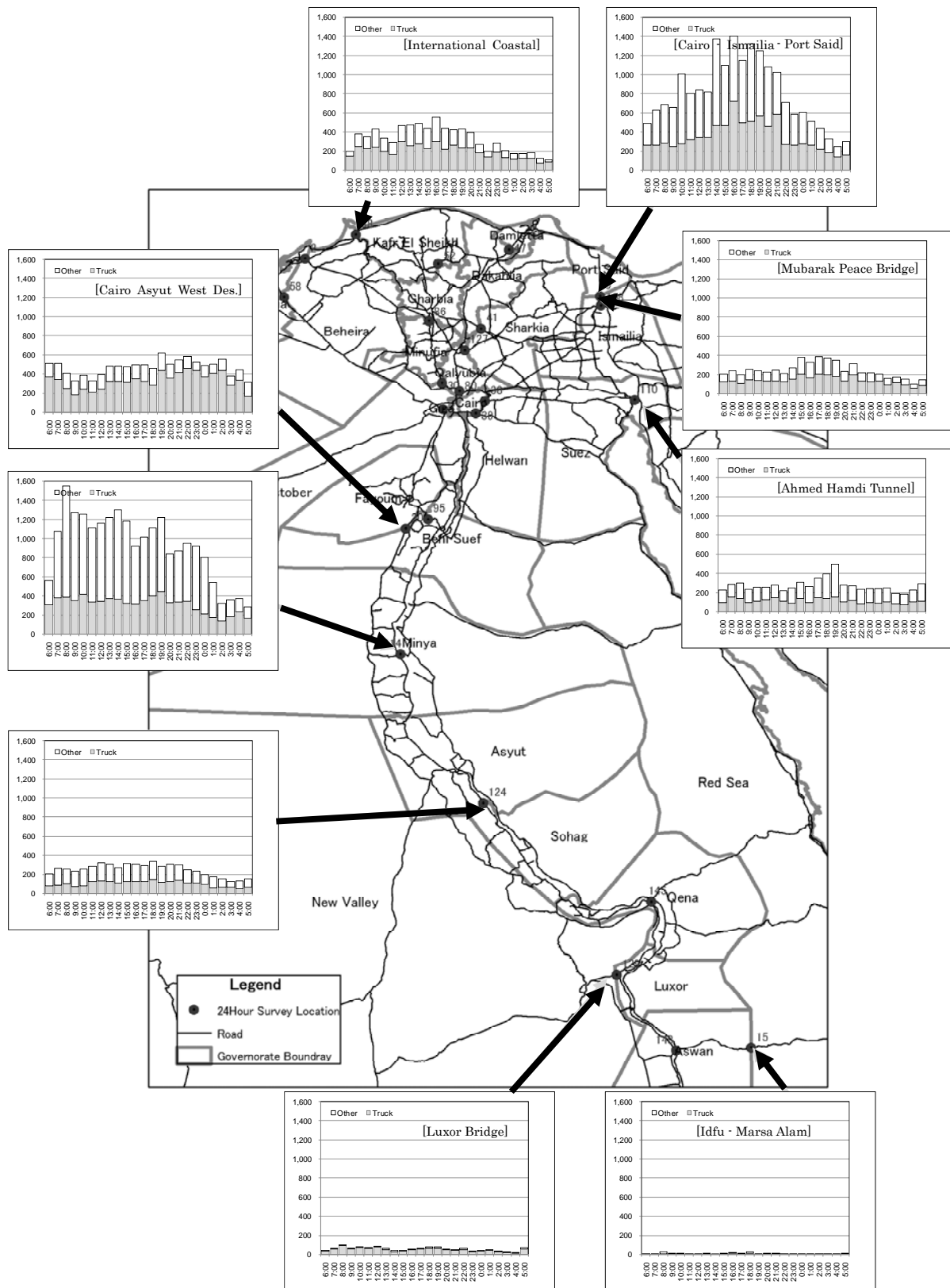
Source: JICA Study Team

Figure 2.1.1 Traffic Volume on Major Corridors

Hourly Fluctuation on Road: Major findings in hourly fluctuation on road are below;

- Cairo and Minya have peak hour in the morning, while others in the evening.
- Hourly fluctuation of rural traffic looks small compared with urban and its neighbouring area.

- Cairo Alexandria Agriculture Road recorded the heavy traffic, even in midnight from 2am to 5am. Hourly traffic volume maintains at around 2,000 veh/hour.
- Truck has dominant share on Cairo Asyut West Desert Road. 40% of Truck is Light Truck & Pickup.



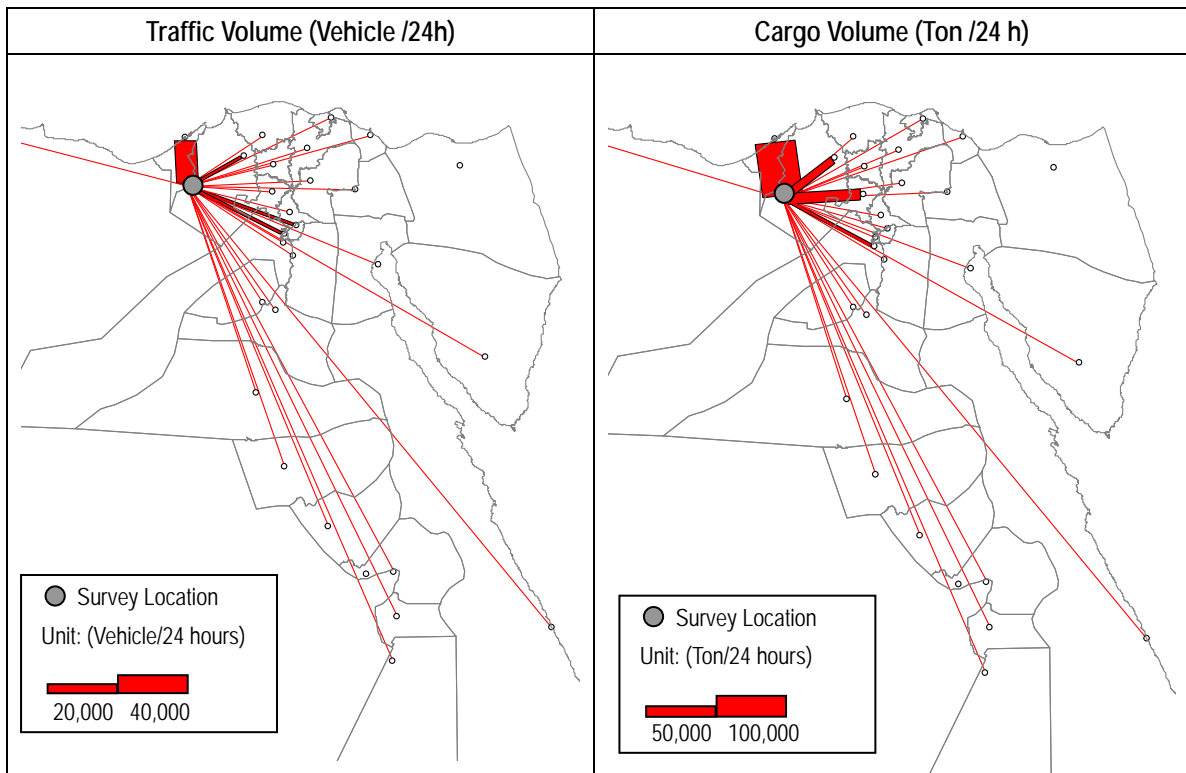
Source: JICA Study Team

Figure 2.1.2 Hourly traffic Volume on Major Corridor

Characteristics of Trip Length on Road: The following figure shows the desire line on Cairo-Alexandria Desert Road. OD trips on this road are mainly to/from Alexandria and other Governorate in delta region. There are long trips, such as to Upper Egypt and Red Sea Governorate. 11 major corridors were analyzed on Chapter 32 of main text.

Cargo Movement on Road: Cargo volumes on Cairo-Alex Desert Road, Cairo-Alex Agriculture Road, Cairo-Suez Corridor and Cairo-Ismaillia Corridor are high compared with other corridors in Egypt. Majority of cargo on Cairo-Alexandria Desert Road are movement between Alexandria and its neighbouring Governorate such as Benha, Minufia and 6th October. Characteristic by commodity type is as follows;

- “Stones, Gravel, Sand, Clay” is majority on West Corridor from Alex, Cairo-Ismaillia Corridor, Cairo-Luxor Corridor and Port Sid-Sinai Corridor.
- Petroleum Products and Iron Ore are major commodities transported on Cairo-Alex Agriculture Road.
- Iron Ore is major commodity transported on Cairo-Damietta Corridor.



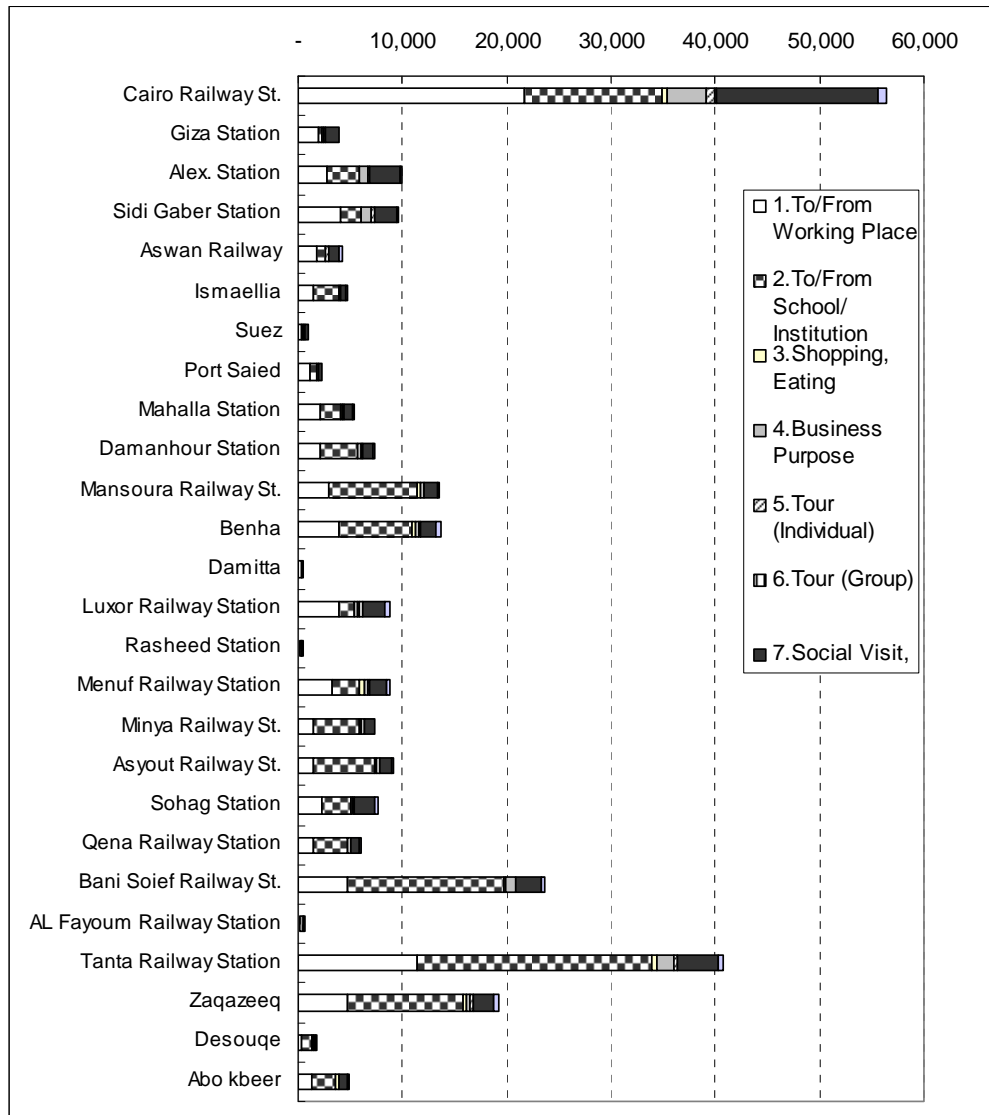
Source: JICA Study Team

Figure 2.1.3 Desire Line for Cairo-Alex Desert Road (Example)

2.1.2 Public Transport

1) Railway

Traffic Volume at Railway Station: Traffic volume (No. of Surveyed Passenger) of Cairo Station is ranked at the highest position, followed by Tanta Station and Beni Suef Station, as shown in the following figure. It seems that Cairo Station is functioning as a gateway terminal in the capital city, trip purpose varies by station. On the other hand, many students use railway stations in suburban area, such as Tanta, Beni Suef and Zaqaazeeq station.



Source: JICA Study Team

Figure 2.1.4 Number of Surveyed Passengers at Railway Station by Trip Purpose (Pax/day)

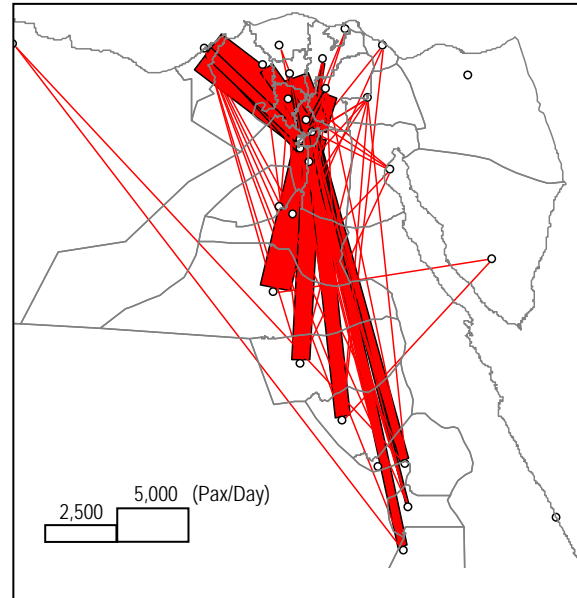
Hourly Fluctuation at Railway Station: The peak hour is appeared between 13:00 and 15:00. It has a tendency that the usage of railway is concentrating on the afternoon time rather than morning.

Desire Line by Railway Station: The following figure shows the desire line from Cairo Station. The section from Cairo Station to Alexandria Governorate obtains the highest share, followed by from Cairo station to

Minya Governorate. The share of long distance-trip to Upper Egypt such as Luxor or Aswan seems to be high. The results for all 26 stations are described in Main Text of Chapter 4.

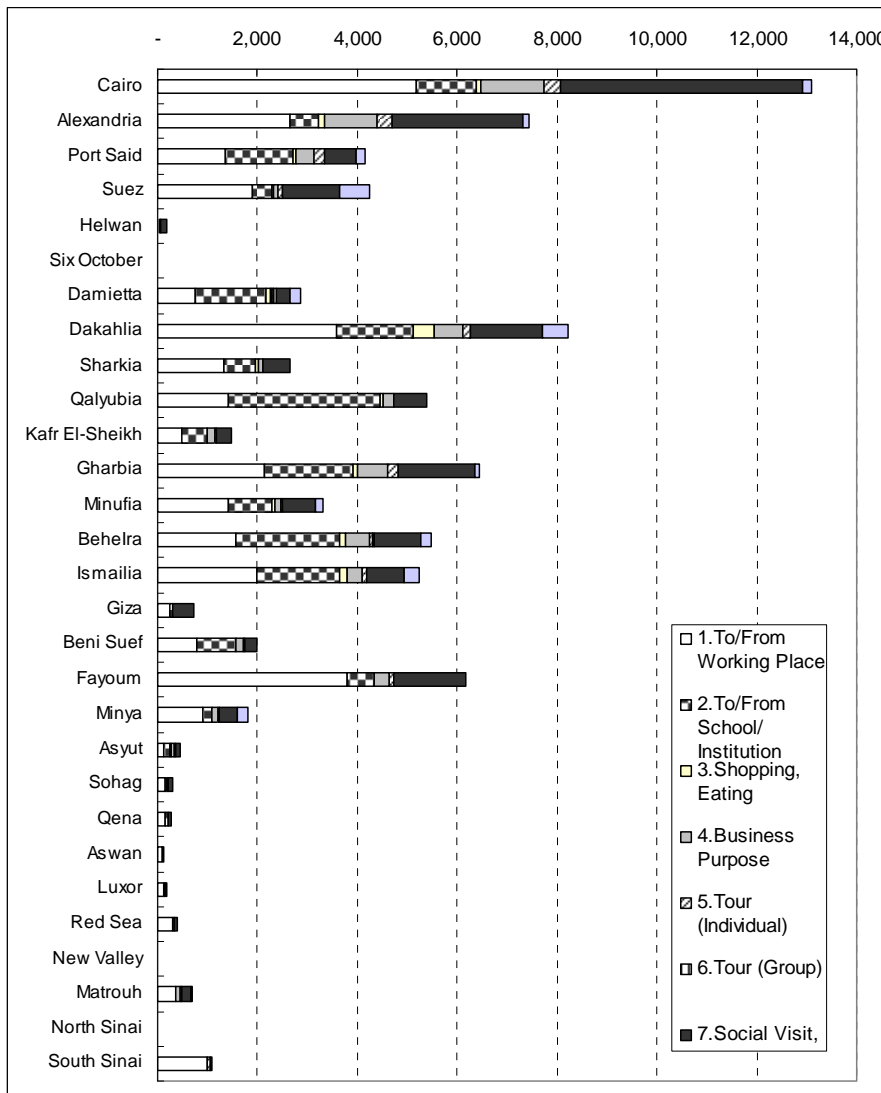
2) Bus

Traffic Volume at Bus Terminal: In terms of traffic volume (No. of surveyed passenger), Cairo Governorate obtains the top share, and Alexandria, Dakahlia, Gharbia and Fayoum are also recorded with more than 6,000 passenger. The share of trip purpose "To/from working place" is higher than that of other purposes. The share of student trip seems to be lower than that of railway passenger.



Source: JICA Study Team

Figure 2.1.5 Desire Line from Cairo Station

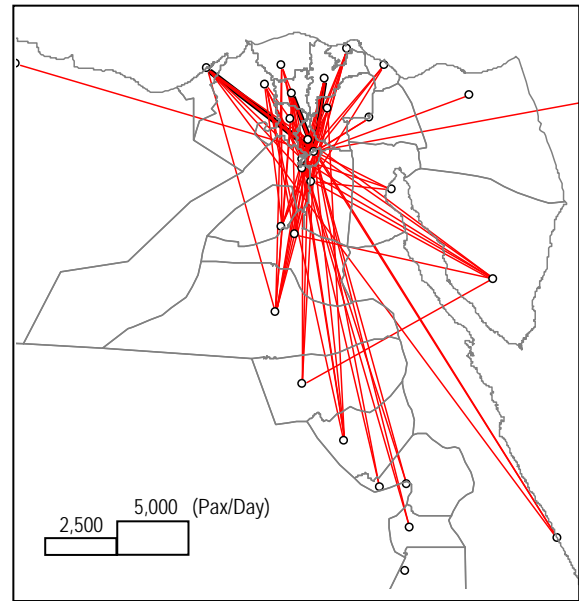


Source: JICA Study Team

Figure 2.1.6 Number of Surveyed Passenger at Bus Terminal by Governorate (Pax/day)

Hourly Fluctuation at Bus Terminal: The peak hour appears between 8:00 and 10:00 in the morning. It is observed that the passenger tends to use a bus in the morning rather than afternoon.

Desire Line by Bus Terminal: Figure 2.1.7 shows the desire line from bus terminal in Cairo Governorate. Trip distance seems to be long as a whole. Passenger volume from Cairo tends to be smaller than that of railway. Other results (for each Governorate) are described on Main Text of Chapter 4.

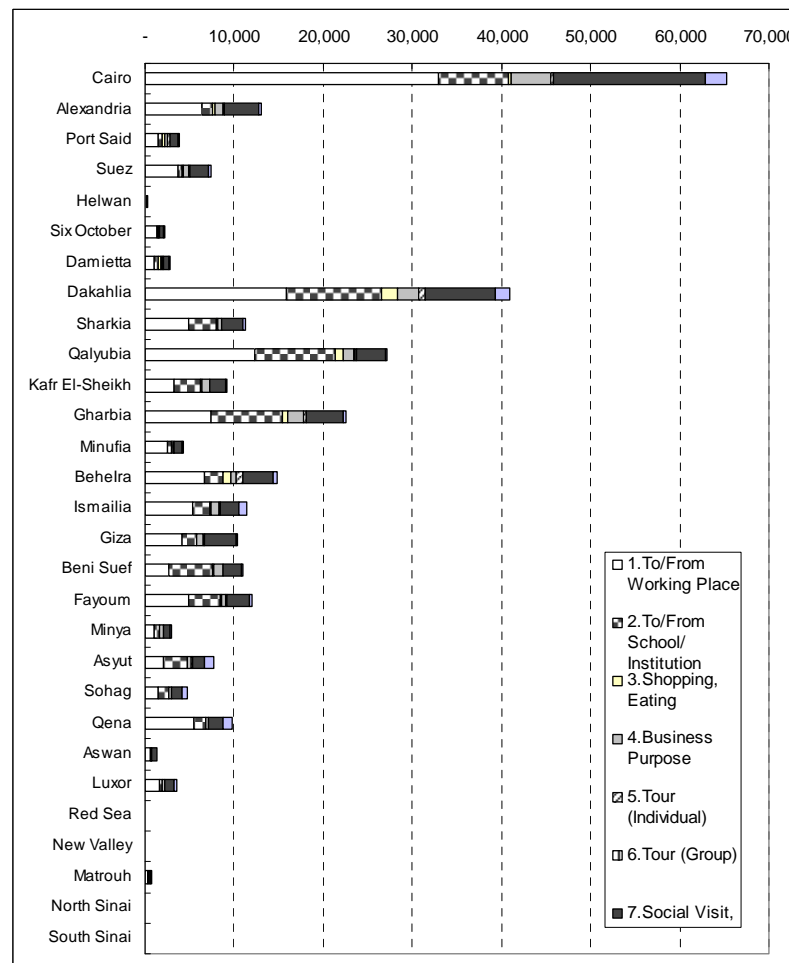


Source: JICA Study Team

Figure 2.1.7 Desire Line from Bus Terminals at Cairo Governorate

3) **Shared Taxi**

Traffic Volume at Shared Taxi Terminal: In terms of traffic volume (No. of Surveyed Passenger), Cairo Governorate obtains the highest portion, followed by Dakahlia and Qalyubia. The main trip purpose from Cairo Governorate is regarded as "To/from working place" and "Social visit". In general, "To/from working place" and "To/from school/institution" account for more than half of shared taxi passenger.



Source: JICA Study Team

Figure 2.1.8 Number of Surveyed Passenger at Shared Taxi Terminal by Trip Purpose (Pax/day)

Hourly Fluctuation at Shared Taxi Terminal: A small hourly variation has been observed, except for night time. Although the share of night time usage is quite low, a small number of passengers are using.

Desire Line by Shared Taxi Terminal: Figure 2.1.9 shows the desire line from shared taxi terminal in Cairo Governorate. Trip distance seems to be shorter than that of railway and bus users. Trips from Cairo to neighbouring Governorates tend to be bigger than long-distance trip. Other results for each Governorate are described in Main Text of Chapter 4.

4) Air Transport

Trip Destination: Table 2.1.1 indicates that 54% of trips of air passengers are destined for Europe, while "Other Middle East and North Africa" as a destination has 16% share of air passengers. The share of domestic air movement accounts for only 28%.

It can be presumed that there are 2 types of air use that are "Business use" and "Sightseeing use". The share of tourism (both of individual and group) at Abu Simbel, Aswan, Hurghada, Sharm El Sheikh is significantly high compared with other airports.

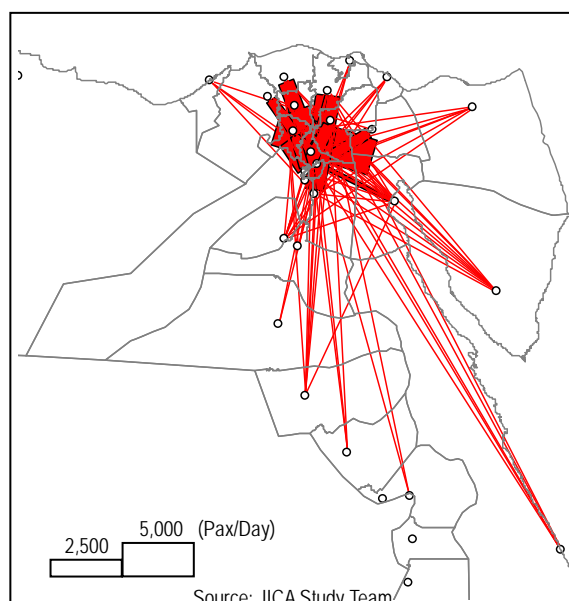


Figure 2.1.9 Desire Line from Shared Taxi Terminals at Cairo Governorate

Table 2.1.1 Composition of Trip Destinations by Boarding Passenger

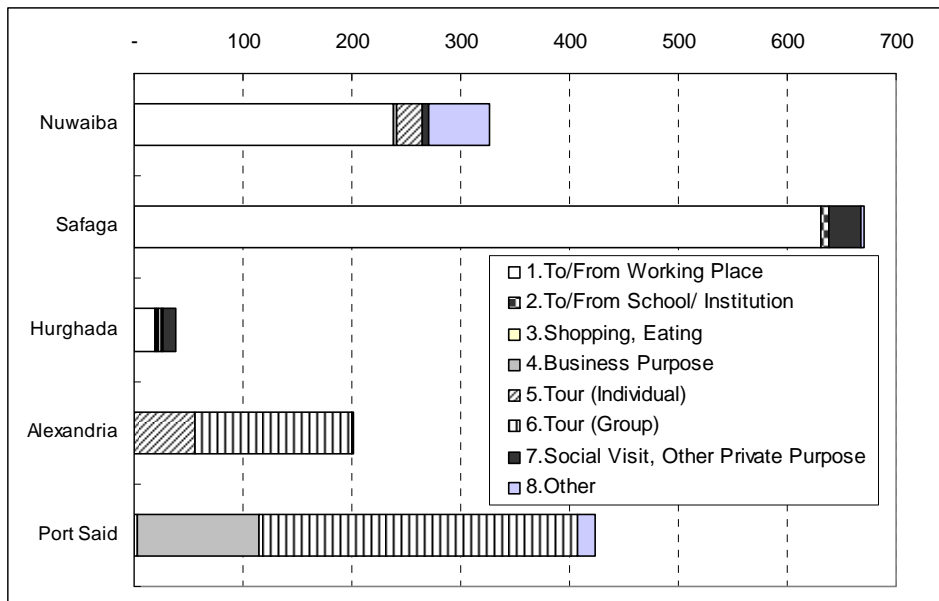
Trip Destination	Egyptian	Foreigner	Total
Egypt (Domestic)	15%	12%	28%
Foreign Countries (International)	16%	56%	72%
Asia	1%	0%	1%
Other Middle East and North Africa	13%	3%	16%
Europe	2%	51%	54%
North & South America	0%	0%	1%
Africa	0%	1%	1%
Australia and Oceania	0%	0%	0%
Total	32%	68%	100%

Source: JICA Study Team

Hourly Fluctuation at Airport: The peak appears between 12:30 and 13:30. A small hourly variation is observed except night time.

5) Ferry (Seaport)

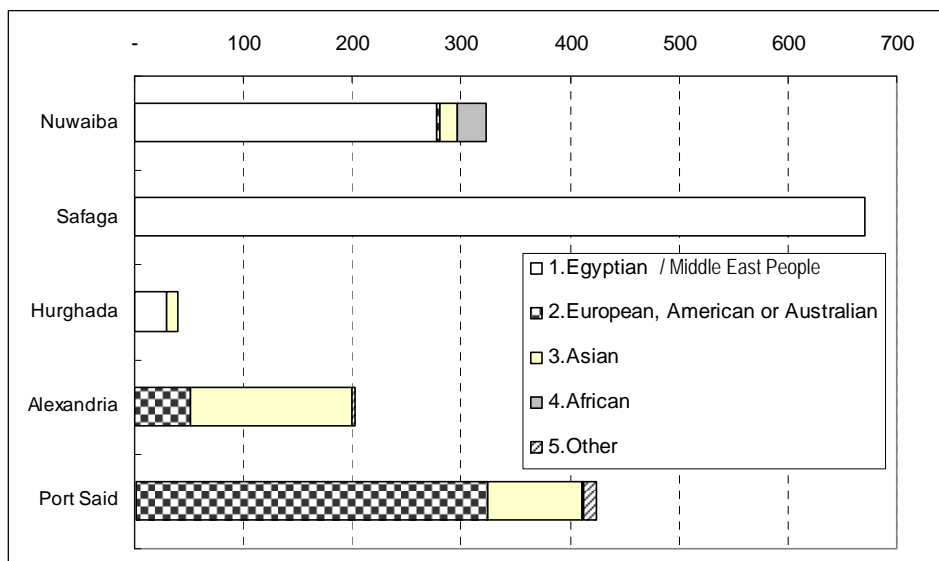
Traffic Volume at Ferry Terminal: Traffic volume (No. of Surveyed Passenger) in Safaga Seaport gets the highest portion, followed by Port Said and Nuwaiba Ports. The trip purpose varies by the seaport. At Nuwaiba, Safaga and Hurghada Port, a trip is mainly made for "To/from working place". On the other hand, at other 2 seaports, namely Alexandria and Port Said it is mainly individual tourism.



Source: JICA Study Team

Figure 2.1.10 Number of Seaport Ferry Terminal Users by Sea Port and Trip Purpose (Pax/day)

User’s Nationality: The following figure shows the passenger nationality, most of them in Nuwaiba, Safaga and Hurghada Ports are Egyptian. Meanwhile, the foreigners are using Alexandria and Port Said Ports. Thus, the characteristics of sea port can be classified into two categories; one is a seaport for Egyptian commuting/business trip, another is for tourism by foreigners.



Source: JICA Study Team

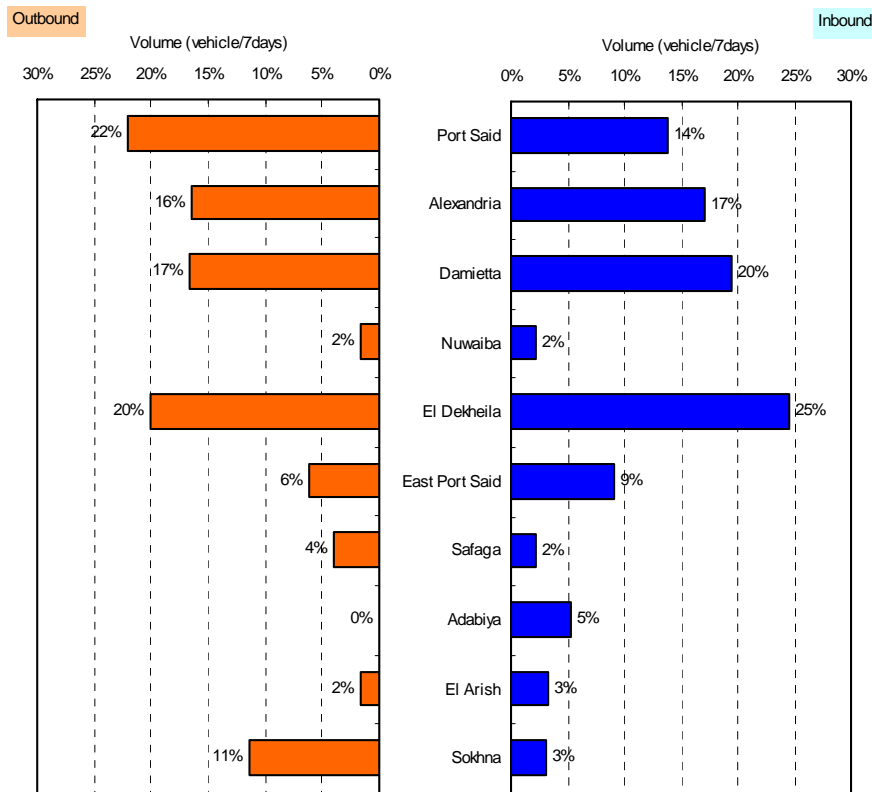
Figure 2.1.11 Composition of User's Nationality at Ferry Terminal

Hourly Fluctuation at Ferry Terminal: The peak hour appears between 10:00 and 11:00 in the morning. Strictly speaking, two peak hour are observed in the morning (10:00-11:00) and evening (19:00-20:00).

2.1.3 Cargo Transport at Terminal

1) Sea Port

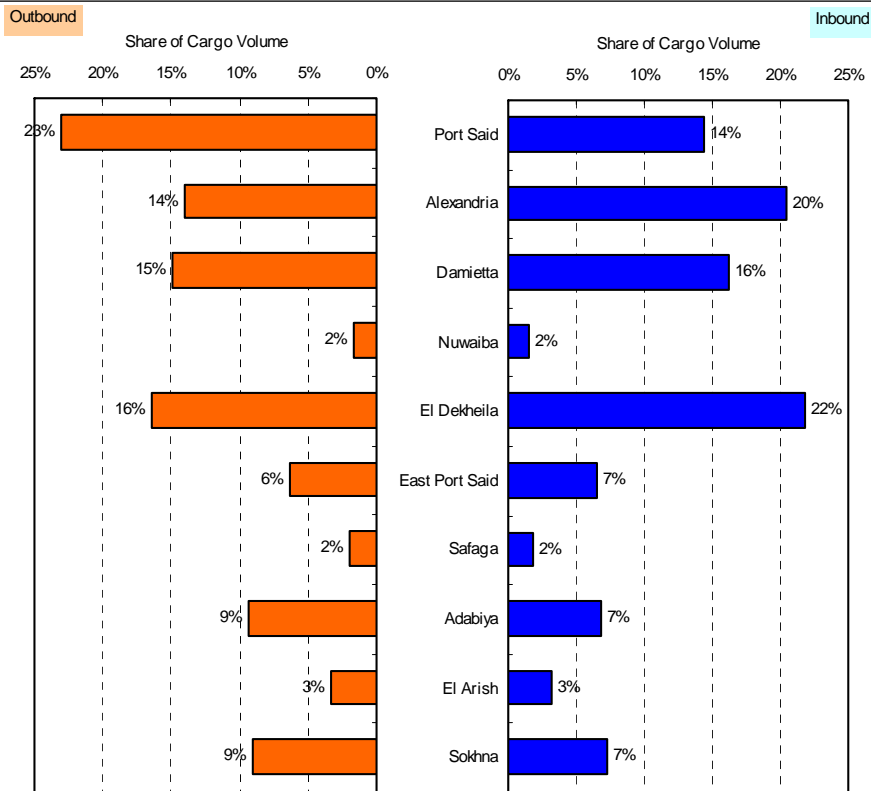
Traffic Volume at Sea Port: El Dekheila Port is ranked at the highest position (1,027 veh/day), followed by Port Said Port (1,002 veh/day) and Alexandria Port (926 veh/day). It can be observed that the inbound traffic volume is a bit higher than outbound traffic volume; especially for the sea ports that have traffic volume with more than 300 veh/day.



Source: JICA Study Team

Figure 2.1.12 Average Daily Inbound and Outbound Traffic Volumes at Surveyed Sea Ports

Cargo Volume at Sea Port: Figure 2.1.13 shows the total cargo volume by sea port and by direction. In terms of total cargo volume, El Dekheila Port is observed to have the largest cargo volume among the 10 sea ports, followed by Port Said and Alexandria ports. Both inbound and outbound cargo volume are balanced at most ports; however, El Dekheila Port tends to be biased to inbound cargo, while El Dekheila and Port Said ports have the opposite tendency.

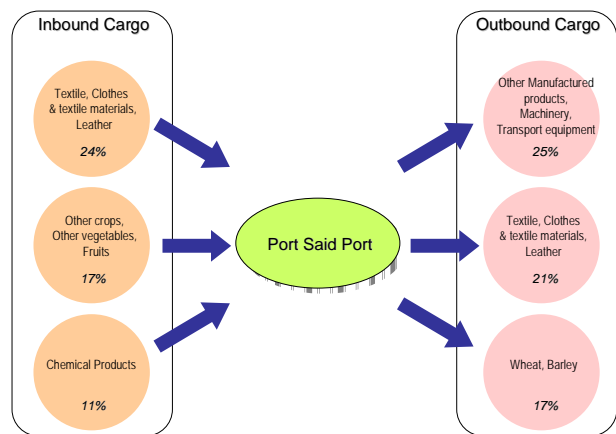


Source: JICA Study Team

Figure 2.1.13 Cargo Volume by Port

Cargo Movement at Sea Port: Figure 2.1.14 and 2.1.15 show the cargo movement at Port Said Port and Alexandria Port. The result of analysis at other ports is described at Chapter 5 of Main Text.

Port Said Port: Total volume of outbound cargo is more than twice as large as that of inbound cargo. Textile and manufactured products are the main commodities to be handled at the Port Said Port.

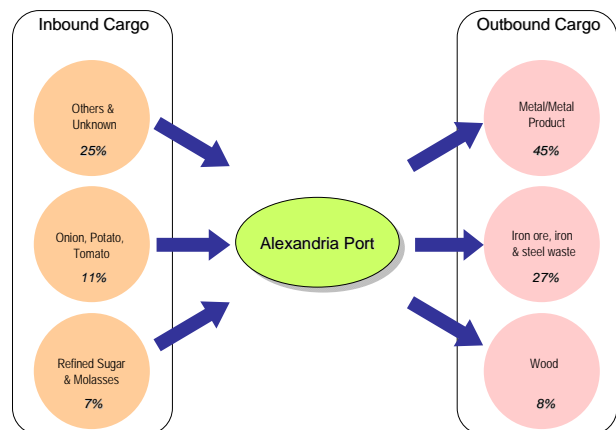


Source: JICA Study Team

Figure 2.1.14 Cargo Movement at Port Said Port

Alexandria Port

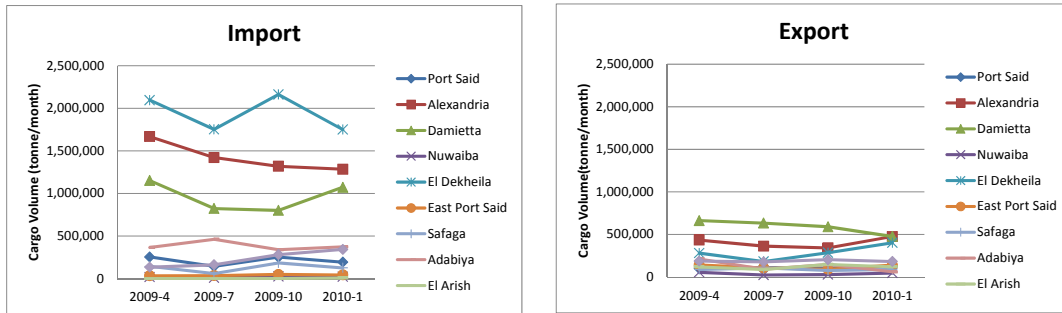
Figure 2.1.15 illustrates that the cargo volume for both inbound and outbound cargo is fairly balanced. Unprocessed products (iron ore, wood etc.) are transported through Alexandria Port.



Source: JICA Study Team

Figure 2.1.15 Cargo Movements at Alexandria Port

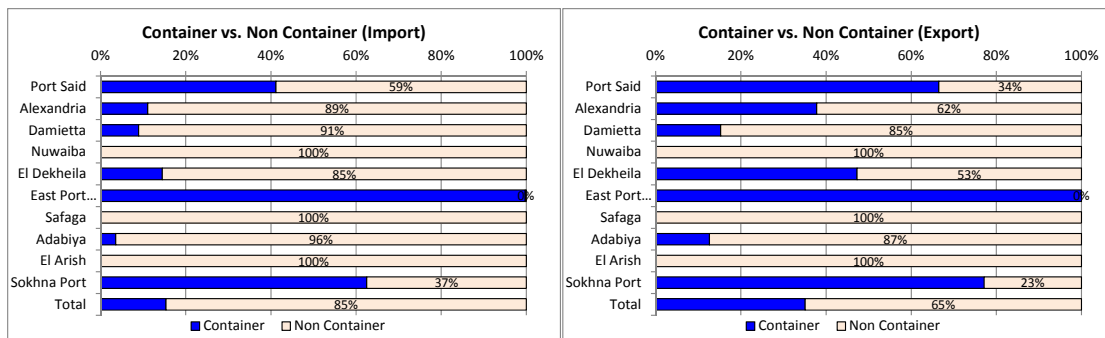
Trade Balance of Sea Port: Figure 2.1.16 show the seasonal trade volume by port. The unbalance of trade between import and export is considerable.



Source: JICA Study Team

Figure 2.1.16 Import and Export Volume by Port

Trade Balance of Sea Port: Figure 2.1.17 shows the share of container and non-container cargo by port. Totally, the containerization ratio seems low level as its ratio of import and export remain below 40%. East Port Said port is completely specialized in a container port.



Source: JICA Study Team

Figure 2.1.17 Container vs. Non-container

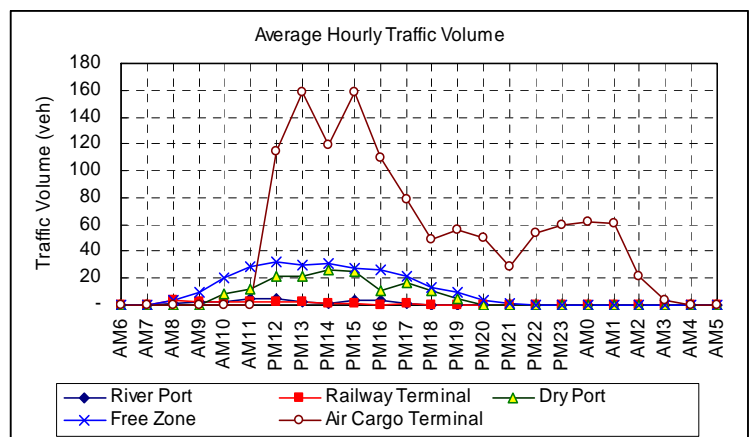
2) Freight Terminals

Traffic Volume at the Terminal: Hourly traffic volume at several types of terminals is summarized as shown in Figure 2.1.18.

River Ports: Generally, the observed traffic volumes at river ports are much lower than the sea ports, which imply the low freight demand of inland water transport. The operating hours would depend on the arrival or departure of vessels, yet the river ports are opened from 8:00 AM till 8:00 PM.

Railway Terminal: The traffic volume at the railway terminals was also observed at quite low level, though the terminals are selected among the terminals which deal with large cargo volume in a year.

Free Zone: Compared to the other terminals such as railway and river port, traffic movement is much more vigorous. In most free zones, traffic movements are observed mainly between 8:00 AM and 10:00 PM.



Source: JICA Study Team

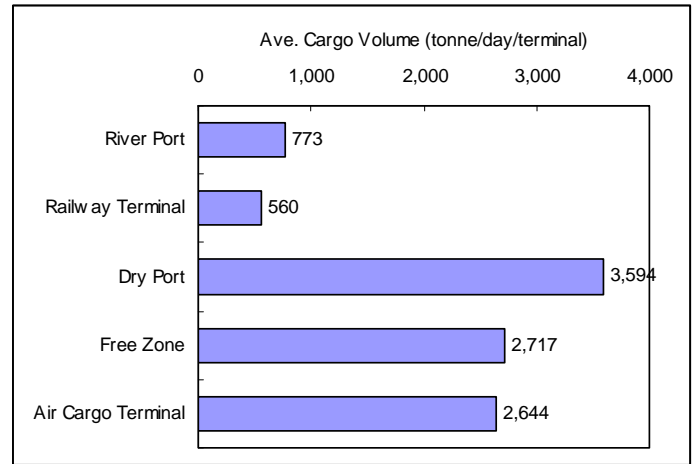
Figure 2.1.18 Hourly Traffic Volume by Terminal

Dry Port: The traffic volume at Dry Port is lower level than that of Free Zone. The movements were observed mainly between AM9:00 and PM7:00.

Airport: The heaviest traffic movement was observed at Cairo Air Cargo Terminal. Peak hour occurred between PM1:00 and PM3:00 with the volume of 160 veh/hour.

Cargo Movements at the Terminal: Figure 2.1.17 depicts average cargo volume transported to-and-from several terminals.

In terms of cargo volume handled per terminal, Dry Port deals with the largest cargo volume among them, followed by Free Zone and Air Cargo Terminal. On the other hand, average volume at the railway terminal record at the lowest volume since railway terminal mainly handles food related cargoes.



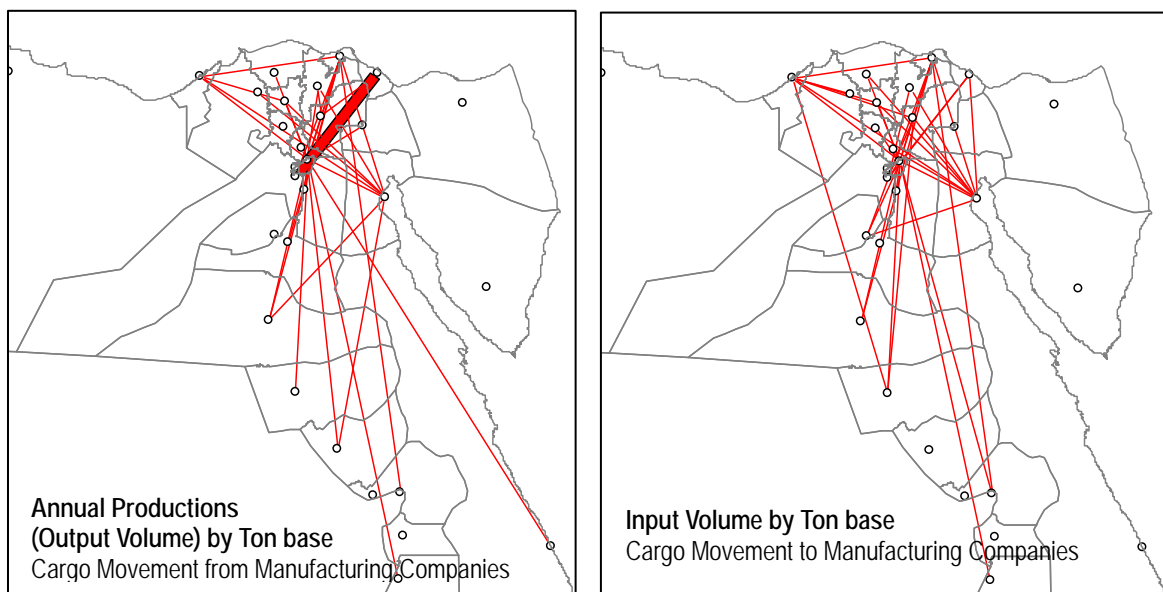
Source: JICA Study Team

Figure 2.1.19 Cargo Volume at the Terminal

3) **Cargo Movement to/from Manufacturing Companies**

In freight Company Interview Survey, 243 samples from manufacturing companies were collected. The cargo movement were analyzed using this data.

In terms of annual productions (Output Volume) by weight (tonne-base), wheat/barley gains the largest share (36%) of output volume, followed by refined sugar and molasses (30%), and edible oil (30%). The cargo volume between 6th October and Port Said represents the highest movement related to the annual production (output volume). In terms of input volume by weight (tonne-base), chemical products occupy the largest share (68%) of input volume, followed by textile/clothes/textile materials/leather (20%). The distribution of cargo movement has extended to cover the whole country, as shown the following figure.



Source: JICA Study Team

Figure 2.1.20 Input & Output Volume (Ton base) to/from Manufacturing Companies

4) Transport Cost

Based on the company interview survey, the estimated transport cost by commodity type and distance is summarized in the following table for trucking companies and freight forwarders, respectively. The transport cost proportionally increases by distance. The transport cost of general cargo is slightly cheaper than that of dry bulk cargo for trucking companies, while it is significantly cheaper for freight forwarders.

The loading and unloading costs of liquid bulk are almost same as that of general cargo and dry bulk. However, the line-haul cost is higher than that of general cargo and dry bulk.

Table 2.1.2 Transport Cost (Tariff) by Commodity Type

Distance (km)	Commodity	Unit	Transport Costs (LE) by Trucking Company			Transport Costs (LE) by Freight Forwarder		
			1 Loading unloading	2 Line-haul	(1+2) Total	1 Loading unloading	2 Line-haul	(1+2) Total
Short dis. 100 km (Ex. from Alexandria to Tanta)	General Cargo	Ton	15.1	45.7	60.8	15.7	52.5	68.2
	Dry Bulk Cargo		18.9	53.6	72.5	30.0	100.4	130.4
	Liquid Cargo		27.7	108.1	135.8	28.6	94.9	123.5
	Container	TEU	188.0	825.0	1,013.0	172.4	866.7	1,039.1
Medium dis. 200 km (Ex. from Cairo to Alexandria)	General Cargo	Ton	18.7	80.2	98.9	17.2	86.5	103.7
	Dry Bulk Cargo		22.7	91.6	114.3	33.5	138.3	171.8
	Liquid Cargo		24.9	142.5	167.4	39.7	144.8	184.5
	Container	TEU	223.0	1,341.7	1,564.7	211.4	1404.5	1,615.9
Long dis. 700 - 800 km (Ex. from Cairo to Aswan)	General Cargo	Ton	21.6	202.2	223.8	24.5	207.3	231.8
	Dry Bulk Cargo		24.4	236.2	260.6	36.9	257.4	294.3
	Liquid Cargo		24.9	284.5	309.4	39.7	372.8	412.5
	Container	TEU	240.0	2,520.8	2,760.8	395.5	2729.5	3,125.0

Source: JICA Study Team

2.2 PASSENGER & COMPANY OPINIONS FOR MODAL CHOICE

1) Modal Choice of Passenger

Income Level by Mode: It has a tendency that modal choice was done based on the personal income level, as shown in the following table. The person who gains the highest income usually selects air transport. However, average income level for both of railway 1st class and air plane economy class is almost same. This result indicates that railway users who gain high income can compete with air transport users.

Various users take a railway, and income level for railway user is different from ticket class. The income level for car driver is very close to that of railway AC second class and bus first class.

Table 2.2.1 Average Personal Income by Mode

Unit: L.E / Month

	Car	Railway				Bus			
		1.AC First Class	2.AC Second Class	3.Non AC	Total	1.AC First Class	2.AC Second Class	3.Non AC	Total
Personal Income	1,552	2,313	1,375	769	1,024	1,656	1,274	978	1,130
Sample Size	479	8	44	88	140	46	114	46	206

	Shared Taxi	Airport				Sea Port
		1. First Class	2. Business	3. Economy	Total	
Personal Income	754	3,222	2,625	2,409	2,537	889
Sample Size	232	2	9	85	96	36

Time Value by Mode: Table 2.2.2 shows "Willingness To Pay (WTP)" for saving travel time against present mode. The time value of car driver indicates 17.2 (LE/Hour). This value is slightly higher than that of public transports on road. The value of shared taxi user is lower than that of other modes.

Table 2.2.2 Willingness to Pay for Saving Travel Time by Mode

	Railway	Bus	Shared Taxi	Car
Ave. of WTP	15.0 (L.E /H)	13.7 (L.E /H)	7.3(L.E /H)	17.2 (L.E /H)

Major Factors to Select Mode: Passenger's preferences of public transport depend on trip purpose. For example, more than 40 % of business users for public transport selected "Travel Time". On the other hand, half of individual tourists who use public transport choose "Good Amenity".

It seems that "safety" is a common issue. The share of "Safety" is around 20% constantly.

For car driver, the share of "Good Amenity" is relatively high for the issues to select a transport mode. 30-40 % of commuter (both of "To/from working place" and "To/from school institution") indicates "Travel Time Shorter".

Spare Time: When persons travel to somewhere on business, they maybe consider "spare time" in order to arrive at the destination on time. The following table shows the spare time by mode. 77% of air transport users consider the spare time. The average spare time of all modes is approximately 35 minutes. That of bus users is recorded at the highest (46 minutes).

Table 2.2.3 Spare Time by Mode

	Car	Railway	Bus	Shared Taxi	Airport	Sea Port	Total
Consider	50%	41%	60%	47%	77%	48%	52%
Not	50%	59%	40%	53%	23%	52%	48%
Total	100%	100%	100%	100%	100%	100%	100%
Ave. Spare Time	28 Min.	32 Min.	46 Min.	36 Min.	37 Min.	24 Min.	35 Min.

2) Modal Choice by Freight Company (Manufacturing Company)

Current Using Mode: Table 2.2.4 shows the current transport mode. It is predominantly occupied by trucks (96.7%), while only 8 manufactures (3.3%) are using railways and river transport. A few manufactures would select the railways and river transport based on the safety and security reasons.

Table 2.2.4 Currently Used Transport Mode by Manufacturers

Mode	No. of Company	%
Truck	235	96.7
Rail	5	2.1
River	3	1.2

Reason of Not Using Railway and River Transport: The manufacturing companies emphasized the importance of the door-to-door service as main reason. Therefore, the improvement of their terminal facilities will be a major issue to promote the modal shift.

Possibility of Shifting to Railway & River Transport: Following table shows the possibility of shifting from a truck, if railway and river transport will contribute to the reduction of transport time and cost. In case of the following condition (time by truck X 200% & cost by truck X 50%), approximately 25% of manufacturing companies intend to shift to rail and river transport. In addition, manufacturing companies are sensitive to the travel time reduction. Based on this observation, it can be concluded that the travel time will be a key factor in order to increase the modal share of railways and river transport.

Table 2.2.5 Possibility of Shifting to Railway & River Transport

Condition	Transport Time= Time by Truck x 2.0 Transport Cost = Cost by Truck x 0.5	
	No. of Sample	%
Yes, I will	59	24.3
No, I will not	184	75.7

CHAPTER 3: OUTLINE OF MINTS TRANSPORT SURVEYS

This Technical Report aims at providing more detailed information on survey execution as well as the results of MiNTS Transport Surveys analyzed with the final survey data.

3.1 SURVEY BACKGROUND

The last comprehensive transportation study was conducted by JICA in 1993, namely "The Study on the Transportation System and the National Road Transportation Master Plan". Since 1993, the comprehensive transport Master Plan which covers road, maritime, inland water, railway and civil aviation, has not been reviewed and updated.

There exists various transport data and statistics on road, railway, maritime, inland waterway and civil aviation; however, these could not be sufficient to forecast future traffic demand due to the absence of data and the inconsistency of data among transport modes. In addition, 3 new Governorates which were set up during 1993-2009 should be taken into consideration in zoning system since the Governorates were used as the basis of traffic zoning.

Due to the above-mentioned situation, MiNTS has decided to conduct the transport surveys covering not only passenger traffic movements but also freight traffic movements in order to collect the comprehensive and up-to-date transportation data.

3.2 SURVEY STRUCTURE

MiNTS conducted a total of 15 surveys covering five major national transport modes; that is, road, rail, maritime, inland waterway and civil aviation.

The main target of this survey is to capture the inter-Governorate traffic rather than urban traffic, for both passenger and freight (cargo) movements. Thus, short trips within an urban area are not included in resulting matrixes. The 15 surveys are:

- (1) Traffic Count Survey
- (2) Roadside Interview Survey
- (3) Railway Passenger Interview Survey
- (4) Long-distance Bus Passenger Interview Survey
- (5) Long-distance Shared Taxi Passenger Interview Survey
- (6) Air Passenger Interview Survey
- (7) Ferry Passenger Interview Survey (international passengers only)
- (8) Opinion Survey on Modal Share
- (9) Railway Freight Survey
- (10) Inland Waterway Freight Survey
- (11) Freight Port Survey I (Interview with driver)
- (12) Freight Port Survey II (Secondary data collection)

- (13) Land Port Survey
- (14) Air Cargo Survey
- (15) Freight Company Interview Survey

3.3 SURVEY OBJECTIVES

The purposes of the surveys are as follows;

- To collect necessary information to estimate current inter-city Origin-destination (OD) tables for passengers and freight in Egypt
- To collect necessary information to analyze factors of modal choice in inter-city transport for passengers and freight in Egypt
- To create a Nationwide Inter-city Transport Database of Egypt

The 15 survey are classified into 5 survey groups according to their objective, though each survey has a distinctive objective. Table 2.3.1 shows the specific surveys, and the objective and a brief methodology for each survey.

Table 3.3.1 Survey Objectives and Method

Name of Survey		Objective	Survey Methodology
Passenger/ Freight	A. Roadside Interview Survey 1. Traffic Count Survey 2. Roadside OD Interview Survey 8. Opinion Survey on Modal Choice	To understand traffic volume and trip characteristics between zones for both passenger and freight transport	Conduct at the national border, Governorate boundary and Markaz boundary (on selected 2 Governorate) on major roads. Traffic Counts: Traffic volumes by direction, by mode, by determined period of time Roadside OD Interview: Conduct an interview survey by stopping passing vehicles and asking about place of origin and destination, purpose, type of goods, volume, and type of packing. Opinion Survey (Stated Preference Survey) will be conducted at the same time.
Passenger	B. Passenger Transport Terminal Survey 3. Railway Passenger Interview Survey 4. Long-distance Bus Passenger Interview Survey 5. Long-distance Shared Taxi Passenger Interview Survey 6. Air Passenger Interview Survey 7. Maritime/River Transport Passenger Interview Survey 8. Opinion Survey on Modal Choice	To understand passenger traffic and trip characteristics at the terminal including access and egress data	Conduct an interview survey to passengers who use major transport terminals. Vehicle and passenger counts as necessary. Collect secondary data on level of service (travel time, frequency by route) and plan of the terminal. Survey Items: Personal attribute, purpose, place of origin and destination, access and egress mode, travel time, travel cost, stated preference for modal choice.
Freight	C. Freight Transport Terminal Survey 9. Railway Freight Survey 10. Inland Waterway Freight Survey 13. Inland Depot (ICD, Custom Bonded Warehouse, Free zones and Inland Port) Survey 14. Air Cargo Survey	To understand freight volume and freight movement at the terminal	Traffic Volume (by commodity, by mode): daily traffic from traffic count survey and average daily traffic from statistics and interviews. OD Interview Survey: Conduct interview survey to truck drivers coming in and out of the terminal about origin/destination of line haul and access mode, packing type, commodity type and volume. Collect secondary data on commodity type, volume and OD at terminals.

Name of Survey	Objective	Survey Methodology
D. Sea Port Freight Survey 11. Freight Survey I (Interviews) 12. Freight Survey II (Secondary Data Collection)	To understand freight movement and demand by marine transport	Survey I: Conduct an OD interview at the gate of port, and ask about mode, commodity, volume, place of origin /destination together with traffic counts. Survey II: Collect secondary data classified by commodity, by packing, by place of import and export by using B/L (Bill of Lading) and Manifest.
E. Freight Company Interview Survey 15. Freight Company Interview Survey	To understand the actual origin/destination and relation with industrial activity	Conduct an interview survey to major companies (mining, manufacturing, wholesale, warehousing, transporting and forwarding companies) and collect necessary data and information. Conduct an interview survey with a company and ask about commodity, volume, mode, place of origin and destination, etc.

3.4 OUTLINE OF MINTS TRANSPORT SURVEYS

Table 2.4.2 shows specifications of surveys for each survey. The detail survey design is indicated in Chapter 2.

Table 3.4.1 Survey Program Parameters

Name of Survey	Survey Day	Survey Hours	No of Unit	Note
A. Traffic Count and Roadside Interview Survey				
1. Traffic Count Survey	1 day (Monday to Thursday)	Main: 24 hours Secondary: 16hours for traffic count, 13 hours for interview	185 points	River crossing Passenger/Freight count and interview are included 15 points were surveyed on one weekend (Friday or Saturday). 30 points were surveyed on Markaz boundary*1.
2. Roadside OD Interview Survey				
8. Opinion Survey on Modal Choice		13 hours	700 samples were collected	
B. Passenger Transport Terminal Survey				
3. Railway Passenger Interview Survey	1 day (Monday to Thursday)	16 hours	26 stations	On board survey and station survey was conducted.
4. Long-distance Bus Passenger Interview Survey		16 hours	107 terminals	
5. Long-distance Shared Taxi Passenger Interview Survey		24 hours traffic count 16 hours interview		
6. Air Passenger Interview Survey		16 hours	11 airports	
7. Maritime Transport Passenger Interview Survey		16 hours	8 sea ports	Interview survey and traffic count were conducted at 5 seaports. Hearing survey was conducted at other 3 terminals, because of no traffics without winter season.
8. Opinion Survey on Modal Choice		16 hours	1,251 samples were collected	
C. Freight Terminal Survey				
9. Railway Freight Survey	1 day	16 hours	27 stations	

Name of Survey	Survey Day	Survey Hours	No of Unit	Note
10. Inland Waterway Freight Survey	(Working day)	24 hours	15 river ports	
13. Inland Depot (ICD, Custom Bonded Warehouse) Survey		24 hours	5 Dry Ports 9 Free Zones	
14. Air Cargo Survey		24 hours traffic count 16 hours interview	1 airport (Cairo)	
D. Sea Port Freight Survey				
11. Freight Survey I (Interviews) *2	7 days	16 hours	10 sea ports	
12. Freight Survey II (Secondary Data Collection) *3	(Working day)	-		
E. Freight Transport Company Interview Survey				
15. Freight Company Interview Survey	1 day (Working day)	-	384 companies	

*1 30 Survey Points at Markaz Boundary: Data of 30 survey points on Markaz boundary are used in order to estimate existing OD table by Markaz Zone.

*2 Freight Survey I: Conduct an OD interview at the gate of port, and ask about mode, commodity, volume, place of origin /destination together with traffic counts.

*3 Freight Survey II: Collect secondary data classified by commodity, by packing, by place of import and export by using B/L (Bill of Lading) and Manifest.

3.5 ZONING SYSTEM

(1) Number of Zones and Zone Codes

In order to analyze the trip origin and destination, the survey area is divided into several traffic zones. The zoning system has several hierarchies such as the international, national and Governorate and Markaz. MiNTS has decided to develop three types of zoning system; 1) Large Zone (LZ), 2) Small Zone (SZ), 3) Survey Zone.

Large Zone (LZ) is comprised of the Internal (Domestic) Zones and the External (Foreign) Zones. The Internal Zone is basically delineated along the Governorate boundary. The Governorate, however, is sub-divided into Semi Governorates, if major cities other than the Governorate capital exist therein. Consequently, the Internal Zones consists of 52 zones and the External Zones are aggregated to 6 zones, which constitute Large Zone by 58 zones in total.

Markaz is the basis of Small Zone (SZ). Markaz is sometimes divided geographically by for instance river. For the transport analysis, such sub-divided Markaz areas are considered as the dependent traffic zones and defined as Small Zones for the study purpose. A total number of Markaz in Egypt is 359 but eventually they are divided into 385 zones in total. Including the External Zone, the total number of Small Zones is counted at 394 in number. All the zones are specified by zone names and zone codes.

OD (Origin and Destination) data derived from the transport survey are identified with those zone names or corresponding zone codes. Zone codes are however prepared for the unknown data, such as data which is only available for Governorate information but not available for detailed Markaz information. Differently, Markaz information is available but not known whether the OD data designate east or west part of that Markaz, since the Markaz is divided by the river into east and west sides. In order to cope with such unknown information, supplementary zone codes, other than 385 Small Zones, are prepared for both the Internal and External Zones to be 429 zone codes and 196 zone codes respectively. In addition, terminal facilities such as airports and seaports are also given independent zone codes, 24 and 15 zones respectively as summarized in Table 3.1.1. A total number of zone codes applied to the OD data from the survey amounts to 664, accordingly.

Table 3.5.1 Zone System

Zone Definitions	Large Zone (LZ)		Markaz	Small Zone	Survey Zone
	LZ Number	Name of Governorate or Semi Governorate	Markaz Zone	Detailed Markaz-Based Zone	Zone Codes of OD Data (including unknown locations)
Internal Zone (Domestic)	1	Cairo	359 Zones	385 Zones	429 Codes
	2-28	Names of Gov. or Semi-Gov.			
	29	Alexandria			
	30-51	Names of Gov. or Semi-Gov.			
	52	New Valley			
Terminal Zone					24 Airports 15 Sea Ports
External Zone (Foreign)	53	Israel/Palestine	360	386	196 Foreign Countries
	54	Saudi Arabia	361	387	
	55	Sudan	362	388	
	56	Libya	363	389	
	57	Europe	364	390	
	58	Asia	365	391	

	59	Jordan	366	392	
	60	Lebanon/Syria	367	393	
	61	Rest of the World	368	394	
Number of Zones	61 Zones		368 Zones	394 Zones	664 Codes

Source: JICA Study Team

(2) Zone Code Numbers and Names

1) Large Zone

The current transport surveys are initially designed under 52 large zones within Egypt, which consist of Governorates and divided Semi Governorates. The roadside interview surveys are mainly carried out at the boundaries of large zones, i.e. 155 locations, and the terminal interview surveys are also carried out at inter Governorate transport terminals.

The Large Zones are defined as shown in Table 3.1.2.

Table 3.5.2 Code Numbers and Names of LZ

LZ Number	LZ Name	Note
1	Cairo	
2	Giza	
3	South Qalyubia	Sindbis, Sindiyum, Shebin El-Qanter and Southern part of Qalyubia including
4	North Qalyubia	Qaha, Shinhira, Siyaha and Northern part of Kalyuobia including Benah
5	New Cairo	New Cairo, Badr City, etc.
6	North Helwan	Maadi, Tebbeen, etc.
7	Southern Helwan	Miniya and Southern part of Helwan
8	Six October City	Six October City
9	West Six October	Western part of Six October
10	East Sharkia	Faqus, Qurein, etc.
11	West Sharkia	Zaqazig, Abu Kebir, etc.
12	10 Ramadan	10 Ramadan
13	North Dakhalia	North of River; Sirbin, Bilqas Qism Auwal, etc.
14	Middle Dakhalia	South of River; Mansoura
15	South Dakhalia	Senbellawein, Tamy El-Amadeed and Southern part of Dakhalia including Meet G
16	Damietta	
17	East Port Said	East of Suez Canal
18	West Port Said	West of Suez Canal
19	East Ismailia	East of Suez Canal
20	West Ismailia	West of Suez Canal
21	Suez	
22	East Minufia	East of River
23	West Minufia	West of River
24	North Gharbia	El-Mahalla El-Kubra, etc.
25	South Gharbia	Tanta, Zefra, etc.
26	Kafr El Sheik	
27	South-East Beheira	Damanhour, etc.
28	North-West Beheira	Kafr El-Dawwar, etc.
29	Alexandria	
30	Fayoum	
31	East Beni Suef	East Bank of Beni Suef
32	West Beni Suef	West Bank of Beni Suef
33	East Minya	East Bank of Minya
34	West Minya	West Bank of Minya
35	East Asyut	East Bank of Asyut
36	West Asyut	West Bank of Asyut
37	East Sohag	East Bank of Sohag
38	West Sohag	West Bank of Sohag
39	East Qena North	East Bank of Qena, North to Luxor City
40	East Qena South	East Bank of Qena, South to Luxor City
41	West Qena	West Bank of Qena
42	East Luxor City	East Bank of Luxor City

LZ Number	LZ Name	Note
43	West Luxor City	West Bank of Luxor City
44	East Aswan	East Bank of Aswan
45	West Aswan	West Bank of Aswan
46	North Red Sea	North of Harghada
47	Middle Red Sea	Harghada to Marsa Alam Air Port
48	South Red Sea	South of Marsa Alam Air Port
49	North Sinai	
50	South Sinai	
51	Matrouh	
52	New Valley	
53	Israel/Palestine	
54	Saudi Arabia	
55	Sudan	
56	Libya	
57	Europe	
58	Asia	
59	Jordan	
60	Lebanon/Syria	
61	Rest of World	

Source: JICA Study Team

The following figure shows the zoning map by large zone (LZ) level.

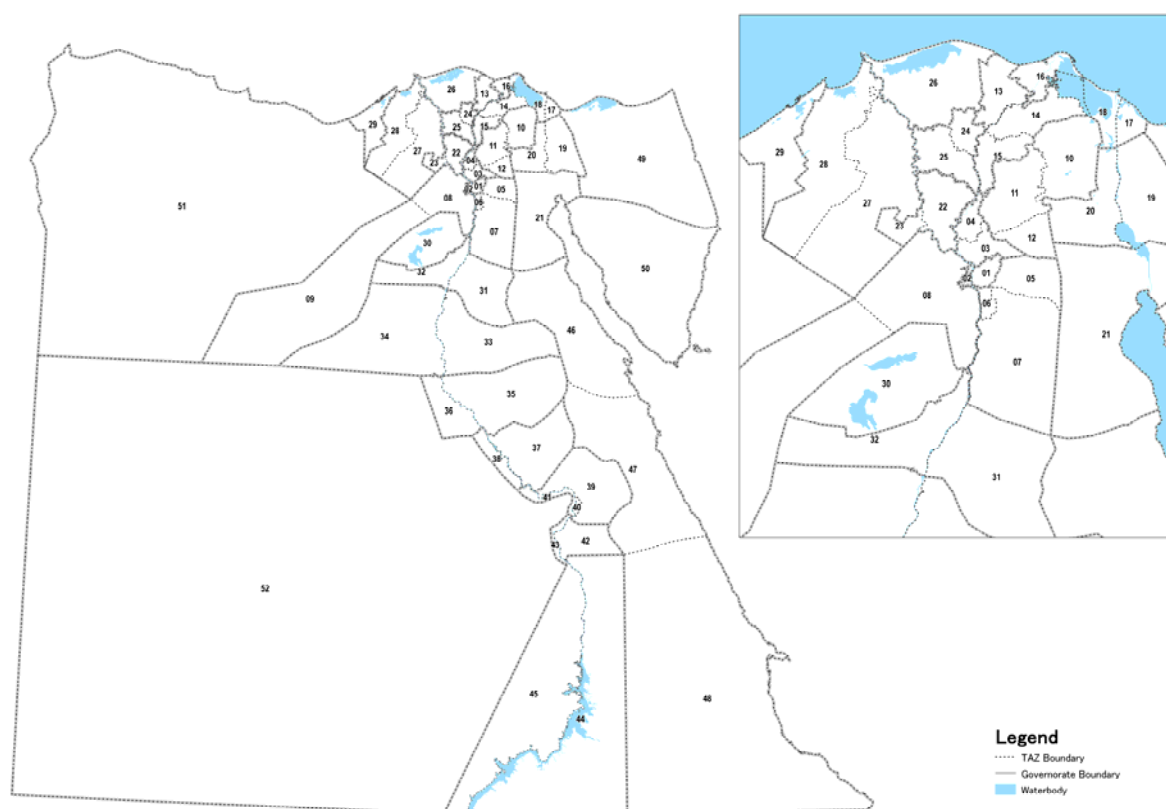


Figure 3.5.1 Zoning Map (LZ Level)

2) Small Zone

Besides the roadside interview survey at 155 LZ boundary locations, additional 30 locations on Small Zone boundary within the representing 2 Governorates are selected for roadside interview survey to estimate the intra-Governorate (LZ) Small Zone OD tables. A trip distribution model which is derived from the intra-Governorate OD table will be applied to other LZ to fulfill the inter-Small Zone OD cells of the respective LZ, and to complete the Small Zone OD table covering a whole Egypt.

Small zones consist of 385 domestic zones and 9 external zones. Included terminal facility codes and external zone codes, a total number of zone codes will be 394 as defined in Table 3.1.3.

Table 3.5.3 Code Numbers and Names of Small Zones (1/3)

LZ Code	LZ Name	SZ Code	SZ Name	LZ Code	LZ Name	SZ Code	SZ Name		
1	Cairo	1	Masr El Qadeema	18	West Port Said	133	Shark		
		2	Saiyedah Zeinab			134	Arab		
		3	Khalifah			135	Manakh		
		4	Abdeen			136	Port Fouad		
		5	Moski			137	Dawahy		
		6	Qasr El-Nile			138	South		
		7	Boulaq			139	Zohour		
		8	Azbakeya			140	Por Fouad Second		
		9	Darb El-Ahmar			141	Manasra		
		10	Gammaleya			142	South Second		
		11	Bab El-Shaereya			143	Port Said Police Port Dept.		
		12	Zaher			140	Zohour		
		13	Sharrabeya			21	Suez	152	Suez
		14	Shoubra					153	Arbeleen
		15	Rod El Farag	154	Itaka				
		16	Sahel	155	Faisal				
		17	Wayli	156	Ganayen				
		18	Hadayeq El-Kobba	157	Suez Police Port Dept				
		19	Zaytoun	5	New Cairo	55	New Cairo City First		
		20	Matareya			56	New Cairo City Second		
		21	Nasr City First			57	New Cairo City Third		
		22	Nasr City Second			58	Shorouk		
		23	Masr El-Gadeeda			59	Badr City		
		24	Nozha	59	Badr City				
		25	Ain Shams	6	North Helwan	60	Tebbeen		
		26	Zawya El-Hamra			61	Helwan		
		27	Salam			62	Fifteen May		
		28	Zamalek			63	Maadi		
		29	Mansheyet Nasser	64	Tora				
		30	Basateen	61	Helwan				
		31	Marg	7	South Helwan	65	Saff Markz		
1	Azbakeya	66	Atfeeh Markaz						
29	Alexandria	212	Montazah	8	Six October City	66	Atfeeh Markaz		
		213	Raml First			67	Ahram		
		214	Sedi Gaber			76	Six October City First		
		215	Bab Sharki			68	Hawamdeya		
		216	Moharram Bek			69	Giza Markaz		
		217	Attareen			70	Badrashein Markaz		
		218	Mansheya			71	Aiyat Markaz		
		219	Karmouz			72	Imbaba Markaz		
		220	Labban			73	Ossem Markaz		
		221	Gamarek			74	Warrag		
		222	Mina El-Bassal			78	Sheikh Zayed		
		223	Dekhella			75	Kerdasa		
		224	Amreya			79	Six October City Second		
		225	Borg El-Arab City			76	Six October City First		
		226	Police Port Dept.	69	Six October City First				
		227	New Borg El-Arab City	79	Sheikh Zayed				
		228	Raml Second	9	West Six October	77	Baharia Oasis		
229	Northern Coast Part 1	77	Baharia Oasis						
217	Attareen	17	East Port Said	132	Moubarak-Shark El-Tafreea				
224	Attareen								

Table 3.1.3 Code Numbers and Names of Small Zones (2/3)

LZ Code	LZ Name	SZ Code	SZ Name
16	Damietta	123	Damietta First
		124	Damietta Markaz
		125	Faraskour Markaz
		126	Kafr Saad Markaz
		127	New Damietta City
		128	Ras El-Bar
		129	Zarqa Markaz
		130	New Damietta Police Port Dept.
		131	Damietta Second
		132	Damietta Markaz
13	North Dakhalia	101	Belqas Markaz
		102	Sherbeen Markaz(Left Bank)
		103	Talkha Markaz
		104	Gamasa
		105	Nabaroh Markaz
14	Middle Dakhalia	106	Mansoura First
		107	Mansoura Second
		108	Mansoura Markaz
		109	Matareya Markaz
		110	Manzala Markaz
		111	Dekernes Markaz
		112	Sherbeen Markaz(Right Bank)
		113	Menyet El-Nasr Markaz
		114	Gammaleya
		115	Meet Selseel Markaz
15	South Dakhalia	116	Beni Ebeid Markaz
		117	Mahalet Demna Markaz
		106	Mansoura First
		118	Aga Markaz
		119	Senbellawein Markaz
		120	Meet Ghamr
		121	Meet Ghamr Markaz
122	Tamy El-Amadeed Markaz		
10	East Sharkia	80	Hesseneya Markaz
		81	Salheya City
		82	Faqous
		83	Faqous Markaz
11	West Sharkia	84	Awlad Saqr Markaz
		85	Zaqaziq First
		86	Zaqaziq Second
		87	Zaqaziq Markaz
		88	Abo Hammad Markaz
		89	Abo Kebir Markaz
		90	Belbeis Markaz
		91	Diarb Negm Markaz
		92	Kafr Saqr Markaz
		93	Menyet El-Kamh Markaz
		94	Heheya Markaz
		95	Mashtoul El-Souq Markaz
		96	Ibrahimeya Markaz
		97	Qanayat
		98	Rep. Qurein
		12	10 Ramadan
100	Tenth of Ramadan City Second		
100	Zaqaziq First		
3	South Qalyubia	41	Khanka Markaz
		42	Qanater El-Khayereya Markaz
		43	Shebin El-Qanater Markaz
		44	Shoubra El-Kheima First
		45	Shoubra El-Kheima Second
		46	Qalyub
		47	Qalyub Markaz
		48	Khosous
		49	Obour City
		42	Benha
4	North Qalyubia	42	Benha
		41	Benha
		50	Benha
		51	Benha Markaz
		52	Toukh Markaz
		53	Kafr Shokr Markaz
		54	Qaha
		53	Benha
26	Kafr El Sheik	50	Benha
		182	Kafr El-Sheikh City
		183	Kafr El-Sheikh Markaz
		184	Borollos Markaz
		185	Beyala Markaz
		186	Desouq
		187	Desouq Markaz
		188	Sedi Salem Markaz
		189	Fouh Markaz
		190	Qelleen Markaz
24	North Gharbia	191	Motobus Markaz
		192	Hamoul Markaz
		193	Riyadh Markaz
		170	Mahalla El-Kobra First
		171	Mahalla El-Kobra Second
25	South Gharbia	172	Mahalla El-Kobra Markaz
		173	Samannoud Markaz
		174	Tanta First
		175	Tanta Second
		176	Tanta Markaz
		177	Santa Markaz
		178	Basyoun Markaz
		179	Zefta Markaz
180	Ootour Markaz		
181	Kafr El-Zayat Markaz		

Table 3.1.3 Code Numbers and Names of Small Zones (3/3)

LZ Code	LZ Name	SZ Code	SZ Name	LZ Code	LZ Name	SZ Code	SZ Name
22	East Minufia	158	Shebin El-Kom City	2	Giza	32	Imbaba
		159	Shebin El-Kom Markaz			33	Agouza
		160	Ashmoun Markaz			34	Dokki
		161	Bagour Markaz			35	Giza Markaz
		162	Shuhadaa Markaz			36	Boulaq El-Dakrou
		163	Berket El-Sabe Markaz			37	Ahram
		164	Tala Markaz			38	Warrag
		165	Quesna Markaz			39	Omraneya
		166	Minuf Markaz			40	Kerdasa
		167	Sers El-Layan			38	Giza Markaz
		168	Minuf			35	Giza Markaz
23	West Minufia	169	Sadat Markaz	31	East Beni Suef	238	Beni Suef Markaz[Right Bank]
27	South-East Behera	194	Damanhour			239	Beni Suef New City
		195	Damanhour Markaz			240	Fashn Markaz[Right Bank]
		196	Dalangat Markaz			241	Beba Markaz[Right Bank]
		197	Mahmoudeya Markaz			242	Naser Markaz (Bush before)[Right Bank]
		198	Itay El-Baroud Markaz			239	Beni Suef City
		199	Hosh Esa Markaz			243	Beni Suef City
		200	Shoubra Kheet Markaz			244	Beni Suef Markaz[Left Bank]
		201	Kom Hamada Markaz			245	Fashn Markaz[Left Bank]
		202	Wadi El-Natroun Markaz			246	Wasta Markaz
		203	Rahmmaneya Markaz			247	Ihnasia Markaz
		204	Badr Markaz	248	Beba Markaz[Left Bank]		
28	North-West Behera	205	Abo El-Matameer Markaz	249	Sumusta Markaz		
		206	Abo Hommos Markaz	250	Naser Markaz (Bush before)[Left Bank]		
		207	Rasheed Markaz	248	Beni Suef City		
		208	Kafr El-Dawwar	245	Beni Suef City		
		209	Kafr El-Dawwar Markaz	30	Fayoum	230	Fayoum
		210	Idko Markaz			231	Fayoum Markaz
		211	Nobareya Gharb			232	Ibshewai Markaz
		210	Damanhour			233	Itsa Markaz
		144	Qantara Shark			234	Sennoures Markaz
		145	Ismailia First			235	Tamai Markaz
		146	Ismailia Second			236	Yosof Seddeeq Markaz
147	Ismailia Third	237	Fayoum New City				
148	Ismailia Markaz	233	Fayoum				
149	Tall El-Kebir Markaz						
150	Qantara Markaz						
151	Fayed Markaz						
144	Ismailia First						

3.6 VEHICLE & COMMODITY CLASSIFICATION

(1) Vehicle Classification

The vehicle for the survey will be classified into the following twelve (12) categories:

1. Passenger car
2. Shared Taxi
3. Tok Tok
4. Public Minibus
5. Public Bus
6. Private Minibus
7. Private Bus
8. Public Microbus
9. Others (including Ambulance, Military vehicle etc.)
10. Light Truck (pickup and vans)
11. Single Unit Heavy Truck
12. Multi Unit Heavy Truck

For the purpose of analyzing the collected data, the 12-category classification is consolidated into the integrated 7 categories.

Table 3.6.1 Vehicle Classification

Category 1 (12 Modes)	Category 2 (Integrated 7 Modes)
1. Passenger car	1. Passenger Car
2. Shared taxi 8. Public Microbus	2. Shared-taxi
4. Public Minibus 5. Public Bus 6. Private Minibus 7. Private Bus	3. Bus
10. Light Truck (pickup and vans)	4. Light Truck
11. Single Unit Heavy Truck	5. Single Unit Heavy Truck
12. Multi Unit Heavy Truck	6. Multi Unit Heavy Truck
3. Tok Tok 9. Others (military, police, ambulance etc.)	7. Others

Source: JICA Study Team

(2) Commodity Classification

The commodity classification was done taking into consideration of 36 commodity items selected for the survey as shown in the following table.

Table 3.6.2 Commodity Classification

Division	Code	Cargo Type
A	1	Empty Truck (Empty Container)
B	2	Crude Oil, Natural Gas
	3	Petroleum Products
	4	Iron ore, iron and steel waste

Division	Code	Cargo Type
	5	Coal, Coke, Tar
	6	Other Minerals
C	7	Stone, Gravel, Sand, Clay
	8	Cement, Lime
D	9	Wood
E	10	Fertilizer, Agriculture input
F	11	Corn, Maze
	12	Cotton
	13	Rice
	14	Peanut, Sesame, Sorghum, Soya Bean, Sugar Cane, Sunflower
	15	Wheat, Barley
	16	Broad Bean, Clove, Fenugreek, Flax, Garlic, Lentil, Lupine, Sugar Beet
	17	Onion, Potatoes, Tomato
	18	Fishery Product
	19	Edible Oil
	20	Other crops, Other vegetables, Fruits
G	21	Live animals
	22	Animal Products, Poultry
	23	Dairy Products
H	24	Wheat Flour, Bread
	25	Refined Sugar and Molasses
	26	Other Food/Beverage
I	27	Chemical Products
	28	Pharmaceutical Products
J	29	Metal/Metal Product
	30	Glass, Glassware, Ceramic product
	31	Paper, Pulp, Waste paper
	32	Textile, Clothes and textile materials, Leather
	33	Other Manufactured products, Machinery, Transport equipment
K	34	Mixed Commodities
L	35	Container (unknown container box) *) Sometime contents are unknown by a driver. But in case the driver knows it, it should be specified.
M	36	Others and Unknown

Source: JICA Study Team

3.7 ROADSIDE INTERVIEW SURVEY

(1) Objectives

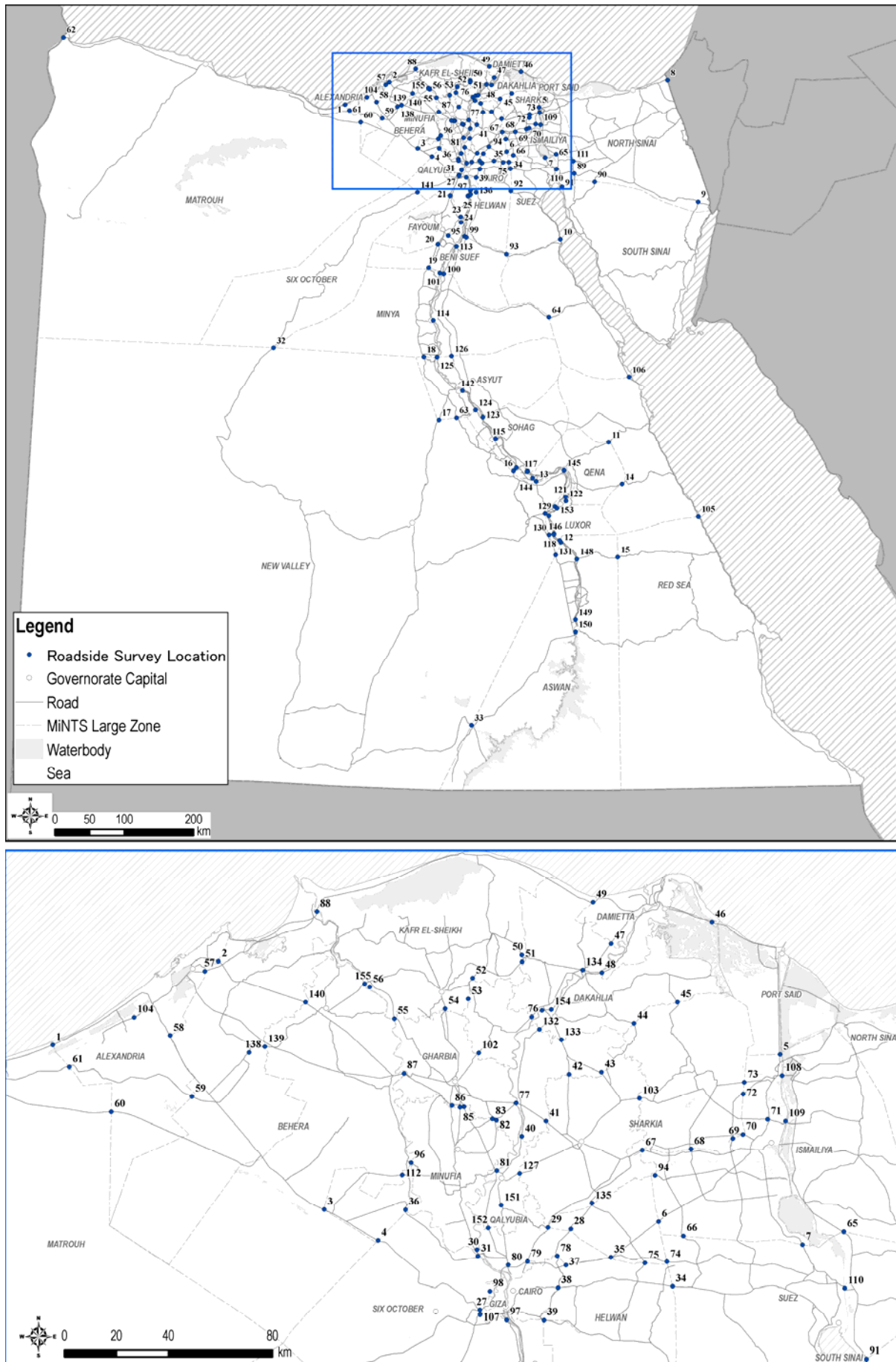
The main objectives of traffic count survey are to understand vehicle traffic volume crossing the borders of different traffic zones as well as to understand passenger and freight movements over Egypt.

In order to achieve those objectives, the MiNTS conducted three kinds of survey; Counting Survey, Interview Survey, and Opinion Survey.

(2) Survey Location

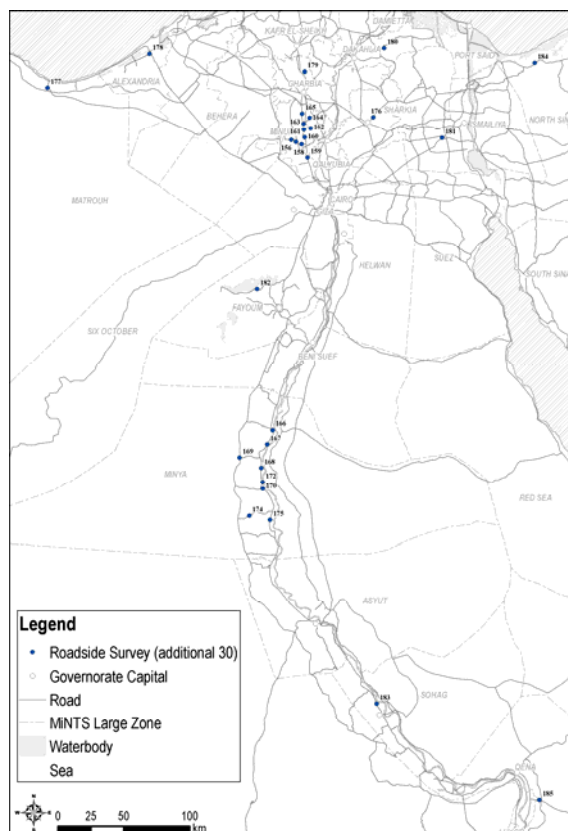
In order to capture the inter-governorate movements, the survey location was fundamentally designated on the arterial road at the border between Sub-Governorates (or Large Zones). In addition, the MiNTS has decided to conduct the survey at the border of Markaz for the purpose of utilizing the survey results for Transportation Policy and Strategy in Egypt after the MiNTS completed.

Consequently, 155 locations were appointed as a counting and interview station at the border of Sub-Governorate (LZ), and 30 locations at the border of Markaz.



Source: JICA Study Team

Figure 3.7.1 Survey Locations (LZ)



Source: JICA Study Team

Figure 3.7.2 Survey Locations (Markaz)

(3) Survey Duration

The survey was performed on one (1) day per location; 135 locations for weekday (between Monday and Thursday) and 15 locations for weekend (Friday or Saturday). To understand the several aspects such as trip movements during night time hours, the 24 hours survey which starts from 6:00am till 6:00am in the morning of the following day was conducted in addition to the 16 hours survey (from 6:00am till 22:00pm). Roadside interview is conducted from 6:00am till sunset (usually 7:00pm), due to security and safety reasons.

Table 3.7.1 Survey Hours and Days

Counting Survey				
	16 hours		24 hours	
	LZ	Markaz	LZ	Markaz
Weekday	130	28	25	2
Weekend	15	0	0	0
Total	145	28	25	2
Interview Survey				
	13 hours		24 hours	
	LZ	Markaz	LZ	Markaz
Weekday	135	30	0	0
Weekend	15	0	0	0
Total	150	30	0	0

Unit: location
Source: JICA Study Team

Table 3.7.2(1) List of Survey Locations

Site ID	Report Code	Road Name	Section Name	Survey Date (Weekday)	Survey Day (Weekday)	Survey hours (Weekday)	Survey Date (Weekend)	Survey Day (Weekend)	Survey hours (Weekend)
1	0010-05	CAIRO ALEX SALUM	El Salum – Alexandria Road	20100531	Mon	16			
2	0021-07	CAIRO ALEX SALUM	Cairo – Alexandria Agricultural Road	20100602	Wed	24	20100605	Sat	16
3	0027-03	CAIRO-ALEX-DESERT	El Sadat-Wadi El Natron	20100602	Wed	16			
4	0027-02	CAIRO-ALEX-DESERT	Cairo – Alexandria	20100601	Tue	16			
5	0015-04	CAIRO ISMAILIA PORT SA	Ismalia-Porsaid	20100527	Thu	24	20100529	Sat	16
6	0015-03	CAIRO ISMAILIA-PORT SA	Cairo – Ismailia	20100525	Tue	16			
7	0011-01	ISMAILIA SUEZ HALAIB	Ismalia-Suez	20100615	Tue	16			
8	0120-02	QANTRA-ARESH-RAFAA	El Qantra East-El Areish	20100616	Wed	16			
9	0016-04	CAIRO SUEZ RAS EL NAQB	Taba-Naghl	20100610	Thu	16			
10	0011-02	ISMAILIA SUEZ HALAIB	Ain.Sukhna – Al Zafrana	20100701	Thu	16			
11	0244-01	QENA SAFAGA	NSAFAGA-QENA	20100609	Wed	16			
12	0025-09	NAG HAMMADI EL KARABLA	Wadi Halfa – Toshka	20100621	Mon	16			
13	0258-01	HEW	NAG HAMADY –LUXOR	20100614	Mon	16			
14	0256-01	QIFT EL QUSEIR	EL QUSIR –QENA	20100608	Tue	16			
15	0274-02	IDFU MARSALA ALAM	Marsa Alam – Edfu	20100609	Wed	24			
16	0254-01	ABO SHOSHA	GIZA –LUXOR	20100621	Mon	16			
17	0033-01	ASYUT KHARGA PARIS OAS	ASYUT– Al KHARGA	20100621	Mon	16			
18	0035-03	CAIRO ASYUT DESERT WES	Minya-Asuit	20100614	Mon	16			
19	0035-02	CAIRO ASYUT DESERT WES	EL GIZA – LUXOR	20100609	Wed	16			
20	0035-01	CAIRO ASYUT DESERT WES	EL GIZA – LUXOR	20100526	Wed	24	20100529	Sat	16
21	0029-02	GIZA FAIYUM BENI SUEF	Cairo – El Fauom Desert	20100616	Wed	16			
22	0019-02	CAIRO ASYUT DESERT EAS	BANY SEWAIF – Al Krymat	20100607	Mon	16			
23	0182-01	ELWASTA	Gerza – CAIRO ASYUT DESERT WES	20100603	Thu	16			
24	0184-01	MIDOM LINK	CAIRO ASYUT DESERT WES – MIDOM	20100608	Tue	16			
25	0025-02	CAIRO ASWAN WADI HALFA	Badrasheen-Beni Suef	20100602	Wed	16			
26	B-Maraziq	MARAZEK CON.	Badrasheen- Al tabyn	20100608	Tue	16			
27	0027-01	CAIRO-ALEX-DESERT	Cairo – Alexandria Desert	20100603	Thu	24	20100605	Sat	16
28	0017-02	EL MANSURA BILBEIS	Al Obor – Belbes	20100614	Mon	16			
29	0203-02	ELABASA BELBIES MOSTOR	Ismalia –Cairo	20100628	Mon	16			
30	0031-01	QANATER SHIBIN EL KOM	Darwa	20100616	Wed	24			
31	0243-01	QALYUB-TAWFIQIYA	Al Qanater – Al Khatatba	20100603	Thu	16			
32	0221-02	CAIRO BAHARIA KHARGA	Cairo – El Wahat	20100624	Thu	16			
33	0298-01	TOSHA EL OWINT EAST	Markaz Esna – El Sebaaya	20100614	Mon	16			
34	0016-02	CAIRO SUEZ RAS EL NAQB	Cairo – Suez	20100524	Mon	16			
35	0015-02	CAIRO ISMAILIA PORT SA	Cairo – Ismailia	20100526	Wed	16			
36	0243-02	QALYUB-TAWFIQIYA	Al Mnashy – Al Khatatba	20100617	Thu	16			
37	0015-01	CAIRO ISMAILIA PORT SA	Masr – Ismailia Desert	20100531	Mon	16			
38	0016-01	CAIRO SUEZ RAS EL NAQB	Cairo – Suez	20100527	Thu	24	20100529	Sat	16
39	0176-01	Cairo – Ain Sukhna (road services)	Maadi – Nasr City	20100608	Tue	24			
40	0023-01	BENHA MIT GAHMR SANDOUB	Mit Gahmr – Kafr Shokr	20100621	Mon	16			
41	0014-02	TANTA ISMAILIA	Mit Gahmr – Zagazig	20100624	Thu	24			
42	0017-04	EL MANSURA BILBEIS	deyarb negm – Sinblween	20100610	Thu	16			
43	0193-01	ABU KEBIR EL SINBILAW	Sinblween – Abu Kebir	20100615	Tue	16			
44	0183-01	KAFR SAQR DIKIRNIS	Dawar Salama – Bany Ebeid	20100622	Tue	16			
45	0167-01	FAQUS'SAN EL HAGAR	San el Hagar– El Gamalya	20100622	Tue	16			
46	0010-01	INTERNATIONAL COASTAL	Domeat- porsaid	20100531	Mon	16			
47	0037-03	TANTA PORT SAID	kafr Saad – Sherbeen	20100607	Mon	24	20100605	Sat	16
48	0023-03	BENHA MIT GAMR SANDOUB	Sherbeen – Zarkaa	20100623	Wed	16			
49	0010-02	INTERNATIONAL COASTAL	Alexandria – Domietta	20100617	Thu	16			
50	0215-01	Belgas – El Hamoul		20100628	Mon	16			
51	0012-01	KAFR EL SHIEK – Belgas		20100628	Mon	16			
52	0012-02	SHIRBINE KAFR EL SHIEK	Al kour Al Tawel	20100701	Thu	24			
53	0229-01	KAFR EL SHEIKH EL-MAHA	Matbul – Al Mutamadia	20100621	Mon	16			
54	0041-01	TOLOMBAT7 KFR ELSHEIKH	Amyut – Sakha	20100701	Thu	16			
55	0249-01	BASYJN DISUQ	Basyon – Disuq	20100629	Tue	16			
56	0249-02	SHIRBINE KAFR EL SHIEK	Al Rahmania – Disuq	20100630	Wed	16			
57	0010-04	INTERNATIONAL COASTAL	(Int. Coastal Road)Damietta To Alexandria	20100617	Thu	16			
58	0027-04	CAIRO-ALEX-DESERT	Cairo – Alexandria Desert Road dir	20100614	Mon	24	20100612	Sat	16
59	0122-01	EL NASR ROAD	Cairo – Alexandria Desert Road To El-Nobaria	20100623	Wed	16			
60	0261-01	WADI EL NATRON EL ALAM	Wadi El Natron – El Alamen Road	20100527	Thu	16			
61	0122-02	EL NASR ROAD	Cairo – Alexandria Desert Road To El-Haman MainRoad	20100623	Wed	16			
62	0010-06	CAIRO ALEX SALUM	Alex-Salum	20100610	Thu	16			
63	0035-04	ALGHANAYEM	Sohag-Cairo	20100621	Mon	16			
64	0212-01	RAS GHARIB ELSHEIK FA	El Sheik Fadl-Ras Gharib	20100607	Mon	16			
65	0153-01	EL QANTARA EL SHUT	Kantra shark-uyon musa	20100614	Mon	16			
66	0157-03	WADI EL MULLAK	Wadi El Mullak	20100610	Thu	16			
67	0014-01	TANTA-ISMAILIA	El Tal El Kbeir – Abu Hamad	20100602	Wed	16			
68	0134-01	EL HUSEINIYABU SULTA	El Salhea-El Kasasen	20100607	Mon	16			
69	0157-02	GABAL IWEIBID EL ANT	El Ismaelia-El Kasasen Desert Rd	20100607	Mon	16			
70	0148-01	36 AL HARBY	El Ismaelia-El Kasasen Desert Rd	20100608	Tue	16			
71	0142-02	FIRDAN ELSALHIA ABUKBI	Faqus-El Ferdan	20100621	Mon	16			
72	0157-01	GABAL IWEIBID EL ANT	El Kantra-El Kasasen	20100601	Tue	16			
73	0130-01	ELSALHIA EL QANTARA	El Kantra-El Kasasen	20100601	Tue	16			
74	0516-01	Suez	Ramadan CITY-BELBES	20100622	Tue	16			
75	0516-02	BILBEIS 10 RAMADAN CITY	Al Asher Man Ramadan-Badr	20100617	Thu	16			
76	0037-02	TANTA PORT SAID	Samanood – Mansoura Talkha	20100608	Tue	16			
77	0014-03	TANTA ISMAILIA	Zefta – Mit Gamr	20100624	Thu	16			
78	0017-01	EL MANSURA BILBEIS	Belbes – Al salam	20100615	Tue	16			
79	0203-01	Terra El Esmailiah		20100628	Mon	16			
80	0021-01	CAIRO ALEX SALUM	Kewisna – Qaluop	20100617	Thu	24			
81	0021-03	SALUM ALEX CAIRO	Monshat Sabry – Banha	20100527	Thu	16			
82	0219-01	QUWEISNA HANOUN	Qwisna – Kafr Damanhor Al Qadiem	20100609	Wed	16			
83	0206-01	ZIFTA BIRKET EL SABA S	Hurien – Kafr Damanhor Al Qadiem	20100609	Wed	16			
84	0021-04	CAIRO ALEX SALUM	Tanta – Abu Mashour	20100531	Mon	16			
85	0039-01	EL DAFRA	Tanta – Ganzur	20100607	Mon	16			
86	0031-02	QANATER SHIBIN EL KOM	Sanadid – Batanun	20100607	Mon	24	20100605	Sat	16
87	0021-05	CAIRO ALEX SALUM	Kafr Al zyaf – Kafr Al Ez	20100608	Tue	16			
88	0010-03	INTERNATIONAL COASTAL	Alexandria – Damietta	20100624	Thu	24			
89	0147-01	BALOZA RAS SUDR	Sedr Hetan-Naghl	20100609	Wed	16			
90	0123-01	RAS SUDR MAFAREQ 1561	Ras Sedr-Sedr El Hetan	20100609	Wed	16			
91	0143-01	EL-SHUT RAS MOHAMED	lyon musa-Ahmed Hamdy Tunnel	20100617	Thu	16			
92	0176-02	QATAMIA AIN SOKHNA	QATAMIA AIN SOKHNA	20100607	Mon	16			

Table 3.7.3(2) List of Survey Locations

Site ID	Report Code	Road Name	Section Name	Survey Date (Weekday)	Survey Day (Weekday)	Survey hours (Weekday)	Survey Date (Weekend)	Survey Day (Weekend)	Survey hours (Weekend)
93	0194-01	ZAFRANA EL KORIMAT	ZAFRANA EL KORIMAT	20100701	Thu	16			
94	0156-01	SERABILIM EL MOLAK	Beilbes-El Tal al Kbeir	20100621	Mon	16			
95	0043-01	GIZA FAYUM BENI SUEF	FAYOUM - BENI SUEF	20100601	Tue	24	20100605	Sat	16
96	0150-01	SHIBIN EL KOM EL BRIGA	Tamalay - Birizat - Al Qam	20100610	Thu	16			
97	0025-01	CAIRO ASWAN WADI HALFA	Cairo-Abu ari Nutrus	20100609	Wed	16			
98	Jul26	Mahor 26 July - Medan Lebnan	Mahor 26 July - Medan Lebnan	20100609	Wed	16			
99	0019D-02	ELKORIMATE-BENI SUEF	ELKORIMATE - BENI SUEF	20100607	Mon	16			
100	0019-03	CAIRO ASYUT DESERT EAS	EL MENIA - BANY SEWAIF	20100607	Mon	16			
101	0025-03	CAIRO ASWAN WADI HALFA	MAGHAGHA - BANY SEWAIF	20100617	Thu	16			
102	0037-01	TANTA FORT SAID	Al Mahala Akobra - Mahalet Roh	20100615	Tue	16			
103	0142-01	FIRDAN ELSALHIA ABUKBI	Abu kbeer - Fakous	20100615	Tue	16			
104	0118-01	CAIRO-ALEX.-DESERT	Cairo - Alexandria Desert Road	20100616	Wed	16			
105	0011-03	ISMAILAIA SUEZ HALAIB	El KOSER-MARSA ALAM	20100630	Wed	16			
106	0011-03	ISMAILAIA SUEZ IIALAIB	I Iurghada - Cairo	20100701	Thu	16			
107	0029-01	GIZA FAYUM BENI SUEF	Cairo- El Fauom	20100621	Mon	16			
108	0120-01	MOBARK-ELSALAM BRIDGE	El Ferdan	20100603	Thu	24	20100605	Sat	16
109	0142-03	FIRDAN ELSALHIA ABUKBI	Portsaid-El Ismaelia	20100615	Tue	16			
110	0016-03	CAIRO SUEZ RAS EL NAQB	Sinai Suez	20100617	Thu	24			
111	0170-01	BALOZA-RAS SUDR	Kantra shark-El Themada	20100614	Mon	16			
112	0164-01	SADAT CITY KAFR DAWUD	Kafr Dawod - Al Sadat	20100610	Thu	16			
113	B-BeniSuef	BENI SUEF ENTERANCE	BANY SEWAIF - ELMINYA-ELVASTA	20100631	Mon	16			
114	0118-01	ROAD 21 EL MINYA	Minya-Cairo	20100616	Wed	24	20100611	Fri	16
115	0250-01	AKHMEEM-SOHAG	AKHMEEM-SOHAG	20100620	Tue	16			
116	0025-06	CAIRO ASWAN WADI HALFA	TED -BALYANA	20100622	Tue	16			
117	0019-06	CAIRO ASYUT DESERT EAS	DISHNA -MINSHA	20100616	Wed	16			
118	0019-09	CAIRO ASWAN WADI HALFA	Ecfu - Ecna	20100610	Thu	16			
119	0019-08	CAIRO ASWAN WADI HALFA	LUXOR -SHAGAP	20100602	Wed	16			
120	0025-08	NAG HAMMADI EL KARABLA	LUXOR -RAIANYA	20100601	Tue	16			
121	0025-07	NAG HAMMADI EL KARABLA	LUXOR -DANFIK	20100607	Mon	16			
122	0019-07	CAIRO ASWAN WADI HALFA	QENA -EDFO	20100631	Mon	16			
123	0019-05	CAIRO ASYUT DESERT EAS	Badari-Tahta	20100621	Mon	16			
124	0025-05	CAIRO ASWAN WADI HALFA	Tama-El Nihhola road	20100628	Mon	24			
125	0025-04	CAIRO ASWAN WADI HALFA	deirut-malawi	20100615	Tue	16			
126	0019-04	CAIRO ASYUT DESERT EAS	el minya-asyut road	20100602	Wed	16			
127	0013-01	BANHA ALAZAZIA ALZAGAZ	Banha - Minya Al Kamh	20100614	Mon	24	20100612	Sat	16
128	0197-01	EL MANSURA TALKHA	mansoura - Talkha	20100616	Wed	16			
129	0266-01	BAGHDAD LUXOR	ASWAN -LUXOR	20100603	Thu	24	20100605	Sat	16
130	0270-01	ESNA	Esna New Bridge - Desert Road	20100623	Wed	16			
131	0035-05	CAIRO ASYUT DESERT WES	Mafzet Esna - West Aswan Desert Road	20100617	Thu	16			
132	0023-02	BENHA MIT GAMR SANDOUB	Aga Mit Gamr - Mansoura Sandoub	20100609	Wed	16	20100619	Sat	16
133	0017-05	EL MANSURA BILBEIS	Sinblween - Mansoura	20100614	Mon	16			
134	0187-01	KAFR SHARBIEN MAHALL	Mahalat Engak - Sherbaen	20100623	Wed	16			
135	0017-03	EL MANSURA BILBEIS	Belbes - Cairo	20100622	Tue	16			
136	0019D-01	HELWAN-ELKORIMAT	Helwan - Creamrat	20100609	Wed	16			
137	0019-01	CAIRO ASYUT DESERT EAS	Helwan - Al Saf	20100617	Thu	16			
138	0259-02	Kafr al Zaiyat / Alexandria Free rd	Ganacles Road	20100621	Mon	16			
139	0259-01	DAMANHOJR JANAKLIS	Abo El matamer - Hosh Esa Road	20100621	Mon	16			
140	0021-06	CAIRO ALEX SALUM	Cairo - Alexandria Agricultural Road	20100607	Mon	16			
141	0221-01	CAIRO BAHARIA KHARQA	Al Wahat-El Bahariya - El Giza	20100610	Thu	16			
142	0240-01	WASLET ASYUT ENTERANCE	Asuit-Esna	20100622	Tue	16			
143	1011-01	QANATER NAG HAMMADI	ABOTSHT -SHATPYA	20100617	Thu	16			
144	B-Qena	CAIRO-ASWAN WADI HALFA	NAG HAMADY BRIDGE	20100616	Tue	16			
145	1003-01	QENA BRIDGE	DRANDRA BRIDGE	20100610	Thu	24			
146	1036-01	QESNA FAST-WEST	Fast - West	20100615	Tue	16			
147	1038-01	OLD KANATER ESNA	Esna - Edfo	20100616	Wed	16			
148	0274-01	Nafu Bridge		20100603	Thu	24	20100605	Sat	16
149	B-Aswan	ASWAN BRIDGE	Micala - Luxor Aswan Road	20100607	Mon	16			
150	0019-10	CAIRO ASWAN WADI HALFA	Sahary - El Karor	20100606	Tue	16			
151	0021-02	CAIRO ALEX SALUM	Banha - Toukh	20100526	Wed	16			
152	Free Rd	Shubra I Benha Free rd	Bahada - Al Abdulah	20100614	Mon	16			
153	B-Luxor	Luxor Bridge	Luxor Brdgs	20100622	Tue	16			
154	B-Talkha	Talkha Bridge		20100616	Wed	16			
155	0012-03	Disuq Bridge		20100630	Wed	16			
156	AQ1	QANATER-SHIBIN EL KOM	EL BAGUR SERS EL LAYA	20100622	Tue	16			
157	AQ2	Zefta-Berket El-Sabe-Shibin El-Kom	EL BAGUR SERS EL LAYA	20100621	Mon	16			
158	AQ3	Qanater-Shibin El-Qanater-Tanta	EL BAGUR SERS EL LAYA	20100622	Tue	16			
159	AQ4	QWWEISNA-SHIBIN EL KOM	Qanater-Shibin El-Qanater-Tanta	20100623	Wed	16			
160	AQ5	QANATER SHIBIN EL KOM	QANATER SHIBIN EL KOM	20100623	Wed	16			
161	AQ6	QANATER SHIBIN EL KOM	QANATER SHIBIN EL KOM	20100624	Thu	16			
162	AC7	EL BAGUR SERS EL LAYA	QWWEISNA-SHIBIN EL KOM	20100628	Mon	16			
163	AC8	EL BAGUR SERS EL LAYA	Qanater-Shibin El-Qanater-Tanta	20100624	Thu	16			
164	AC9	EL BAGUR SERS EL LAYA	Zefta-Berket El-Sabe-Shibin El-Kom	20100629	Tue	16			

Source: JICA Study Team

(4) Sampling Rate for Interview

To obtain the reliable traffic data from the field survey, the sampling rate was set at 20% of total traffic volume. Since the survey may cause traffic congestions specifically at the survey location with heavy traffic volume, the sampling rate could be subject to change according to the traffic condition.

In addition, Roadside Interview Survey had some constraints due to security reason. This issue is mentioned in the section "(9) Survey Implementation".

As the result, 85% of Survey Locations are above 20% sampling rate, whereas 15% of Survey Locations are less than 20% of sampling rate. The locations where sampling rate is less than 20% are heavy traffic, such as Cairo Ismailia Desert road (No.37) and Cairo Alexandria Agriculture road (No.81), however number of interview is large enough to analyse its characteristic and to develop OD matrices.

Table 3.7.4(1) Sampling Rate by Location

Survey Location No.	Survey_Date	StartHour	EndHour	Traffic Count (During Interview Period)(Veh)	Number of Interview (Veh)	Sample Rate
1	31 May 2010 (Mon)	8:53	18:30	5,257	1,281	24.4%
2	5 June 2010 (Sat)	7:17	18:35	25,705	2,415	9.4%
5	29 May 2010 (Sat)	6:40	19:59	10,589	1,589	15.0%
5	27 May 2010 (Thu)	6:50	20:02	13,949	1,208	8.7%
7	15 June 2010 (Tue)	6:06	19:30	3,973	1,746	43.9%
8	16 June 2010 (Wed)	8:10	19:58	3,367	1,184	35.2%
9	10 June 2010 (Thu)	7:09	19:13	571	361	63.2%
11	9 June 2010 (Wed)	6:00	19:59	2,823	1,170	41.4%
12	21 June 2010 (Mon)	7:00	19:02	1,244	892	71.7%
13	14 June 2010 (Mon)	6:17	20:00	1,521	704	46.3%
14	8 June 2010 (Tue)	6:20	19:30	1,097	799	72.8%
15	9 June 2010 (Wed)	7:39	19:05	163	121	74.2%
16	21 June 2010 (Mon)	6:01	19:50	1,136	529	46.6%
17	21 June 2010 (Mon)	6:02	19:55	1,219	599	49.1%
19	9 June 2010 (Wed)	6:00	19:55	3,731	1,855	49.7%
20	26 May 2010 (Wed)	7:48	20:34	5,389	1,218	22.6%
20	29 May 2010 (Sat)	7:45	19:55	5,818	1,170	20.1%
21	16 June 2010 (Wed)	6:03	19:35	12,991	3,931	30.3%
22	7 June 2010 (Mon)	6:45	19:45	1,853	680	36.7%
24	8 June 2010 (Tue)	6:02	20:00	1,916	629	32.8%
25	2 June 2010 (Wed)	6:00	20:00	2,906	1,143	39.3%
26	8 June 2010 (Tue)	6:41	19:34	9,728	1,770	18.2%
32	24 June 2010 (Thu)	6:25	16:53	144	94	65.3%
33	14 June 2010 (Mon)	7:14	18:47	366	190	51.9%
36	17 June 2010 (Thu)	7:00	19:59	3,527	1,402	39.8%
37	31 May 2010 (Mon)	7:29	19:25	82,639	3,226	3.9%
45	22 June 2010 (Tue)	8:07	20:20	2,124	871	41.0%
46	31 May 2010 (Mon)	6:41	20:11	4,176	1,578	37.8%
47	5 June 2010 (Sat)	6:00	20:30	13,298	2,395	18.0%
47	7 June 2010 (Mon)	6:07	20:24	10,678	2,761	25.9%
50	28 June 2010 (Mon)	6:45	20:00	755	539	71.4%
55	29 June 2010 (Tue)	7:14	20:59	2,283	1,338	58.6%
59	23 June 2010 (Wed)	8:10	19:15	2,061	722	35.0%
60	27 May 2010 (Thu)	8:05	18:20	2,169	903	41.6%
61	23 June 2010 (Wed)	11:00	17:48	152	101	66.4%
62	10 June 2010 (Thu)	8:00	18:48	1,326	739	55.7%
63	21 June 2010 (Mon)	6:00	20:00	2,113	841	39.8%
64	7 June 2010 (Mon)	6:55	20:00	427	302	70.7%
66	10 June 2010 (Thu)	6:40	19:30	2,326	1,355	58.3%
67	2 June 2010 (Wed)	7:25	20:25	6,659	1,810	27.2%
68	7 June 2010 (Mon)	8:00	21:35	4,050	1,101	27.2%
69	7 June 2010 (Mon)	9:11	19:53	1,167	568	48.7%
70	8 June 2010 (Tue)	8:11	20:00	3,273	601	18.4%
72	1 June 2010 (Tue)	7:15	19:45	135	69	51.1%
81	27 May 2010 (Thu)	8:30	19:09	35,880	1,762	4.9%
82	9 June 2010 (Wed)	6:37	19:33	1,496	1,037	69.3%

Table 3.7.5(2) Sampling Rate by Location

Survey Location No.	Survey_Date	StartHour	EndHour	Traffic Count (During Interview Period)(Veh)	Number of Interview (Veh)	Sample Rate
84	31 May 2010 (Mon)	8:10	19:02	27,627	2,330	8.4%
85	7 June 2010 (Mon)	7:15	19:35	3,701	1,729	46.7%
86	5 June 2010 (Sat)	6:25	21:00	2,608	1,317	50.5%
86	7 June 2010 (Mon)	6:22	19:46	2,302	1,558	67.7%
87	8 June 2010 (Tue)	8:20	18:48	25,639	2,570	10.0%
89	9 June 2010 (Wed)	10:57	19:20	29	8	38.1%
90	9 June 2010 (Wed)	8:10	15:42	111	53	47.7%
91	17 June 2010 (Thu)	6:05	19:29	2,896	921	31.8%
93	1 July 2010 (Thu)	7:35	19:27	342	175	51.2%
94	21 June 2010 (Mon)	6:39	19:40	429	268	62.5%
97	9 June 2010 (Wed)	6:09	19:25	26,599	1,883	7.1%
99	7 June 2010 (Mon)	6:03	19:57	4,427	1,101	24.9%
100	7 June 2010 (Mon)	6:00	20:00	2,556	1,158	45.3%
109	15 June 2010 (Tue)	7:15	18:44	480	251	52.3%
111	14 June 2010 (Mon)	8:03	18:45	34	28	82.4%
118	10 June 2010 (Thu)	6:55	19:03	2,324	945	40.7%
119	2 June 2010 (Wed)	6:28	19:45	2,411	1,141	47.3%
120	1 June 2010 (Tue)	6:00	19:46	2,268	973	42.9%
130	23 June 2010 (Wed)	7:00	18:52	483	231	47.8%
131	17 June 2010 (Thu)	7:00	18:58	762	491	64.4%
134	23 June 2010 (Wed)	6:21	20:00	5,518	1,286	23.3%
141	10 June 2010 (Thu)	6:05	18:51	1,926	458	23.8%
143	17 June 2010 (Thu)	6:00	19:43	798	338	42.4%
144	15 June 2010 (Tue)	6:01	19:58	5,908	1,422	24.1%
145	10 June 2010 (Thu)	6:00	19:59	10,904	1,759	16.1%
146	15 June 2010 (Tue)	6:22	19:10	4,098	1,177	28.7%
147	16 June 2010 (Wed)	7:23	14:29	662	287	43.4%
149	7 June 2010 (Mon)	6:00	19:30	2,048	599	29.2%
150	8 June 2010 (Tue)	7:15	19:45	4,456	741	16.6%
152	14 June 2010 (Mon)	8:00	20:00	2,588	1,005	38.8%
155	30 June 2010 (Wed)	7:21	19:56	342	279	81.6%
158	22 June 2010 (Tue)	8:13	19:53	2,163	1,088	50.3%
160	23 June 2010 (Wed)	6:40	20:02	5,284	1,853	35.1%
165	28 June 2010 (Mon)	7:15	20:14	2,490	1,121	45.0%
166	1 July 2010 (Thu)	6:00	20:00	5,152	2,268	44.0%
172	10 June 2010 (Thu)	6:04	20:00	5,648	2,111	37.4%
174	14 June 2010 (Mon)	6:16	18:50	150	147	98.0%
177	23 June 2010 (Wed)	8:20	16:20	142	93	65.5%
181	22 June 2010 (Tue)	6:29	19:47	1,231	559	45.4%
182	8 June 2010 (Tue)	6:04	19:10	1,633	700	42.9%
183	28 June 2010 (Mon)	6:10	19:49	510	411	80.6%
184	16 June 2010 (Wed)	8:15	20:29	3,098	1,092	35.2%
185	23 June 2010 (Wed)	6:02	19:59	1,526	858	56.2%

Smple Rate Criteria	Number of Survey Location	(%)
<10 %	6	6.7%
10 – 20 %	7	7.9%
20 – 50 %	48	53.9%
>50%	28	31.5%
Total	89	100.0%

Source: JICA Study Team

(5) Vehicle Classification

The vehicle for the survey will be classified into the following twelve (12) categories:

1. Passenger car
2. Shared Taxi
3. Tok Tok
4. Public Minibus
5. Public Bus
6. Private Minibus
7. Private Bus
8. Public Microbus
9. Others (including Ambulance, Military vehicle etc.)
10. Light Truck (pickup and vans)
11. Single Unit Heavy Truck
12. Multi Unit Heavy Truck

For the purpose of analyzing the collected data, the 12-category classification is consolidated into the integrated 5 categories.

Table 3.7.6 Vehicle Classification

Category 1 (12 Vehicle Type)	Category 2 (Integrated 5 Vehicle Category)
1. Passenger car	1. Passenger Car
2. Shared taxi 8. Public Microbus 4. Public Minibus 5. Public Bus	2. Public Bus/Taxi
6. Private Minibus 7. Private Bus	3. Private Bus
9. Light Truck (pickup and vans) 10. Single Unit Heavy Truck 11. Multi Unit Heavy Truck	4. Truck
3. Tok Tok 12. Others (military, police, ambulance etc.)	5. Others

Source: JICA Study Team

(6) Survey Items and Forms

The survey forms are designed to collect several kinds of information. As for the counting survey, the MiNTS prepared two types of survey form based on traffic volume (high or low volume) and counting method (manual count or counter use). On the other hand, three types of survey form are prepared for the interview survey. Moreover, a survey form for opinion survey consists of three parts; Passenger's Information, Trip Information, and Opinion on Modal Choice.

General Information

- Survey Location in name, Location Code, Date and Survey Hours

Vehicle Classification

Origin and Destination of the trip

- Origin and Destination of the trip on the Markaz basis

Trip Characteristics

- Trip Purpose and Trip Frequency
- Number of Passengers in the vehicle (including the driver)

Commodity Characteristics (only for Trucks)

- Commodity Type and Classification
- Commodity Volume (Container, Empty, 1/4, 1/2, 3/4, and Full) and Packing State
- Loading Capacity.

Special Survey Items

- For Tourist Bus: Type of Travel (Group Travel or Individual)
- For Inter-city Bus operated by Private Companies: Name of Bus Company, Information on Operating Route (i.e. service hour, frequency and its fare)

Opinion Survey Items

- Passenger's Information (Gender, Age, Occupation, Income, Car Ownership etc.)
- Trip Information (Trip Purpose, Origin & Destination, Frequency, Travel Cost & Time etc.)
- Opinion on Modal Choice (Selection Factor to be prioritized, Available Alternative Mode etc.)

Considering the convenience and efficiency of the field survey by surveyors, the following forms are prepared to facilitate the survey.

Table 3.7.7 Survey Forms

	Counting Survey		Interview Survey	Opinion Survey		
	Low Traffic Volume or Manual Counting	Heavy Traffic Volume or Counter Use				
Passenger Car	Form 1-C-1	Form 1-C-2	Form 1-I-1	Form 1-O-1		
Shared-Taxi				Form 1-C-3	Form 1-I-2	Excluded
Tok Tok						
Public Microbus						
Public Minibus						
Public Bus						
Private Minibus						
Private Bus		Form 1-C-4	Form 1-I-3			
Light Truck						
Single Unit Heavy Truck						
Multi Unit Heavy Truck		Excluded	Excluded			
Others						

Note: Survey forms mentioned above are shown in Section 2.6 (1).

Source: JICA Study Team

(7) Survey Method

3) Counting Survey

Basic methods for traffic count survey are described as follows:

- The survey group led by the supervisor sets up the survey location at specified roadside so as to secure the surveyor's safety.
- Surveyors continuously count the number of vehicles by direction and by vehicle type.
- Surveyors count the number of vehicles manually or using traffic counters.
- Surveyors record the number of vehicles by direction and by vehicle type on the survey sheet every fifteen (15) minutes.

In order to secure higher accuracy of data, the following measures were taken into consideration before, during and after the survey period:

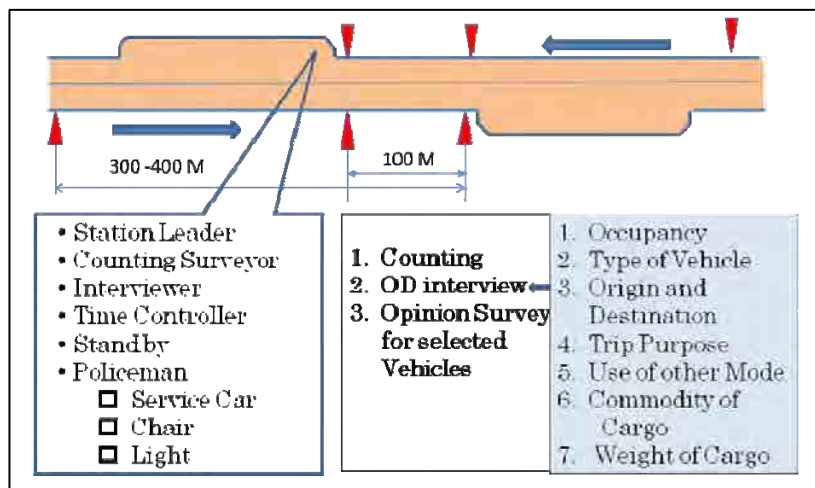
- Supervisors manage the assignment of surveyors for the entire survey period, and secure sufficient time for meals and rest.
- Supervisors monitor the performance of surveyors at the survey station. It is required to take necessary corrective measures by recording the number of vehicles at random by direction and by vehicle type and comparing it with the surveyor's performance for validation purpose.

4) Interview Survey (including Opinion Survey)

Basic methods for interview survey are described as follows:

- The survey group led by the supervisor sets up the interview area at specified roadside. This will be done jointly with the traffic police officer.
- Supervisor provides a traffic police with the information on survey and sampling method, and survey schedule on the day.
- Supervisor selects sampled vehicles at random for interviewing by each vehicle category.
- Policemen stop the selected vehicles and lead them to the designated area for roadside interview survey.
- Surveyors interview the drivers and/or passengers, and fill in the survey form. For buses, they interview only the drivers.
- Military vehicles, police cars, and ambulance will be excluded from the roadside interview survey.
- Walkers, Bicycles and other non-motorized vehicles will be excluded from the roadside interview survey as well.

Figure 3.3.3 shows the basic layout for the survey stations. The survey stations were set up in consideration of its layout.



Source: JICA Study Team

Figure 3.7.3 Basic Layout for Survey Station

(8) Safety Planning

The main purpose of the safety plan is to ensure the safety of both survey related persons and road users at the survey sites. The ultimate goal is to complete the survey without any accident on the road or in the interview zone.

Regulations during the survey work

- Nobody should stand in the traffic lanes of moving traffic for any reason; all survey personnel should stand outside the road carriageway.
- No personnel are allowed to cross the road for any reason unless it is urgent and the road is safe for such crossing.
- All survey personnel always wear the safety vests during the day and night time. They shall also wear the head cap during the day time.
- When interviewing a vehicle, the interviewer should stand on the driver's side but protected with the channelizing cones and far enough from the way of moving traffic.
- It is absolutely prohibited for any of the road side interviewers to start the interview until the vehicle comes to a complete stop in the specified interview lane (zone)
- It is absolutely forbidden that any of the road side interviewers should run after a vehicle that does not stop or leaves the site before completing the interview.
- It is strictly forbidden that any surveyor stops or waives to a vehicle to stop. This is only done by the policeman.
- It is not allowed for any surveyor or supervisor to get into discussion or argument with any vehicle driver for any reason, especially when he or she refuses to cooperate in the interview.
- While conducting the interview, the surveyor shall pay full attention to the traffic moving on his back and shall keep an eye on the adjacent traffic stream.
- All surveyors shall pay full attention when interviewing trucks because a driver's seat is positioned at a higher level from the ground, and the surveyor may have to look up the driver to interview them as well as may forget about the traffic movements on his backside.
- All surveyors pay full attention when interviewing a trailer-tractor vehicle because when they finish interview, they may forget that the vehicle has combined two carriers.
- After completing an interview, the surveyor shall direct the vehicle to leave the interview zone. The surveyor should not cross in front of the car interviewed as the driver might not pay attention

to the surveyor.

- The surveyor should not stand all the time within the interview area. As soon as they finish an interview, they should cross the area to the side of the road.
- For safety, the surveyor should cross the interview zone behind the vehicle he just interviewed with full caution of the vehicles behind in the interview area.

In order to avoid any accidents caused by the survey, the MiNTS took measures for safety as shown below.

“Sign Board” was placed all survey stations approximately 100m from a station in order to notice the drivers that the survey has been conducted. “Colour-cones” and “Safety Vest” are to secure the surveyor’s safety. All persons related to the survey wear the safety vest.



Sign Board



Colour-cone



Safety Vest

Source: JICA Study Team

Figure 3.7.4 Measures for Safety

(9) Survey Implementation

Some locations, where heavy traffic and no space to park car for interview, had to special operation that police stopped traffic on the road for several minutes and surveyors interviewed drivers, then open traffic another several minutes. In this case, to utilise surveyors and police operation, survey conducted side by side for two or three hours.

In few cases, some problems have occurred at site during the traffic survey. In all cases, the traffic count survey was not distributed by any problems. However, the problems affected only the roadside interview survey for short periods of time. The reasons of such problems at sites can be categorized as follows:

- 1) The policemen left the survey site for a period of time to respond to the emergency case due to serious accident happened in surrounding area.
- 2) A convoy of a VIP person passing through the survey location
- 3) Policemen did not arrive at site on time.

4) To relive the traffic flow when congestions occurs due to the survey works.

In one case only, the weather condition (a condense fog) at point no.1 that located on International Costal Road delayed the start of the roadside interview till the improvement of sight distance.

Irregular Condition

Some survey Locations are in irregular condition as follows,

- No.147 Old Kanater Esna: This survey location is bridge and the bridge is closed usually but opens only between 7.15 am to 8.30 am and from 1.30 pm to 2.30 pm.
- No.155 Disuq Bridge is under rehabilitation. Traffic is restricted and users are only neighbours of this survey location.

Restriction of Interview

Some survey Locations had restrictions as follows,

- Following 3 survey locations are not allowed to conduct interview because no space to stop car safely and conducted only traffic survey. No.98 26 July Corridor, No.154 Talha Bridge and No.180(a-25) El Mansura_El Matari.
- In Luxor, Qena and Aswan governorates, interview with tourist bus for foreigners are not allowed by police.

Road Accident

Some road accidents occurred in upper stream of survey locations and police forced to stop survey. Because police had to care for the accident or police did not want to any trouble with irritate drivers who had been patient under heavy traffic jam. However, to consider daily traffic movement, these short interruptions could be very limited impacts.

- No.84 Cairo Alex Agrculture Rd.: Survey stopped from 10:15 am to 10:45 am survey was stopped due to accident
- No.140 Cairo Alex Agrculture Rd. : Survey stopped from 9:30 am to 10:00 am due to accident
- No.58 Cairo Alex Desert Rd.: Survey stopped from 4.40pm to 5 pm due to accident
- No.40 Benha Mit Gamr Sandoub: There was an accident on the bridge banha which connect to this survey location, from 7.30 am 8.15 am may had an affection on the survey during this period
- No.135 El Mansura Bilbeis: Survey stopped from 7.30 am and 8.15 am due to accident.

(10) Photos

A photograph showing a road survey site in Qalyubia. Several workers in orange safety vests are standing on the road, which is lined with orange traffic cones. A white car and a blue truck are visible in the background.	A photograph of a road survey site in Beni Suef. Workers in orange vests are positioned along a road with orange traffic cones. A white car and a large white truck are visible.
<p>Survey at Qalyubia (Cairo-Alex Agriculture) (No.151)</p>	<p>Survey at Beni Suef (Cairo-Asyut) (No.20)</p>
A photograph showing a road survey site in Qalyubia. Workers in orange vests are standing on a road with orange traffic cones. A white car and a white van are visible.	A photograph of a road survey site in Qalyubia. A large red truck is stopped on the road, with workers in orange vests and orange traffic cones nearby.
<p>Survey at Qalyubia (Cairo-Suez) (No.38)</p>	<p>Survey at Qalyubia (Cairo-Ismailia) (No.37)</p>
A close-up photograph of a surveyor wearing an orange safety vest, looking down at a clipboard and writing.	A photograph showing a surveyor in a dark uniform standing next to a blue van. Several workers in orange vests are sitting on the ground next to the van.
<p>Surveyor for counting</p>	<p>Surveyor for Counting</p>
A photograph of a surveyor in an orange vest and blue cap talking to a driver inside a white car.	A photograph showing a surveyor in a yellow vest standing on a road with orange traffic cones. A black car is visible in the foreground.
<p>Surveyor for Interview</p>	<p>Surveyor for Interview</p>

Source: JICA Study Team

(11) Data Processing

Data check is conducted after data entry according to following criteria. Error data and warning data had to check the original survey form, and if the data is invalid the data was eliminated.

G1: Roadside Counting Data Check

Sq	Sheet	Column	Row	Condition	Error	Warning
1	All	All Vehicle Type	Every 15 min.	All of counting data is piled.	If piled counting volume is less than previous 15 mn vol.	
2	All	All Vehicle Type	Every 1 hour total	All of counting data is piled.		Compare with previous period. More than 200% or less than 50%. Also last period compare with 1st period at 24 hours location.
3	All			Both of 24 and 16 hours Loc.	Starting time is not 6:00	
4	All			In case of 24 hours Loc.	Ending time is not 6:00	
5	All			In case of 16 hours Loc.	Ending time is not 22:00	
6	All	All Vehicle Type	24 or 16 hour total	Both Direction counted		Directional total comaring have difference more than 200% or less than 50%
7	All	Direction			Direction code is not 1 and 2.	
8	All	Point			Out of Codes	

Source: JICA Study Team

G1: Roadside OD Interview Data Check (All)

Sq.	Sheet	Column	Condition	Error	Warning
1	Location between Cairo and Alex.	Direction	Direction: 1		Origin should be dir. of Cairo, destination should be dir. of Alex.
2	Location between Cairo and Alex.	Direction	Direction: 2		Origin should be dir. of Alex., destination should be dir. of Cairo.
3	Location between Cairo and Sinai	Direction	Direction: 1		Origin should be dir. of Cairo, destination should be dir. of Sinai.
4	Location between Cairo and Sinai	Direction	Direction: 2		Origin should be dir. of Sinai, destination should be dir. of Cairo.
5	Location between Cairo and Aswan	Direction	Direction: 1		Origin should be dir. of Cairo, destination should be dir. of Aswan.
6	Location between Cairo and Aswan	Direction	Direction: 2		Origin should be dir. of Aswan, destination should be dir. of Cairo.

Source: JICA Study Team

G1: Roadside OD Interview Data Check (Trucks)

Sq	Sheet	Column	Condition	Error	Warning
1	All	Point		out of codes	
2	All	Direction		Direction code is not 1 and 2.	
3	All	Time (hr)	24 hours loc.	More than 23 or less than 0	
4	All	Time (hr)	16 hours loc.	More than 21 or less than 6	
5	All	Time (min)		More than 59 or less than 0	
6	All	Vehicle		More than 12 or less than 10	
7	All	Loading		More than 7 or less than 1	
8	All	Frequency		More than 6 or less than 1	
9	All	Goods Type		More than 32 or less than 0	
10	All	Max. Loading (ton)		Less than 0.4	More than 48

0: in case of empty 8 ton x 6 axles

11	All	Origin Markaz		out of codes	
12	All	Destination Markaz		out of codes	

Source: JICA Study Team

G1: Roadside OD Interview Data Check (Buses)

Sq.	Sheet	Column	Condition	Error	Warning
1	All	Point		out of codes	
2	All	Direction		Direction code is not 1 and 2.	
3	All	Time (hr)	24 hours loc.	More than 23 or less than 0	
4	All	Time (hr)	16 hours loc.	More than 21 or less than 6	
5	All	Time (min)		More than 59 or less than 0	
6	All	Passengers	Public Minibus	Less than 1	More than 20
7	All	Passengers	Public Bus	Less than 1	More than 70
8	All	Passengers	Private Minibus	Less than 1	More than 20
9	All	Passengers	Private Bus	Less than 1	More than 70
10	All	Vehicle		More than 7 or less than 4	
11	All	Trip purpose		More than 8 or less than 1	
12	All	Frequency		More than 6 or less than 1	
13	All	Company		out of codes	
14	All	Due hours from			Interviewed hr <
15	All	Due hours to			Interviewed hr >
16	All	Origin Markaz		out of codes	
17	All	Destination Markaz		out of codes	

Source: JICA Study Team

G1: Roadside OD Interview Data Check (Private Car - Shared Taxi)

Sq.	Sheet	Column	Condition	Error	Warning
1	All	Point		out of codes	
2	All	Direction		Direction code is not 1 and 2.	
3	All	Time (hr)	24 hours loc.	More than 23 or less than 0	
4	All	Time (hr)	16 hours loc.	More than 21 or less than 6	
5	All	Time (min)		More than 59 or less than 0	
6	All	Passengers	Private Car	Less than 1	More than 5
7	All	Passengers	Taxi	Less than 1	More than 5
8	All	Passengers	Tok Tok	Less than 1	More than 3
9	All	Passengers	Microbus	Less than 1	More than 8
10	All	Vehicle		Not 1, 2, 3, 8	
11	All	Trip purpose		More than 8 or less than 1	
12	All	Frequency		More than 6 or less than 1	
13	All	Origin Markaz		out of codes	
14	All	Destination Markaz		out of codes	

Source: JICA Study Team

3.8 PASSENGER TRANSPORT TERMINAL SURVEY

(1) Objectives

The objectives of the passenger transport terminal survey are:

- To understand the passenger's movement by public transport modes such as railway, bus, shared-taxi, air, and maritime transport;
- To understand how the terminal users access to a terminal from their origin place and egress from a terminal to destination place; and
- To derive the parameters for the demand forecast, especially for modal split.

In order to achieve those objectives, the MiNTS conducted three kind of survey; Counting Survey, Interview Survey and Opinion Survey.

(2) Survey Location

The MiNTS covers the whole Egypt and all types of transport mode for both passenger and freight. Regarding passenger transport, it is necessary to understand passenger movements at the terminals, airports and ports since the roadside interview survey cannot cover all modes.

In this way, the following transport terminals are selected:

- Railway Station
- Bus and Shared taxi Terminal
- Airport
- Ferry Port (Sea Port)

5) Railway Station

In Egypt, approximately 746 railway stations for passenger exist. Of these stations, it was proposed to conduct the survey for 26 railway stations among stations categorized as "main station" by ENR, and to interview passengers on board on the selected 12 routes. Those 26 stations were selected from each governorate in terms of number of station users. The governorates, which the railway does not pass through, are excluded.

Table 3.8.1 List of Railway Stations

No.	Survey Date	Name of Railway station	Governorate
1	28-4-10	Cairo	Cairo
2	3-5-10	Giza	Giza
3	28-4-10	Alexandria	Alexandria
4	27-4-10	Sidi Gaber	Alexandria
5	29-4-10	Aswan	Aswan
6	11-5-10	Ismailia	Ismailia
7	12-5-10	Sweh	Sweh
8	10-5-10	Port Said	Port Said
9	21-4-10	Al Mahalla Al Kobra	Al Gharbeya
10	13-5-10	Damanhour	Al Behaira
11	28-4-10	Al Mansoura	Al Daqahleya
12	29-4-10	Benha	Al Qalyobeya
13	6-5-10	Damitta	Damitta

No.	Survey Date	Name of Railway station	Governorate
14	26-4-10	Luxor	Luxor
15	22-4-10	Rashid	Al Behaira
16	19-4-10	Menuf	Al Menoufeya
17	22-4-10	Menya	Menya
18	6-5-10	Asyut	Asyut
19	12-5-10	Sohag	Sohag
20	21-4-10	Qena	Qena
21	26-4-10	Beni Suef	Beni Suef
22	12-5-10	Faiyum	Faiyum
23	26-4-10	Tanta	Al Gharbeya
24	3-5-10	Zaqaziq	Al Sharqeya
25	27-4-10	Desouq	Kafr El Sheikh
26	5-5-10	Abo Kebeer	Al Sharqeya

Source: JICA Study Team

Table 3.8.2 List of On-board Survey Lines

Line Number	Date	Railway Line
1	27-4-10,28-4-10, 11-5-10,20-5-10	Cairo - Alexandria
2	27-4-10,28-4-10, 4-5-10,10-5-10	Tanta - Mansoura - Damietta
3	11-5-10,12-5-10,	Cairo - Aswan
4	3-5-10,4-5-10	Sherbeen - Queleen
5	17-5-10	Cairo - Ismailia - Port Said
6	10-5-10,19-5-10	Cairo - Eitay El Baroud
7	11-5-10,21-5-10	Cairo - Menouf - Tanta
8	9-5-10,10-5-10	Damanhour - Queleen - Tanta
9	4-5-10	Cairo - Shebin El Kanater - Zagazig - Mansoura
10	28-4-10,19-5-10,20-5-10	Cairo - Tanta - Mansoura - Damietta
11	6-5-10,12-5-10	El Fayoum - El Wasta
12	12-5-10	Ismailia - Suez

Source: JICA Study Team

6) Bus and Shared-taxi Terminal

It was proposed to carry out the survey at 107 terminals. The terminals are selected from terminals where they are located at the capital and major cities of Governorate. However, in some cases, a shared-taxi terminal is located in the same site of a bus terminal. That is the combined terminal with shared-taxi and bus terminal. In that case, it will be regarded as one terminal.

Table 3.8.3 List of Bus and Shared-taxi Terminals

No.	Survey Date	Governorate	City	Bus and Shared Taxi Terminals	
				Terminal name	Terminal Type
1	19-04-10	Cairo	Cairo	Abboud-1	Combined
2	20-04-10			Abboud-2	
3	3-05-10			Abboud-3	
4	19-04-10	Behaira	Edko	Edko	Shared Taxi
5	19-04-10	Sharqia	Zagazeeg	Abo- Khaleel	Bus
6	19-04-10	Qena	Qena	Red Sea	Shared Taxi
7	19-04-10	Qena	Qena	Naga Hammadi-1	Shared Taxi
8	22-04-10			Naga Hammadi-2	

No.	Survey Date	Governorate	City	Bus and Shared Taxi Terminals	
				Terminal name	Terminal Type
9	19-04-10	Minoufia	Minouf	Minouf	Combined
10	19-04-10	Minoufia	Bagour	Bagour	Shared Taxi
11	19-04-10	Minoufia	Ashmaoun	Ashmaoun	Bus
12	20-4-10	Sharqia	Zagazeeg	Agriculture	Shared Taxi
13	20-4-10	Dakahlia	Talkha	Talkha Al-Gadeed	Shared Taxi
14	20-4-10	Menia	Menia	Terminal south	Shared Taxi
15	20-4-10	Menia	Menia	Terminal north	Shared Taxi
16	20-4-10	Qena	Qena	Hi Jet	Bus
17	20-4-10	Qena	Qena	Asyut (Dishna)	Shared Taxi
18	20-4-10	Minoufia	Quesna	Quesna	Shared Taxi
19	20-4-10	Minoufia	Shebien Al-Koom	Shebien Al-Koom	Bus
20	20-4-10	Minoufia	Al-Sadat	Al-Sadat	Bus
21	20-4-10	Gharbia	Tanta	Stadium	Shared Taxi
22	21-4-10	Sharqia	Zagazeeg	Alaa Al-Deen	Shared Taxi
23	21-4-10	Cairo	Cairo	Al Salam	Shared Taxi
24	21-4-10	Behaira	Rasheed	Rasheed	Combined
25	21-4-10	Menia	Menia	Kastour (EUT)	Bus
26	21-4-10	Menia	Menia	Upper Egypt	Bus
27	21-4-10	Qena	Qena	Bus Terminal	Bus
28	21-4-10	Gharbia	Samnoud	Samnoud	Shared Taxi
29	21-4-10	Gharbia	Al-Mahalla	Al-Shon	Bus
30	21-4-10	Gharbia	Al-Mahalla	Al-Zeraaa	Shared Taxi
31	21-4-10	Al Daqahleya	Al Senbellaween	Al Senbellaween	Combined
32	21-4-10	Ismailia	Al Qantara	Al Qantara	Shared Taxi
33	22-4-10	Sharqia	Zagazeeg	Mansoura	Shared Taxi
34	22-4-10	Cairo	Cairo	Elnozha	Shared Taxi
35	22-4-10	Menia	mallawy	mallawy	Bus
36	22-4-10	Luxor	Luxor	Luxor	Combined
37	22-4-10	Gharbia	Tanta	Al-Morashaha	Combined
38	22-4-10	Gharbia	Tanta	A-gomla market	Combined
39	22-4-10	Gharbia	Zefta	Zefta	Bus
40	22-4-10	Al Daqahleya	Al Mansoura	Ezbet Al Shal	Bus
41	22-4-10	Al Suez	Suez	Al Sues north&south	Combined
42	22-4-10	Gharbia	kafr Al-Zayyat	kafr Al-Zayyat	Bus
43	26-4-10	Qena	Esna	Esna	Bus
44	26-4-10	Al Behaira	Kafr El Dawar	Kafr El Dawar	Shared Taxi
45	26-4-10	Port Said	Port Said	Gharb Port Said Damitta	Shared Taxi
46	26-4-10	Beni Suef	Beni Suef	Upper Egypt	Bus
47	26-4-10	Dakahlia	Meet Ghamr	Meet Ghamr	combined
48	26-4-10	Al Sharqeya	Belbees	Belbees	Shared Taxi
49	27-4-10	Kafr Al Sheikh	Metoubes	Metoubes	Shared Taxi
50	27-4-10	Damitta	Damitta	Bab El Haras	Bus
51	27-4-10	Damitta	Damitta	Bab El Haras	Shared Taxi
52	27-4-10	Kafr Al Sheikh	Desouq	Desouq	Combined
53	27-4-10	Aswan	Kom Umbo	Kom Umbo	Shared Taxi
54	27-4-10	Beni Suef	Beni Suef	Mohie El Din	Combined
55	27-4-10	Beni Suef	Al Wasta	Beni Suef	Shared Taxi
56	27-4-10	Dakahlia	mansoura	International station	Bus
57	27-4-10	Al Sharqeya	10th of Ramadan	10th of Ramadan	Bus
58	27-4-10	Cairo	Cairo	Al Marg	Shared Taxi
59	28-4-10	Kafr Al Sheikh	Kafr Al Sheikh	Kafr Al Sheikh	Combined
60	28-4-10	Kafr Al Sheikh	Balteem	Balteem	Shared Taxi
61	28-4-10	Kafr Al Sheikh	Biala	Biala	Bus
62	28-4-10	Aswan	Aswan	Aswan	Combined
63	28-4-10	Port Said	Port Said	Collective Terminals	Combined
64	28-4-10	Al Sharqeya	Abo Hammad	Abo Hammad	Bus

No.	Survey Date	Governorate	City	Bus and Shared Taxi Terminals	
				Terminal name	Terminal Type
65	28-4-10	Cairo	Cairo	Al kolaly-1	Bus
66	29-4-10			Al kolaly-1	
67	28-4-10	Al Behaira	Etay Al Baroud	Etay Al Baroud	Shared Taxi
68	29-4-10	Al Qalyobeya	Toukh	Toukh	Shared Taxi
69	29-4-10	Al Behaira	Kom Hamada	Kom Hamada	Shared Taxi
70	29-4-10	Daqahleya	Al Manzala	Al Manzala	Shared Taxi
71	29-4-10	Cairo	Cairo	Almaza	Bus
72	29-4-10	Cairo	Cairo	International Sinai	Bus
73	3-5-10	Alexandria	Alexandria	New Terminal – bus	Combined
74	4-5-10			New Terminal - taxi	
75	3-5-10	Al Qalyobeya	Banha	Banha Collective	Combined
76	3-5-10	Al Qalyobeya	Shebein Al-Qanater	Shebein Al-Qanater	Shared Taxi
77	3-5-10	Al Qalyobeya	Kafr Shokr	Kafr Shokr	Shared Taxi
78	4-5-10	Cairo	Cairo	Turgoman	Bus
79	4-5-10	Ismailia	Ismailia	Al Salam	Combined
80	4-5-10	Al Qalyobeya	Al Qanater Al Khaireya	Al Qanater Al Khaireya	Shared Taxi
81	4-5-10	Al Qalyobeya	Shobra Al Khaima	Shobra Al Khaima	Shared Taxi
82	4-5-10	Al Qalyobeya	Al Obour	Al Obour	Shared Taxi
83	4-5-10	Sharqia	Zagazeeg	Kafr Abou Hessain	Shared Taxi
84	4-5-10	South Sinai	Sharm El Sheikh	Sharm El Sheikh	Bus
85	5-5-10	Matrouh	Marsa Matrouh	Matrouh	Shared Taxi
86	5-5-10	Matrouh	Matrouh	Matrouh	Bus
87	5-5-10	Asyut	Asyut	Al Azhar North	Shared Taxi
88	6-5-10	Asyut	Asyut	Asyut upper egypt	Bus
89	6-5-10	Helwan	Helwan	Helwan	Bus
90	10-5-10	Sohag	Tahta	Tahta	Shared Taxi
91	10-5-10	Sohag	Tahta	Tahta	Bus
92	10-5-10	Sohag	Tema	Tema	Bus
93	10-5-10	Asyut	Asyut	Al Shader South	Shared Taxi
94	10-5-10	Faiyum	Faiyum	Al Hawatem	Bus
95	10-5-10	Faiyum	Faiyum	Al Hawatem	Shared Taxi
96	10-5-10	Faiyum	Faiyum	Beni Suef Terminal in Faiyum	Shared Taxi
97	11-5-10	Sohag	Sohag	South Markaz & Governorates	Shared Taxi
98	11-5-10	Sohag	Sohag	Upper Egypt	Bus
99	12-5-10	Al Behaira	Damanhour	Damanhour Collective	Combined
100	12-5-10	Sohag	Sohag	Asyut/Cairo North	Shared Taxi
101	12-5-10	Red sea	Hurghada	Hurghada	Bus
102	12-5-10	Fayyoun	Abshway	Abshway	Shared Taxi
103	17-5-10	6 th of October	6 th of October	Al Sades	Shared Taxi
104	26-5-10	Giza	Giza	Alex mashaal	Shared Taxi
105	31-5-10	Giza	Giza	Al Monib	Combined
106	2-6-10	Helwan	Al Saf	Al Saf	Shared Taxi
107	8-6-10	Giza	Giza	Al Monib	Combined

Note: A "Combined" means that a terminal is used for both bus and shared taxi.

Source: JICA Study Team

7) Airport

There are 24 civil airports in Egypt. Of which, eleven (11) airports were selected as the airports to be surveyed in terms of number of passengers, including 9 international/ domestic airports and 2 domestic airports.

Table 3.8.4 List of Airports

No.	Survey Date	Governorate	Name of Airport	International/Domestic
1	27-4-10	Luxor	Luxor	International/Domestic
2	28-4-10	Aswan	Aswan	International/Domestic
3	29-4-10	Aswan	Abu Simbel	Domestic
4	3-5-10	South Sinai	Sharm El Sheikh	International/Domestic
5	4-5-10	Cairo	Cairo - Terminal 1	International/Domestic
6	4-5-10	South Sinai	Taba	Domestic
--	5-5-10	Cairo	Cairo - Terminal 3	International/Domestic
7	5-5-10	Asyut	Asyut	International/Domestic
8	10-5-10	Alexandria	Al Nozha	International/Domestic
9	11-5-10	Alexandria	Borg Al Arab	International/Domestic
10	11-5-10	Red Sea	Hurghada	International/Domestic
11	13-5-10	Red Sea	Marsa Alam	International/Domestic

Source: JICA Study Team

8) Sea Port

It was proposed to survey the following eight (8) major ports in Egypt. Finally survey conducted at 6 sea ports because 2 sea ports do not frequently operate.

Table 3.8.5 List of Sea Ports

No.	Survey Date	Name of Sea Port
1	6/5/2010	Nuwaiba
2	5/6/2010,6/6/2010	Safaga
3	4/6/2010	Hurghada
4	4/5/2010	Alexandria
5	-	Sharm El Sheikh
6	11/5/2010,12/5/2010	Port Said
7	-	Suez
8	-	Sokhna Port

Source: JICA Study Team

(3) Survey Duration

The survey is performed on one (1) weekday selected between Monday and Thursday excluding public holidays. Survey hours are basically set at 16 hours from 6:00 in the morning till 22:00 in the evening, though it was adjusted to fit their operation hours.

For the shared-taxi terminals, traffic count survey was conducted for 24 hours only for intercity shared taxi, because it has a significant modal share for the intercity trips on the roads.

(4) Sampling Rate for Interview Survey

In order to ensure the data accuracy and useful data, the sampling rate would be the important factor. In the survey, it is expected to collect samples with not less than 20% of total passengers who use its terminal; however, the actual sampling number could be subject to change according to its terminal situation.

As the result, 61% of survey locations at railway station are above 20% sampling rate, whereas 10 survey locations are less than 20%. However number of interview is large enough to analyse its characteristic.

Table 3.8.6 Sampling Rate at Railway Station

Survey Location No.	Railway Station	No. of Passenger	No. of Sample	Sample Rate
1	Cairo	56,585	5,967	10.5%
2	Giza	3,974	1,579	39.7%
3	Alexandria	9,909	1,986	20.0%
4	Sidi Gaber	9,611	2,232	23.2%
5	Aswan	4,186	639	15.3%
6	Ismailia	4,672	1,076	23.0%
7	Sweiz	957	230	24.0%
8	Port Said	2,342	427	18.2%
9	Al Mahalla Al Kobra	5,332	1,587	29.8%
10	Damanhour	7,261	1,752	24.1%
11	Al Mansoura	13,563	2,712	20.0%
12	Benha	13,728	2,971	21.6%
13	Damitta	459	88	19.2%
14	Luxor	8,878	1,098	12.4%
15	Rashid	556	116	20.9%
16	Menuf	8,756	2,083	23.8%
17	Menya	7,410	1,768	23.9%
18	Asyut	9,137	1,927	21.1%
19	Sohag	7,700	934	12.1%
20	Qena	6,074	1,496	24.6%
21	Beni Suef	23,675	1,439	6.1%
22	Faiyum	632	341	54.0%
23	Tanta	40,756	4,705	11.5%
24	Zaqaziq	19,221	2,714	14.1%
25	Desouq	1,822	429	23.5%
26	Abo Kebeer	4,835	847	17.5%
All Stations		272,031	43,143	15.9%

Source: JICA Study Team

As the result, 8 survey locations for on-board railway survey are above 20% sampling rate, whereas 4 survey locations are less than 20%. The number of interview is an enough to analyse its characteristic. Because, the results of interview survey at railway station are also useful for its analysis.

Table 3.8.7 Sampling Rate for Onboard Railway Survey

Line Number	Railway Line	No. of Passenger	No. of Sample	Sample Rate
1	Cairo - Alexandria	1,946	1,026	52.7%
2	Tanta - Mansoura - Damietta	2,755	939	34.1%
3	Cairo - Aswan	2,524	535	21.2%
4	Sherbeen - Queleen	2,834	441	15.6%
5	Cairo - Ismailia - Port Said	2,148	106	4.9%
6	Cairo - Eitay El Baroud	2,428	683	28.1%
7	Cairo - Menouf - Tanta	3,772	677	17.9%
8	Damanhour - Queleen - Tanta	2,119	368	17.4%
10	Cairo - Tanta - Mansoura - Damietta	1,556	861	55.3%
11	El Fayoum - El Wasta	1,397	405	29.0%
12	Ismailia - Suez	1,446	420	29.0%
All Lines		24,925	6,461	25.9%

Source: JICA Study Team

As the result, 90% of Survey Locations at bus and shared taxi terminal are above 20% sampling rate, whereas 10% of Survey Locations are less than 20%. However number of interview is large enough to analyse its characteristic.

Table 3.8.8 Sampling Rate at Bus & Shared Taxi Terminals

No.	Bus and Shared Taxi Terminals		No. of Passenger	No. of Sample	Sample Rate
	Terminal name	Type			
1	Abboud-1	Combined	30,527	6,251	20.5%
2	Abboud-2				
3	Abboud-3				
4	Edko	Shared Taxi	3,007	618	20.6%
5	Abo- Khaleel	Bus	732	203	27.7%
6	Red Sea	Shared Taxi	5,903	1,383	23.4%
7	Naga Hammadi-1	Shared Taxi	7,864	1,224	15.6%
8	Naga Hammadi-2		2,066	995	48.2%
9	Minouf	Combined	1,470	436	29.7%
10	Bagour	Shared Taxi	1,570	318	20.3%
11	Ashmaoun	Bus	264	106	40.2%
12	Agriculture	Shared Taxi	2,788	606	21.7%
13	Talkha Al-Gadeed	Shared Taxi	24,144	3,853	16.0%
14	Terminal south	Shared Taxi	8,441	1,716	20.3%
15	Terminal north	Shared Taxi	8,741	1,941	22.2%
16	Hi Jet	Bus	60	26	43.3%
17	Asyut (Dishna)	Shared Taxi	7,420	1,169	15.8%
18	Quesna	Shared Taxi	2,357	1,181	50.1%
19	Shebien Al-Koom	Bus	866	451	52.1%
20	Al-Sadat	Bus	1,459	602	41.3%
21	Stadium	Shared Taxi	5,343	1,342	25.1%
22	Alaa Al-Deen	Shared Taxi	7,432	1,491	20.1%
23	Al Salam	Shared Taxi	8,197	2,543	31.0%

No.	Bus and Shared Taxi Terminals		No. of Passenger	No. of Sample	Sample Rate
	Terminal name	Type			
24	Rasheed	Combined	4,130	855	20.7%
25	Kastour (EUT)	Bus	1,190	830	69.7%
26	Upper Egypt	Bus	412	319	77.4%
27	Bus Terminal	Bus	203	104	51.2%
28	Samnoud	Shared Taxi	5,473	1,313	24.0%
29	Al-Shon	Bus	811	337	41.6%
30	Al-Zeraaa	Shared Taxi	1,252	457	36.5%
31	Al Senbellaween	Combined	12,069	2,430	20.1%
32	Al Qantara	Shared Taxi	4,506	891	19.8%
33	Mansoura	Shared Taxi	5,848	1,337	22.9%
34	Elnozha	Shared Taxi	20,140	4,064	20.2%
35	mallawy	Bus	151	82	54.3%
36	Luxor	Combined	3,990	1,053	26.4%
37	Al-Morashaha	Combined	7,506	2,030	27.0%
38	A-gomla market	Combined	14,345	2,509	17.5%
39	Zefta	Bus	218	78	35.8%
40	Ezbet Al Shal	Bus	15,661	3,097	19.8%
41	Al Sues north&south	Combined	10,834	1,582	14.6%
42	kafr Al-Zayyat	Bus	14	11	78.6%
43	Esna	Bus	26	12	46.2%
44	Kafr El Dawar	Shared Taxi	3,374	670	19.9%
45	Gharb Port Said Damitta	Shared Taxi	4,086	900	22.0%
46	Upper Egypt	Bus	551	143	26.0%
47	Meet Ghamr	combined	19,279	2,426	12.6%
48	Belbees	Shared Taxi	1,337	557	41.7%
49	Metoubes	Shared Taxi	1,116	361	32.3%
50	Bab El Haras	Bus	993	264	26.6%
51	Bab El Haras	Shared Taxi	4,279	848	19.8%
52	Desouq	Combined	5,779	1,897	32.8%
53	Kom Umbo	Shared Taxi	365	198	54.2%
54	Mohie El Din	Combined	21,830	4,739	21.7%
55	Beni Suef	Shared Taxi	3,251	813	25.0%
56	International station	Bus	1,611	653	40.5%
57	10th of Ramadan	Bus	1,783	488	27.4%
58	Al Marg	Shared Taxi	6,236	3,034	48.7%
59	Kafr Al Sheikh	Combined	6,235	1,941	31.1%
60	Balteem	Shared Taxi	1,314	375	28.5%
61	Biala	Bus	17	13	76.5%
62	Aswan	Combined	1,275	627	49.2%
63	Collective Terminals	Combined	7,334	1,576	21.5%
64	Abo Hammad	Bus	148	64	43.2%
65	Al kolaly	Bus	1,810	544	30.1%
66					
67	Etay Al Baroud	Shared Taxi	2,340	697	29.8%
68	Toukh	Shared Taxi	1,812	504	27.8%
69	Kom Hamada	Shared Taxi	2,523	526	20.8%
70	Al Manzala	Shared Taxi	7,256	2,028	27.9%
71	Almaza	Bus	1,787	758	42.4%
72	International Sinai	Bus	58	40	69.0%

No.	Bus and Shared Taxi Terminals		No. of Passenger	No. of Sample	Sample Rate
	Terminal name	Type			
73	New Terminal – bus	Combined	18,512	3,942	21.3%
74	New Terminal - taxi				
75	Banha Collective	Combined	22,027	3,094	14.0%
76	Shebein Al-Qanater	Shared Taxi	2,239	727	32.5%
77	Kafr Shokr	Shared Taxi	1,711	711	41.6%
78	Turgoman	Bus	2,404	742	30.9%
79	Al Salam	Combined	15,061	3,011	20.0%
80	Al Qanater Al Khaireya	Shared Taxi	3,498	908	26.0%
81	Shobra Al Khaima	Shared Taxi	4,295	1,294	30.1%
82	Al Obour	Shared Taxi	1,613	637	39.5%
83	Kafr Abou Hessain	Shared Taxi	4,596	1,065	23.2%
84	Sharm El Sheikh	Bus	1,096	515	47.0%
85	Matrouh	Shared Taxi	616	185	30.0%
86	Matrouh	Bus	681	189	27.8%
87	Al Azhar North	Shared Taxi	16,205	3,511	21.7%
88	Asyut upper egypt	Bus	452	168	37.2%
89	Helwan	Bus	182	82	45.1%
90	Tahta	Shared Taxi	796	269	33.8%
91	Tahta	Bus	22	9	40.9%
92	Tema	Bus	1,343	494	36.8%
93	Al Shader South	Shared Taxi	5,062	1,151	22.7%
94	Al Hawatem	Bus	1,123	203	18.1%
95	Al Hawatem	Shared Taxi	4,267	1,529	35.8%
96	Beni Suef Terminal in Faiyum	Shared Taxi	9,723	2,892	29.7%
97	South Markaz &Governorates	Shared Taxi	1,165	447	38.4%
98	Upper Egypt	Bus	302	65	21.5%
99	Damanhour Collective	Combined	15,778	3,585	22.7%
100	Asyut/Cairo North	Shared Taxi	874	318	36.4%
101	Hurghada	Bus	398	370	93.0%
102	Abshway	Shared Taxi	12,811	2,737	21.4%
103	Al Sades	Shared Taxi	1,769	787	44.5%
104	Alex mashaal	Shared Taxi	1,892	655	34.6%
105	Al Monib	Combined	6,775	1,544	22.8%
106	Al Saf	Shared Taxi	1,102	451	40.9%
107	Al Monib	Combined	2,445	1,191	48.7%

Source: JICA Study Team

As the result, all of Survey Locations at airport are above 20% sampling rate. The sample rate of airport is higher than that of other surveys.

Table 3.8.9 Sampling Rate at Airport

No	Name of Airport	No. of Passenger	No. of Sample	Sample Rate
1	Luxor	836	688	82.3%
2	Aswan	735	565	76.9%
3	Abu Simbel	1,206	1,120	92.9%
4	Sharm El Sheikh	4,258	1,296	30.4%
5	Cairo - Terminal 1&3	5,755	2,202	38.3%
6	Taba	833	490	58.8%
7	Asyut	317	110	34.7%

No	Name of Airport	No. of Passenger	No. of Sample	Sample Rate
8	Al Nozha	834	492	59.0%
9	Borg Al Arab	350	189	54.0%
10	Hurghada	7,103	4,889	68.8%
11	Marsa Alam	1,085	754	69.5%
	All Airports	23,312	12,795	54.9%

Source: JICA Study Team

As shown in Table 3.4.10, most of seaport terminals are above 20% sampling rate. This number is large enough to analyse its characteristic.

Table 3.8.10 Sampling Rate at Seaport

No	Name of Sea Port	No. of Passenger	No. of Sample	Sample Rate
1	Nuwaiba	326	100	30.7%
2	Safaga	670	279	41.6%
3	Hurghada	38	33	86.8%
4	Alexandria	1,221	202	16.5%
5	Sharm El Sheikh	-	-	-
6	Port Said	801	262	32.7%
7	Suez	-	-	-
8	Sokhna Port	-	-	-
	All Seaports	3,056	876	28.7%

Source: JICA Study Team

Traffic count and interview survey at other 3 locations (Suez, Sokhna and Sharm El Sheikh) could not be conducted because of the following reasons:

- **Suez Port:** Until the year 2006, Suez port was the main port for passengers traveling between Egypt and Saudi Arabia. Starting from 2007, passenger and freight activities stopped completely to and from Suez port because the shippers and ship owners preferred to use Safaga port as a main port for the transport between Egypt and Saudi Arabia due because the distance between Suez and Jeddah ports is 610 miles, while the distance between Safaga port and Jeddah port is 460 miles.
- **Sokhna port:** The movement of passengers to/from Sokhna port depends on tourism ships, which are usually make tours between red sea ports during winter season (from November to April) only. Therefore, it is normal that ships would transfer their activities to other places. During the period from 1/1/2010 till 30/4/2010, 42 ships were operated and carried 56,186 passengers at a rate of 1,337 passengers per ship.
- **Sharm El Sheikh port:** Similar to Sokhna port, the passengers' movement to/from Sharm El Sheikh port depends on tourism ships making tours between red sea ports during winter season (from November to April) only. As a result, it is expected that the ships would transfer their activities or trips to other places. It should be noted that the transportation of passengers in the period from 1/1/2010 to 30/4/2010 was as follows:
 - Number of ships operated is 629 ships which have different capacities that range between medium yachts to large passenger ships. A total of 106,998 passengers were transported.
 - Around 50% of passengers (53,499), who arrived at Sharm El Sheikh Port, visited the touristic places at Saint Catrien by taking buses and taxis in the morning and coming back at the same day.

(5) Survey Items and Forms

The survey forms are designed to collect several kinds of information. As for the counting survey, the MiNTS prepared two kinds of survey form, one for Bus and Shared Taxi terminal, and the other for railway station, ferry terminal and airport. Because many types of bus and taxi were observed during preliminary site investigation, the counting form was segregated from other terminals.

On the other hand, four types of survey form are prepared for the interview survey. Those contents are essentially same, but the class of cabin/bus and some items are differentiated among them. The detail survey items are as follows:

9) General Information

- Survey Date, Survey Hours, Station Name & Station Code
- Route, Direction (from/to)

10) Passenger's Information

- Age, Gender, Occupation, Vehicle Ownership, and Monthly Income
- Method to purchase the Ticket (ticket counter, on-board, subscription etc.)
- Class of Ticket (first, second class etc.)
- Home Address (Markaz)

11) Trip Information

- Origin and Destination Stations/Airports/Terminal
- Origin and Destination of the Trip (Markaz)
- Access and Egress Transport Modes
- Expected Travel Time and Cost
- Trip Purpose and Frequency (times per week)
- Type of Travel (Group Travel or Individual)

In addition, a form for Opinion Survey is designed to collect passenger's basic information, trip information and opinion on modal choice.

- Passenger's Information (Gender, Age, Occupation, Income, Car Ownership etc.)
- Trip Information (Trip Purpose, Origin & Destination, Frequency, Travel Cost & Time etc.)
- Opinion on Modal Choice (Selection Factor to be prioritized, Available Alternative Mode etc.)

Table 3.8.11 Survey Forms

	Counting Survey	Interview Survey	Opinion Survey
Shared Taxi Terminal	Form 2-C-1	Form 2-I-1	Form 2-O-1
Bus Terminal		Form 2-I-2	
Railway (Station)	Form 2-C-2	Form 2-I-3	
Railway (On-Board)	Form 2-C-3	Form 2-I-4	
Airport	Exclusion	Form 2-I-5	
Sea Port	Exclusion	Form 2-I-6	

Note: Survey forms mentioned above are shown in Section 2.6 (2).

Source: JICA Study Team

(6) Vehicle Classification

Several types of shared taxi have been observed during the preliminary site investigation. Moreover, those capacities are varied from 7 to over 20 persons.

- 7 passenger vehicle
- Microbus
- Pickup or Van
- Bus
- Others

(7) Survey Method

Basic methods for the survey are described as follows:

- Supervisor dispatches surveyors to each station/terminal so as to balance the sampling rate considering the expected passenger's volume and scale of the terminal.
- Surveyors interview the passengers at random at the selected terminals (or on-board [for railway]) and fill in the interview form.
- Supervisors check the sampling method by surveyors if it is biased or not.
- Each survey group ensures enough surveyors as a substitution in case that some surveyors take a rest.
- Supervisors and surveyors are responsible for ensuring the accuracy of data.
- [For Shared-taxi terminals] Traffic count stations are set up at the exit of each terminal, and surveyors count it manually and record it in the form.

(9) Data Processing

Data check is conducted after data entry according to following criteria. Error data and warning data had to check the original survey form, and if the data is invalid the data was eliminated.

G2: Terminal Passenger Opinion Interview Data Check (Terminals, Railway Stations, Ports and Airports)

Sq.	Sheet	Column	Condition	Error	Warning	Remarks	
1	All	0-1	Location		out of codes		
2	All	0-2	Time (hr)		More than 21 or less than 6		
3	All	0-2	Time (min)		More than 59 or less than 0		
4	All	A-1	Gender (Sex)		Not 1 or 2		
5	All	A-2	Age		More than 5 or Less than 1	0: no answer?	
6	All	A-3	Nationality		More than 5 or Less than 1	0: no answer?	
7	All	A-4	Tour or resident(for foreigner)		More than 4 or less than 0	Egyptian: 0	
8	All	A-5	Occupation		More than 14 or less than 1	0: no answer?	
9	All	A-6	Personal/Family		Not 1 or 2		
10	All	A-6	Income class (L.E.)		More than 10 or less than 1	0: no answer?	
11	All	A-7	Average electricity bill amount		Less than 0	More than 1000	
12	All	A-8	Car ownership		More than 3 or less than 1	0: no answer?	
13	All	B-9	Trip purpose		More than 8 or less than 1	0: no answer?	
14	All	B-10	Number of accompanied persons		Less than 0	More than 10	
15	All	B-11	Class of ticket for Air Passenger		More than 7 or less than 1	7: Unknown, 0: no answer?	
16	All	B-12	Trip Origin (Markaz)		out of codes		
17	All	B-13	Trip Destination (Markaz)		out of codes		
18	All	B-14	Frequency		More than 6 or less than 1		
19	All	B-15	Travel Cost and Subscription		Filled both		
20	All	B-15	Travel Cost and Subscription		Not filled both		
21	All	B-15	Estimated trip travel cost (L.E.)	Not filled subscription	Less than 1.00	More than 1,200.00	confirmation required 1,200.00 L.E. is in web, Japanese 20,000 yen between Cairo and Abu Simbel by Air
22	All	B-15	Subscription	Not filled travel cost	Less than 1.00	More than 120,000.00	1,200.00 x 100 days
23	All	B-15	Subscription	Not filled travel cost	Check is more than 5 or Less than 1		
24	All	B-16	Estimated trip travel time (min)			More than 1440 (24 hr) or less than 0	
25	All	B-17	Spare time (Yes/No)		Not 1 or 2		
26	All	B-17	Spare time (min)		Yes/No is 2 and filled		
27	All	B-17	Spare time (min)			Yes/No is 1 and not filled	
28	All	B-17	Spare time (min)	Yes/No is 1		More than 1440	
29	All	B-18	Access mode		More than 17 or less than 1		

Sq.	Sheet		Column	Condition	Error	Warning	Remarks
30	All	B-19	Access mode Time (min)		Less than 1	More than 600	
31	All	B-19	Access mode Time (min)	Mode is 1, 2, 3, 5, 11, 12	More than 600		This is not access.
32	All	B-20	Access mode Cost or Subscription		Filled both		
33	All	B-20	Access mode Cost or Subscription	Mode is 4,6,7,8,9,10,13,14,15,16	Not filled both		
34	All	B-20	Access mode Cost or Subscription	Mode is 1,2,3,5,10,11	Filled one of them		
35	All	B-20	Access mode Cost (L.E.)	Access mode cost is filled	Less than 0	More than 1,200.00 (above)	
36	All	B-20	Access mode Subscription	Subscription is filled	Less than 0	More than 120,000.00 (above)	
37	All	B-20	Access mode Subscription	Subscription is filled	Check is more than 5 or less than 1		
38	All	B-21	Egress mode		More than 17 or less than 1		
39	All	B-22	Egress mode Time (min)		Less than 1	More than 600	
40	All	B-22	Egress mode Time (min)	Mode is 1, 2, 3, 5, 11, 12	More than 600		This is not egress.
41	All	B-23	Egress mode Cost or Subscription		Filled both		
42	All	B-23	Egress mode Cost or Subscription	Mode is 4,6,7,8,9,10,13,14,15,16	Not filled both		
43	All	B-23	Egress mode Cost or Subscription	Mode is 1,2,3,5,10,11	Filled one of them		
44	All	B-23	Egress mode Cost (L.E.)	Egress mode cost is filled	Less than 0	More than 1,200.00 (above)	
45	All	B-23	Egress mode Subscription	Subscription is filled	Less than 0	More than 120,000.00 (above)	
46	All	B-23	Egress mode Subscription	Subscription is filled	Check is more than 5 or less than 1		
47	All	C-24	Reason of Modal choice		No check is error		
48	All	C-25	Alterative Mode	7 is not checked in C-24	No check is error		
49	All	C-25	Alterative Mode	7 is checked in C-24	Checked is error		
50	All	C-26	Another Mode (Yes/No)	7 is not checked in C-24	No check is error		
51	All	C-26	Another Mode (Yes/No)	7 is checked in C-24	Checked is error		
52	All	C-27	Alterative Mode Cost (L.E.)	C-26 is Yes and the mode is checked	Not filled is error		
53	All	C-27	Alterative Mode Cost (L.E.)	C-26 is Yes and the mode is checked		Lower than B-15	
54	All	C-27	Alterative Mode Cost (L.E.)	C-26 is Yes and the mode is checked	Lower than B-15 and C-24 is 2		
55	All	C-27	Alterative Mode Cost (L.E.)	C-26 is No	Filled is error		
56	All	C-27	Alterative Mode Cost (L.E.)	C-26 is Yes and mode is 4 or 8	Filled is error		
57	All	C-28	Alternative Mode Time (min)	C-26 is Yes and the mode is checked	Not filled is error		
58	All	C-28	Alternative Mode Time (min)	C-26 is Yes and the		Shorter than B-16	

Sq.	Sheet		Column	Condition	Error	Warning	Remarks
				mode is checked			
59	All	C-28	Alternative Mode Time (min)	C-26 is Yes and the mode is checked	Shorter than B-16 and C-24 is 1		
60	All	C-28	Alternative Mode Time (min)	C-26 is No	Filled is error		
61	All	C-29	Will you use new transport?		Not 1 or 2		
62	All	C-30	Will you pay? (Yes/No)	C-29 is Yes	Not 1 or 2 checked		
63	All	C-30	Will you pay? (Yes/No)	C-29 is No	Filled is error		
64	All	C-30	Will you pay? (Yes/No)	C-29 is Yes and check is 1	Less than 2 x B-15		
65	All	C-30	Will you pay? (Yes/No)	C-29 is Yes and check is 2	More than 2 x B-15	cost is 0	
66	All	C-31	What is the major issue?		More than 6 or less than 1		
67	All	C-31	What is the major issue?	C-31 is 1	B-16 > C-28		
68	All	C-31	What is the major issue?	C-31 is 2	B-15 > C-27		

Source: JICA Study Team

3.9 FREIGHT TRANSPORT TERMINAL SURVEY

(1) Objectives

The main objective of this survey is to understand the freight volume and movement via a freight terminal. The survey was conducted at all types of freight terminals including railway, inland waterway port, land port, and air cargo terminal. As a result of this survey, the outputs will be used:

- To define the freight OD movements, particularly at major intermodal points, including railway terminals, river ports, land ports, and airports; and
- To derive the parameters for the demand forecast analysis, especially for modal split

In order to achieve those objectives, the MiNTS conducted two kinds of survey; Counting Survey, and Interview Survey.

(2) Survey Locations

The MiNTS conducted the survey at several types of terminal in Egypt so as to capture the freight movement which is carried via various transport routes and by various transport modes. Considering the current freight situation in Egypt, the five different terminals/ports are selected; that is, "Railway Terminal", "Inland Waterway Port", "Air Cargo Terminal", "Land Port" and "Free Zone".

1) Railway Terminal

Over 700 stations for passenger service exist in Egypt; however, the existence of a freight railway station is greatly limited. Indeed, those freight terminals are used only for a specific commodity, and they do not operate as a multi-commodity terminal. Furthermore, it is not operating every day of the week but irregularly i.e. once a week.

Under that situation, the MiNTS identified 32 railway stations to be surveyed based on freight volume which the terminal handled. However, survey team faced some difficulties to get proper information of train arrival, some time wrong information was given and survey team had to spend time at empty stations. Finally, 27 railway stations could be surveyed.

Table 3.9.1 List of Railway Terminals

No.	Location	Commodity	Survey Date
1	Aswan	Clay	4-5-10
2	Embaba	Grain	9-5-10
3	Shubra	Grain	10-5-10
4	Tanta	Grain	11-5-10
5	Kafr El-Sheikh	Grain	12-13-5-10
6	Abu Zaabal	Clay	18-5-10
7	Shubra El-Kheima	Clay	20-5-10
8	El-Fayoum	Grain	23-5-10
9	El-Menia	Grain	24-5-10
10	Tanta	Cement	24-5-10
11	Beni Swif	Grain	25-5-10
12	Assyout	Grain	26-5-10
13	El-Edwa Fayoum	Clay	26-28-5-10
14	Abu-Zaabal	Phosphate	28-5-10
15	Beni Haroon - Beni Swif	Petrol	31-5-10
16	Sohag	Petrol	31-5-10
17	El-Edwa Fayoum	Petrol	1-6-10
18	Quena Guziria	Petrol	1-6-10

No.	Location	Commodity	Survey Date
19	El-Menia	Petrol	2-6-10
20	Luxor	Petrol	2-6-10
21	Km 48.5 Oasis line	Clay	4-6-10
22	Adabia	Dolomite	5-6-10
23	Mansoura	Cement	6-6-10
24	Aswan Abu El-Riesh	Petrol	6-6-10
25	Adabia	Phosphate	15-6-10
26	Km 66 Oasis line	Basalt	5-7-10
27	El Rouyasate	Basalt	6-7-10

Source: JICA Study Team

2) Inland Waterway Port

According to the past JICA study, namely "The Study on Multimodal Transport and Logistics System (2008)", the freight volume transported by inland waterway has been decreased by 30% since 1999. And, some ports were closed due to low freight demand.

The MiNTS nominated top 20 ports in terms of yearly handling volume of each port. However, most of ports are operating irregularly and used for a single commodity, as well as the condition of a railway terminal. The survey was actually conducted only for 15 ports instead of 20 ports due to the difficulties of survey commencement. Even though the survey date is fixed based on the information from each port, a vessel sometimes does not arrive at the port in time. It could have happened that the arrival time is often changed and the schedule of a vessel is cancelled.

Table 3.9.2 List of Inland Waterway Ports

No.	Location	Commodity	Date
1	Shobra	Sulpher	8-5-10
2	El Shobk	Limestone	9-5-10
3	Khaled (Aswan)	Clay	17-5-10
4	Hassan Hamada	Clay	17-5-10
5	Ibrahim Youssef	Clay	17-5-10
6	El Sad El-Ali	Different commodities	18-5-10
7	El-Sibaya	Clay	19-5-10
8	Shobra El-Khema	Clay	19-5-10
9	El-Khatatba	Clay	20-5-10
10	Elshobak Elsharki	Slag	3-6-10
11	Tanash – Embaba	Grain	17-6-10
12	Elawaa / Alexandria	Limestone	19-6-10
13	Samallot	Limestone	29-6-10
14	Mangabad	Limestone	30-6-10
15	Abu Genah – Minye	Grain	12-7-10

Source: JICA Study Team

3) Air Cargo Terminal

The air cargo has been handled at three international airports; that is, Cairo International Airport, Alexandria International Airport and Luxor International Airport. Of which, cargo volume at the Cairo International Airport accounts for 97% of all cargo handled. In response, the MiNTS decided to conduct the survey only at the Cairo Airport.

Table 3.9.3 List of Airport

No.	Location	Governorate	Survey Date
1	Cairo International Airport	Cairo	4-7-10

Source: JICA Study Team

4) Dry Port

The Dry Port was constructed to facilitate the freight movements at the congested ports in Egypt. According to the past JICA study ("The Study on Multimodal and Logistics System" (2008)), the 5 dry ports are in operation and selected as a port to be surveyed, though MOT has a plan to construct 22 dry ports eventually.

Table 3.9.4 List of Dry Ports

No.	Location	Governorate	Survey Date
1	6 th of October	6 th of October	10~11-5-10
2	SOSDI	6 th of October	10~11-5-10
3	10 th of Ramadan	Helwan	28-6-10
4	El-Ragab	Alexandria	14-7-10
5	EGYTRANS	Cairo	Not in operation

Source: JICA Study Team

5) Public Free Zone

In Egypt, Public Free Zone is established as a kind of industrial zones. General Authority for Investment and Free Zones under the jurisdiction of Ministry of Investment supervises 10 public free zones over the country. Out of 9 zones, the MiNTS conducted the counting and interview survey.

Table 3.9.5 List of Free Zones

No.	Location	Governorate	Date
1	Nasr City	Cairo	13-5-10
2	Attaka (in Suez)	Suez	23-5-10
3	Port Tawfik	Suez	23-5-10
4	Port Said	Port Said	26-5-10
5	Ismailia	Ismailia	2-6-10
6	Damietta	Damietta	15-6-10
7	Alexandria	Alexandria	21-6-10
8	6 October	6 th of October	23-6-10
9	Shebin El-Kom	Monofia	30-6-10

Source: JICA Study Team

(3) Survey Duration

The survey is essentially performed on one (1) weekday for each location selected between Monday and Thursday excluding public holidays. Survey hours are basically set at 16 hours from 6:00 in the morning till 22:00 in the evening. However, operation days and hours varies port by port, and it could be subject to change based on the actual operation.

(4) Sampling Rate for Interview

To obtain the reliable traffic data from the survey, the sampling rate should not be less than 20% of total traffic volume by direction and by vehicle categories. As the survey may cause traffic congestions at the survey location and delay of cargoes, the sampling rate could be subject to change according to the actual situation there.

As the result, 81% of survey locations at railway terminal are above 20% sampling rate, whereas 19% of survey locations are less than 20%. The locations where sampling rate is less than 20% had safety and security reasons.

Table 3.9.6 Sampling Rate at Railway Terminal

No.	Railway Station	No. of Vehicle	No. of Sample	Sample Rate
1	Aswan	20	4	20.0%
2	Embaba	33	11	33.3%
3	Shubra	44	24	54.5%
4	Tanta	29	22	75.9%
5	Kafr El-Sheikh	13	7	53.8%
6	Abu Zaabal	41	19	46.3%
7	Shubra El-Kheima	15	8	53.3%
8	El-Fayoum	10	10	100.0%
9	El-Menia	8	8	100.0%
10	Tanta	32	11	34.4%
11	Beni Swif	11	8	72.7%
12	Assyout	10	10	100.0%
13	El-Edwa Fayoum	25	4	16.0%
14	Abu-Zaabal	24	6	25.0%
15	Beni Haroon - Beni Swif	41	23	56.1%
16	Sohag	6	6	100.0%
17	El-Edwa Fayoum	51	23	45.1%
18	Quena Guziria	31	27	87.1%
19	El-Menia	52	44	84.6%
20	Luxor	10	5	50.0%
21	Km 48.5 Oasis line	21	3	14.3%
22	Adabia	13	2	15.4%
23	Mansoura	31	20	64.5%
24	Aswan Abu El-Riesh	12	12	100.0%
25	Adabia	37	4	10.8%
26	Km 66 Oasis line	10	1	10.0%
27	El Rouyasate	20	5	25.0%
	All Station	650	327	50.3%

As the result, 53% of Survey Locations at inland water port are above 20% sampling rate, whereas 47% of Survey Locations are less than 20%. The locations where sampling rate is less than 20% had a safety reason. Most of them transport the cargo to/from same origin/destination, so the analysis is an available using these results.

Table 3.9.7 Sampling Rate at Inland Water Port

No.	River Port	No. of Vehicle	No. of Sample	Sample Rate
1	Shobra	26	7	26.9%
2	El Shobk	40	9	22.5%
3	Khaled (Aswan)	30	4	13.3%
4	Hassan Hamada	12	3	25.0%
5	Ibrahim Youssef	28	3	10.7%
6	El Sad El-Ali	17	6	35.3%
7	El-Sibaya	92	15	16.3%
8	Shobra El-Khema	35	4	11.4%
9	El-Khatatba	4	1	25.0%
10	Elshobak Elsharki	66	5	7.6%
11	Tanash - Embaba	30	4	13.3%
12	Elawaa / Alexandria	23	8	34.8%
13	Samallot	20	6	30.0%
14	Manqabad	24	4	16.7%
15	Abo Genah - Minye	10	2	20.0%
	All Inland Water Port	457	81	17.7%

Consequently, 5 survey locations at airport and dry port are above 20% sampling rate, whereas only 1 survey locations are less than 20%. The locations where sampling rate is less than 20% had a safety reason. Most of them transport the cargo to/from same origin/destination, so the analysis is an available using these results. However number of interview is large enough to analyse its characteristic.

Table 3.9.8 Sampling Rate at Air Cargo Terminal

No.	Air Port	No. of Vehicle	No. of Sample	Sample Rate
1	Cairo International Airport	1,184	275	23.2%

Table 3.9.9 Sampling Rate at Dry Port

No.	River Port	No. of Vehicle	No. of Sample	Sample Rate
1	6th of October	202	71	35.1%
2	SOSDI	92	37	40.2%
3	10th of Ramadan	410	80	19.5%
4	El-Ragab	65	19	29.2%
5	EGYTRANS	-	-	-
All Dry Port		769	207	26.9%

As the result, 5 Survey Locations at free zone are above 20% sampling rate, whereas another 4 Survey Locations are less than 20%. However number of interview is large enough to analyse its characteristic.

Table 3.9.10 Sampling Rate at Free Zone

No.	Free Zone	No. of Vehicle	No. of Sample	Sample Rate
1	Nasr City	396	65	16.4%
2	Attaka (in Suez)	79	22	27.8%
3	Port Tawfik	95	18	18.9%
4	Port Said	244	79	32.4%
5	Ismailia	189	73	38.6%
6	Damietta	380	48	12.6%
7	Alexandria	791	131	16.6%
8	6th October	112	28	25.0%
9	Shebin El-Kom	30	13	43.3%
All Free Zone		2,316	477	20.6%

(5) Survey Items and Forms

The survey forms are designed to collect several kinds of information. Since the survey consists of 2 components, that is, counting and interview, two types of form are prepared. The detail survey items are as follows:

Counting Survey

1) General Information:

- Survey Location in name, Location Code, Date and Survey Hours
- Travel Direction
- Site Sketch

2) Vehicle Classification

The types of vehicle are classified into four (4) categories:

- Light Commodity Vehicle (Pickup and Vans)
- Single Unit Heavy Truck
- Semi- and Full-trailer, and Tractor
- Tank Truck (Petroleum)

Interview Survey

1) General Information

- Survey Location in name, Location Code, Date and Survey Hours
- Travel Direction
- Site Sketch

2) Vehicle Information

- Vehicle Type (* the same vehicle classification as the above counting was used)
- Vehicle License Plate
- Vehicle Ownership
- Vehicle Weight
- Maximum Loading Weight

3) Commodity Information

- Commodity Type
- Commodity Volume (Container, Empty, 1/4, 1/2, 3/4, and Full) and Packing State
- Loading Capacity

4) Trip Information

- Origin and Destination of the trip (Markaz and Governorate)
- Type of Origin and Destination place (port or terminal, factory, warehouse, distribution centre etc.)
- Access and Egress Modes
- Travel Time from Origin to Destination
- Loading/Unloading Time
- Departure and Estimated Arrival Time

Table 3.9.11 Survey Forms

	Counting Survey	Interview Survey
Railway Terminal	Form 3-C-1	Form 3-I-1
Inland Waterway Port		Form 3-I-2
Air Cargo Terminal		Form 3-I-3
Dry Port		Form 3-I-4
Free Zone		Form 3-I-5

Note: Survey forms mentioned above are shown in Section 2.6 (3).

Source: JICA Study Team

(6) Survey Method

The surveys were conducted at points of exit and entrance of the terminal. It should be noted that the terminal layout varied, which means that some terminals may have two or three exits. Basic methods for the survey are described as follows:

Counting Survey

- The survey group led by the supervisor sets up the counting area at specified terminal gate. This was done jointly with the officer(s) in the terminal.
- Supervisor provides the officer(s) with the information on survey and sampling method, and survey schedule on the day.
- Surveyors continuously count the number of vehicles by direction and by vehicle type.
- Surveyors count the number of vehicles manually or using traffic counters.
- Surveyors record the number of vehicles by direction and by vehicle type on the survey sheet every fifteen (15) minutes.
- Supervisor pays careful attention to the safety and security especially during night time.

Interview Survey

- The survey group led by the supervisor sets up the interview area at the gates for the selected terminals. This was done jointly with the officer(s) in the terminal.
- Supervisor or surveyor selects a vehicle to be surveyed for each type of terminal at random.
- Surveyors interview the truck drivers, and fill in the survey form which includes OD, Access & Egress Mode, Type of Commodity, Packing Status, and its Volume and so on.
- Supervisor always check the sampling rate by vehicle type and by direction. When the sampling rate does not satisfy with a targeted rate, supervisor must take necessary action to achieve the sampling rate.

In order to secure higher accuracy of the data, the following measures were taken before, during and after the survey period:

- Supervisor monitors the performance of surveyors at the survey station, and takes necessary corrective measures by conducting the random check through interview observation.
- The performance of the surveyors will also be checked by the SMC and/or ST.

(7) Photos



Source: JICA Study Team

3.10 SEA PORT FREIGHT SURVEY

(1) Objectives

The main objective of this study is to understand the freight volume and movement by commodity to and from the sea ports. As a result of this survey, the outputs are used:

- To define the OD movement for freight through sea port surveys.
- To derive the parameters for the demand forecast, especially for modal split.

The survey consists of 2 components, Freight Port Survey I (Counting and Interview) and Freight Port Survey II (B/L and Manifest Collection).

(2) Survey Location

According to Egyptian Maritime Data Bank, there are 15 commercial ports in Egypt, and of which 5 ports can be regarded as a major port; that is, Alexandria Port, El Dekheila Port, Damietta Port, Port Said Port and Safaga Port.

The MiNTS Survey was conducted for the top 10 sea ports in terms of yearly cargo handling volume in tonne. It is proposed to conduct the survey at the gate of ports in order to capture trucks steadily for interview and counting survey. Moreover, Freight Port Survey II was also conducted for the selected 10 ports.

Table 3.10.1 List of Ports

No	Sea Port	Governorate	Survey Date
1	Damietta	Damietta	15/May/2010 - 21/May/2010
2	El Dekheila	Alexandria	15/May/2010 - 21/May/2010
3	Alexandria	Alexandria	15/May/2010 - 21/May/2010
4	East Port Said	Port Said	15/May/2010 - 21/May/2010
5	Port Said	Port Said	15/May/2010 - 21/May/2010
6	Sokhna Port	Suez	26/May/2010 - 01/June/2010
7	Adabiya	Suez	25/May/2010 - 31/May/2010
8	Safaga	Red Sea	17/May/2010 - 23/May/2010
9	El Arish	North Sinai	15/May/2010 - 21/May/2010
10	Nuwaiba	South Sinai	01/June/2010 - 07/June/2010

Source: JICA Study Team

(3) Survey Duration

The survey was performed for consecutive seven (7) days including Friday and Saturday at each port. Survey hours of interview and counting survey are basically 16 hours from 6:00 in the morning till 22:00 in the evening. However, survey hours could be subject to change based on the situation of actual port operation.

(4) Sampling

To obtain the reliable traffic data from the survey, the sampling rate should not be less than 20% of total traffic volume by direction and by vehicle categories. As the survey may cause traffic congestions at the survey location and delay of cargoes, the sampling rate could be subject to change according to the actual situation there.

As the result, all of survey locations are above 20% sampling rate, as shown in the following table.

Table 3.10.2 Sampling Rate at Railway Terminal

Survey Location No.	Sea Port	Cargo Type	No. of Sample	No. of Truck	Sample Rate
1	West Port Said	Export	2,911	4,264	68.3%
		Import	1,235	2,753	44.9%
2	Alexandria	Export	871	2,582	33.7%
		Import	926	3,899	23.7%
3	Damietta	Export	1,139	2,757	41.3%
		Import	799	3,100	25.8%
4	Nuwaibe	Export	298	300	99.3%
		Import	299	302	99.0%
5	Dekheila	Export	932	3,035	30.7%
		Import	923	4,156	22.2%
6	East Port Said	Export	1,028	1,170	87.8%
		Import	949	1,249	76.0%
7	Safaga	Export	126	126	100.0%
		Import	126	126	100.0%
8	Adabiya	Export	1,471	1,715	85.8%
		Import	872	1,316	66.3%
9	Arish	Export	2,911	2,911	100.0%
		Import	460	460	100.0%
10	Sokhna	Export	480	1,663	28.8%
		Import	532	1,392	38.5%

(5) Survey Items and Forms

The survey forms are designed to collect several kinds of information. Since the survey consists of 2 components, those are, Freight Port Survey I and II, two types of form are prepared. The detail survey items are as follows:

1) Freight Port Survey I

General Information

- Survey Location in name, Location Code, Date and Survey Hours
- Travel Direction
- Sketch of Survey Location
- Name of Surveyor/supervisor

Vehicle Information

- Vehicle Type
- License Plate Number
- Vehicle Ownership
- Vehicle Weight
- Maximum Loading Weight

Commodity Information

- Commodity Type (as listed in Appendix (A)).
- Commodity Volume (Container, Empty, 1/4, 1/2, 3/4 and Full) and Packing State (Container,

Palletized, Bulk etc.).

- Loading Volume

Trip Information

- For Incoming Vehicles:
 - Origin of the trip (Markaz and Governorate) (for incoming vehicles).
 - Type of Origin Place (port/terminal, factory, warehouse, distribution centre, borrow pit etc.).
 - Destination of the Trip (International Zone).
 - Travel Time from Origin to Current Port.
 - Loading/Unloading Time (average).
 - Scheduled and Actual Arrival Time
- For Outgoing Vehicles:
 - Origin of the trip (international zone).
 - Destination of the trip (Markaz and Governorate).
 - Type of Destination Place (port/terminal, factory, warehouse, distribution centre, etc.).
 - Average Travel Time from Current Port to Destination.
 - Loading/Unloading Time (average)
 - Scheduled/Estimated Arrival Time
 - Margin for any delays

2) Freight Port Survey II

General Information:

- Port Name and Port Code
- Arrival Date and Time (to the Port in Egypt)
- Departed Date and Time (from the Port in Foreign Countries)

Commodity Information:

- Commodity Type (as listed in Appendix (A)).
- Packing State (Container, Palletized, Bulk etc.).

Trip Information

- For Incoming Cargo:
 - Origin of the trip (Markaz and Governorate).
 - Type of Origin Place (port/terminal, factory, warehouse, distribution center, borrow pit, mine etc.).
 - Destination of the trip (international zone).
- For Outgoing Cargo:
 - Origin of the trip (International Zone).
 - Destination of the trip (Markaz and Governorate).
 - Type of Destination Place (port/terminal, factory, warehouse, distribution centre, etc.).

Table 3.10.3 Survey Forms

	Counting Survey	Interview Survey	Data Collection
Freight Survey I (Export)	Form 4-C-1	Form 4-I-1	Excluded
Freight Survey I (Import)		Form 4-I-2	
Freight Survey II (Export)	Excluded	Excluded	Form 4-D-1 (Containerized)
Freight Survey II (Import)			Form 4-D-2 (Non-Containerized)
			Form 4-D-3 (Containerized)
			Form 4-D-4 (Non-Containerized)

Note: Survey forms mentioned above are shown in Section 2.6 (4).

Source: JICA Study Team

(6) Vehicle Classification

In order to analyze the detail truck movement to and from a port, the truck is classified into 8 categories:

- Light commodity vehicle (pickup and van)
- Open Truck (2-axle)
- Open Truck (3-axle)
- Open Truck (more than 4-axle)
- Open Trailer (including Semi-trailer)
- Container Truck (20 feet)
- Container Truck (40 footer)
- Others

(7) Survey Method

12) Freight Port Survey I

Basic survey methods are described as follows.

- Supervisor confirms survey schedule and method with the staff of the port authority.
- The survey group led by the supervisor sets up the interview area near the specified gate. This was done jointly with the traffic police officer and/or the staff of the port authority.
- The interview survey begins after the arrival of the staff of port authority at the locations.
- Supervisor selects a truck at random so as to satisfy the sampling rate of more than 20% of all traffic by direction.
- Staff of the port authority stop the selected vehicles and direct them to the designated area for interview survey.
- Surveyors interview a truck driver and fill in the interview survey form.
- Surveyors continuously count the number of vehicles by direction and by vehicle type.
- Surveyors count the number of vehicles manually or using traffic counters.

In order to secure the safety of survey-related persons, supervisor takes necessary action in close cooperation with traffic police and/or port staff before, during and just after survey period.

Specifically during the night time, supervisor has to prepare special equipments for surveyors (fluorescent vest, flash light etc.) so as to be identified easily by the drivers, if any.

13) Freight Port Survey II

Basic survey methods are described as follows:

- The survey group led by supervisor visit the port authority's offices in the selected 10 sea ports, and make sure if the data of B/L or Manifest is available and collectable.
- If the data is available, it shall be obtained from the database of port authority in electronic file format.
- If the data is unavailable, Manifests in paper-based format, alternatively, shall be collected and then those data could be input into MS Excel format.

(8) Photos



Source: JICA Study Team

3.11 FREIGHT COMPANY INTERVIEW SURVEY

(1) Objectives

“Freight Company Interview Survey” consists of the following five (5) components:

- General Information on the Company
- Information on Freight Transport Cost
- Information on Commodity Volume
- Stated Preference on Modal Choice
- Data Collection on Commodities transported by Cooperative Companies

The purpose of this survey is to collect necessary information on transport cost and volume through manufacturers and transporting companies. In order to achieve the objective, the MiNTS conducted the company interview survey.

(2) Companies surveyed and Sampling

The Survey was conducted for three types of companies i.e. (a) Trucking Companies & Freight Forwarders, (b) Manufacturing Companies, and (c) Cooperative Companies. In order to ensure the data accuracy and useful data, the sampling rate was the important factor. In the survey, it was expected to collect samples from approximately 384 companies; 120 samples from Trucking and Freight Forwarders, 240 samples for Manufacturers and 24 samples for Cooperative Companies.

Table 3.11.1 Summary of Freight Company Interview Survey

Company	Sample Size	Survey Items				
		General Information	Commodity Volume	Freight Transport Cost	Stated Preference	Data Collection
Trucking Companies / Freight Forwarders	120	√	√	√		
Manufacturing Companies	240	√	√		√	
Cooperative Companies	24	√	√		√	√

Source: JICA Study Team

It was envisaged that the most of those companies are located within Nile Delta area since this area has a concentration of more than 80% of population in Egypt. In order to avoid the biased data from a particular area, the MiNTS set the distribution of target samples in 5 areas; Cairo, Alexandria, Nile Delta, Upper Egypt, and Canal (Suez, Ismailia, and Port Said) area.

In addition, the size of company is also considered to avoid a bias to the samples collected. Since the statistics or directories which include the detailed company information such as yearly production volume, revenues in several industries do not exist, the size of company is categorized into 3 sizes in terms of number of employees.

Some companies denied to have an interview, and to answer any questions for the reason that the company suspected that the data collected might be used for other purposes, not for the Study. It is, therefore, necessarily the case that the samples collected is satisfied with samples targeted.

Table 3.11.2 Number of Samples collected (Manufacturers)

	Cairo	Alexandria	Delta	Upper Egypt	Canal	Samples Collected	Target Sample
Small scale	50	20	21	15	16	122	120-140
Medium scale	27	10	11	8	8	64	60
Large scale	25	13	10	8	8	64	30-60
Total	82	43	42	31	32	250	240

Source: JICA Study Team

Table 3.11.3 Number of Samples collected (Freight Forwarders)

	Cairo	Alexandria	Delta	Upper Egypt	Canal	Samples Collected	Target Sample
Small scale	28	8	0	0	11	47	36
Medium scale	1	4	0	0	2	7	18
Large scale	3	2	0	0	0	5	6
Total	32	14	0	0	13	59	60

Source: JICA Study Team

Table 3.11.4 Number of Samples collected (Trucking Companies)

	Cairo	Alexandria	Delta	Upper Egypt	Canal	Samples Collected	Target Sample
Small scale	20	6	7	6	3	42	36
Medium scale	3	4	4	3	2	16	18
Large scale	1	1	1	1	1	5	6
Total	24	11	12	10	6	63	60

Source: JICA Study Team

(3) Survey Items and Forms

The survey forms comprise the following major interview items.

1) Trucking Company / Freight Forwarder

General Information

- General Data (Date and Survey Hour, Name of Surveyor/Supervisor)
- Company Information (Face Sheet)

Commodity Volume

- Transported Volume by Customer and Commodity

Transport Cost

- Transport Cost (Tariff) of Transport Service

- Transport Cost (Tariff) per ton (by mode)
- [for Freight Forwarder] Transport Cost (Tariff) for Line-haul
- [for Freight Forwarder] Transport Cost (Tariff) for Loading / Unloading / Transfer

2) Manufacturers / Cooperative Companies

General Information

- General Data (Date and Survey Hour, Name of Surveyor/Supervisor)
- Company Information (Face Sheet)
- Information on Employees' Commuting

Commodity Volume

- Commodity Volume by Main Products
- Commodity Volume by Main Materials

Stated Preference

- Company's Preference on Modal Shift (railway and river transport)
- Conditions for Alternative Modes
- Willingness to Pay for Alternative Modes

Data Collection (for Cooperative only)

- General information of Cooperative Companies (No. of members, No. of trucks, their revenue and others)
- Commodities and volume transported by Cooperative Companies

Table 3.11.5 Survey Forms

	Interview Survey
Trucking Company	Form 5-I-1
Freight Forwarder	Form 5-I-2
Manufacturing Company	Form 5-I-3
Cooperative Company	-

Note: Survey forms mentioned above are shown in Section 2.6 (5).

Source: JICA Study Team

(4) Survey Method

Basic survey methods are described as follows:

- Supervisor selects the company to be surveyed and identifies the contact person.
- Surveyors interview the management and administration staff in the company and fill in the interview form.
- Supervisor checks the collected survey forms. When the form will not satisfy with minimum requirement set by the Study Team, the supervisor has to rearrange an appointment with the interviewee and interview them again.
- Opinion survey on modal choice is conducted at the same time of interview for the different types of industry.

3.12 SURVEY FORMS

(1) Roadside Interview Survey












Ori. **FORM 1-C-1**

Ministry of Transport
Transport Project Authority

Comprehensive Study on the Master Plan National
Transportation System - MiNTS Form (10-D):
Vehicle Classification Count
(Light traffic flow)

Point: Road: Direction:

Date: Surveyor: Supervisor:

Vehicle Types	Time From: <input type="text"/> <input type="text"/> <input type="text"/>	To: <input type="text"/> <input type="text"/> <input type="text"/>
1-Private Car 	<input type="text"/>	<input type="text"/>
2-Shared Taxi 	<input type="text"/>	<input type="text"/>
3-Tok Tok 	<input type="text"/>	<input type="text"/>
4-Public Minibus 	<input type="text"/>	<input type="text"/>
5-Public Bus 	<input type="text"/>	<input type="text"/>
6-Private Minibus 	<input type="text"/>	<input type="text"/>
7-Private Bus 	<input type="text"/>	<input type="text"/>
8-Public Microbus 	<input type="text"/>	<input type="text"/>
9-Others: Amp./Pol./Mil./Ext./Motorcycle	<input type="text"/>	<input type="text"/>
10-Light Truck & Pick up 	<input type="text"/>	<input type="text"/>
11-SU Heavy Truck 	<input type="text"/>	<input type="text"/>
12-MU Heavy Truck 	<input type="text"/>	<input type="text"/>

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Ori. **FORM 1-C-2**

Ministry of Transport
Transport Project Authority

Comprehensive Study on the Master Plan National
Transportation System - MiNTS
Form (10-A): Vehicle Classification Count
(Private/Shared Taxi/Tok Tok/Public Microbus)

Point: Road: Direction:

Date: Surveyor: Supervisor:

Reading Time of Tally Counter	1-Private Car 	2-Shared Taxi 	3-Tok Tok 	8-Public Microbus 
<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

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Ori. **FORM 1-C-3**

Ministry of Transport
Transport Project Authority

Comprehensive Study on the Master Plan National
Transportation System - MiNTS
Form (10-B): Vehicle Classification Count (Buses)

Point: Road: Direction:

Date: Surveyor: Supervisor:

Reading Time of Tally Counter	4-Public Minibus 	5-Public Bus 	6-Private Minibus 	7-Private Bus 
<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

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Ori. **FORM 1-C-4**

Ministry of Transport
Transport Project Authority

Comprehensive Study on the Master Plan National
Transportation System - MiNTS
Form (10-C): Vehicle Classification Count
(Trucks - Others)

Point: Road: Direction:

Date: Surveyor: Supervisor:

Reading Time of Tally Counter	9-Others: Amp./Pol./Mil./Ext./Motorcycle	10-Light Truck 	11-SU Heavy Truck 	12-MU Heavy Truck 
<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

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Oriental

FORM 1-1-1

Ministry of Transport
Transport Project Authority

**Comprehensive Study on the Master Plan
National Transportation System - MINTS Form
(9-A): Roadside Interview
(Brivet Car - Shared Taxi)**

Point	□□□	Road	□□□□□□	Direction:	□□□□
Date	□□□□	Surveyor	□□□□□□	Supervisor	□□□□□□

Time:	□□□□	Passengers	□□
Vehicle:	1- Private Car <input type="checkbox"/> 2- Taxi <input type="checkbox"/> 3- Tuk Tuk <input type="checkbox"/> 4- Motorcar <input type="checkbox"/>		
Trip purpose:	1- Work <input type="checkbox"/> 2- Education <input type="checkbox"/> 3- Shopping <input type="checkbox"/> 4- Business <input type="checkbox"/> 5- Individual Time <input type="checkbox"/> 6- Group Time <input type="checkbox"/> 7- Social <input type="checkbox"/> 8- Others <input type="checkbox"/>		
Frequency:	1- Daily <input type="checkbox"/> 2- working Day <input type="checkbox"/> 3- once/week <input type="checkbox"/> 4- once/10 per month <input type="checkbox"/> 5- once/20 per year <input type="checkbox"/> 6- Others <input type="text"/>		
Government Markaz Side from Nile River Land Mark			
Origin	□□□□□□	□□□□□□	□□□□□□
Destination	□□□□□□	□□□□□□	□□□□□□

Time:	□□□□	Passengers	□□
Vehicle:	1- Private Car <input type="checkbox"/> 2- Taxi <input type="checkbox"/> 3- Tuk Tuk <input type="checkbox"/> 4- Motorcar <input type="checkbox"/>		
Trip purpose:	1- Work <input type="checkbox"/> 2- Education <input type="checkbox"/> 3- Shopping <input type="checkbox"/> 4- Business <input type="checkbox"/> 5- Individual Time <input type="checkbox"/> 6- Group Time <input type="checkbox"/> 7- Social <input type="checkbox"/> 8- Others <input type="checkbox"/>		
Frequency:	1- Daily <input type="checkbox"/> 2- working Day <input type="checkbox"/> 3- once/week <input type="checkbox"/> 4- once/10 per month <input type="checkbox"/> 5- once/20 per year <input type="checkbox"/> 6- Others <input type="text"/>		
Government Markaz Side from Nile River Land Mark			
Origin	□□□□□□	□□□□□□	□□□□□□
Destination	□□□□□□	□□□□□□	□□□□□□

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Oriental

FORM 1-1-2

Ministry of Transport
Transport Project Authority

**Comprehensive Study on the Master Plan
National Transportation System - MINTS
Form (9-B): Roadside Interview (Buses)**

Point	□□□	Road	□□□□□□	Direction:	□□□□
Date	□□□□	Surveyor	□□□□□□	Supervisor	□□□□□□

Time:	□□□□	Passengers	□□
Vehicle:	4- Public Minibus <input type="checkbox"/> 5- Public Bus <input type="checkbox"/> 6- Private Minibus <input type="checkbox"/> 7- Private Bus <input type="checkbox"/>		
Trip Type:	1- Group <input type="checkbox"/> 2- Individual <input type="checkbox"/>		
Frequency:	1- Daily <input type="checkbox"/> 2- working Day <input type="checkbox"/> 3- once/week <input type="checkbox"/> 4- once/10 per month <input type="checkbox"/> 5- once/20 per year <input type="checkbox"/> 6- Others <input type="text"/>		
Company Name: □□□□□□ Door Hours From: □□□□ To: □□□□			
Government Markaz Side from Nile River Land Mark			
Origin	□□□□□□	□□□□□□	□□□□□□
Destination	□□□□□□	□□□□□□	□□□□□□

Time:	□□□□	Passengers	□□
Vehicle:	4- Public Minibus <input type="checkbox"/> 5- Public Bus <input type="checkbox"/> 6- Private Minibus <input type="checkbox"/> 7- Private Bus <input type="checkbox"/>		
Trip Type:	1- Group <input type="checkbox"/> 2- Individual <input type="checkbox"/>		
Frequency:	1- Daily <input type="checkbox"/> 2- working Day <input type="checkbox"/> 3- once/week <input type="checkbox"/> 4- once/10 per month <input type="checkbox"/> 5- once/20 per year <input type="checkbox"/> 6- Others <input type="text"/>		
Company Name: □□□□□□ Door Hours From: □□□□ To: □□□□			
Government Markaz Side from Nile River Land Mark			
Origin	□□□□□□	□□□□□□	□□□□□□
Destination	□□□□□□	□□□□□□	□□□□□□

CEEG
مركز الدراسات الهندسية

Oriental

FORM 1-1-3

Ministry of Transport
Transport Project Authority

**Comprehensive Study on the Master Plan
National Transportation System - MINTS
Form (9-C): Roadside Interview (Trucks)**

Point	□□□	Road	□□□□□□	Direction:	□□□□
Date	□□□□	Surveyor	□□□□□□	Supervisor	□□□□□□

Time:	□□□□
Vehicle:	10- Light Truck <input type="checkbox"/> 11- SU Heavy Truck <input type="checkbox"/> 12- MU Heavy Truck <input type="checkbox"/>
Loading:	1- E. Container <input type="checkbox"/> 2- Container <input type="checkbox"/> 3- Empty <input type="checkbox"/> 4- 25% <input type="checkbox"/> 5- 50% <input type="checkbox"/> 6- 75% <input type="checkbox"/> 7- 100% or More <input type="checkbox"/>
Frequency:	1- Daily <input type="checkbox"/> 2- working Day <input type="checkbox"/> 3- once/week <input type="checkbox"/> 4- once/10 per month <input type="checkbox"/> 5- once/20 per year <input type="checkbox"/> 6- Others <input type="text"/>
Goods Type: □□□□□□ Max. Loading (Ton): □□□□	
Government Markaz Side from Nile River Land Mark	
Origin	□□□□□□
Destination	□□□□□□

Time:	□□□□
Vehicle:	10- Light Truck <input type="checkbox"/> 11- SU Heavy Truck <input type="checkbox"/> 12- MU Heavy Truck <input type="checkbox"/>
Loading:	1- E. Container <input type="checkbox"/> 2- Container <input type="checkbox"/> 3- Empty <input type="checkbox"/> 4- 25% <input type="checkbox"/> 5- 50% <input type="checkbox"/> 6- 75% <input type="checkbox"/> 7- 100% or More <input type="checkbox"/>
Frequency:	1- Daily <input type="checkbox"/> 2- working Day <input type="checkbox"/> 3- once/week <input type="checkbox"/> 4- once/10 per month <input type="checkbox"/> 5- once/20 per year <input type="checkbox"/> 6- Others <input type="text"/>
Goods Type: □□□□□□ Max. Loading (Ton): □□□□	
Government Markaz Side from Nile River Land Mark	
Origin	□□□□□□
Destination	□□□□□□

CEEG
مركز الدراسات الهندسية

FORM 1-O-1

Ministry of Transport
Transport Planning Authority
Japan International Cooperation Agency (JICA)
The Comprehensive Study on the Master Plan for National Transportation System
Form (11): Opinion Survey for Private cars

Location Road Direction
Time Supervisor Interviewer

A. Passenger Attribute:

1. Gender : Male Female

2. Age : Less 18 19 - 30 31 - 40
 41 - 50 51 - 60 More than 60

3. Nationality : Egyptian European, American or Australian
 Asian African Other (Specify)

4. Tour or resident (For Foreigner) : Tour Resident Visit Work

5. Occupation:
 Legislature, Administrative or Managerial Worker
 Professional Worker Technicians or Assistance
 Clerks and related Sales and Service
 Farmer, Fisher or Hunter Craftman and related
 Production and related Unskilled worker
 Student Housewife Retiral
 Jobless Others (Specify)

6. Income class (L.E.) : Less than 250 250 - 500 500 - 750
 for Passenger 750 - 1000 1000 - 1500 1500 - 2000
 for Family (only for Adults, Housewives and Students) 2000 - 2500 2500 - 5000 More Than 5000
 Unknown

7. Average electricity bill amount :

8. Car ownership : No car One car Two or more.

B. Trip Information:

9. Trip purpose : To/From Working Place To/From School/Institution
 Shopping, Eating Business Purpose
 Tour (Individual) Tour (Group)
 Social Visit, Other Private Purposes Other, specify

10. Number of accompanied persons:

11. Trip origin: Governorate: Markaz/Qum: Side from Nile River: Land Mark:

12. Trip destination: Governorate: Markaz/Qum: Side from Nile River: Land Mark:

13. Trip frequency:
 Every day Every weekday 1-2 times per week (Every week)
 1-2 times per month (Every month) 1-2 times per year Other frequency, specify

14. Estimated trip travel time: mins

15. Do you usually consider "spare time for your trip"?
 Yes No
 If your answer was (Yes), How long? mins

C. Opinion on Modal Choice

16. Why do you choose the selected mode? (Multiple Answer)
 Travel time shorter Cost smaller More frequent
 Good amenity Good accessibility to/from Terminal Safer
 No other choice Other (specify)

If the answer was "No", type the alternative mode!

17. What the alternative modes available for you? (major mode only) (Multiple Answer)
 Shared taxi Public bus Private bus Motorcycle
 Tok-tok ENR train Ferry Passenger car
 Air Plane Others (Specified)

18. If present mode is not available will you use another mode? (major mode about your alternative mode)
 Yes No
 If your answer is (Yes), which mode will you use?
 Shared taxi Public bus Private bus Motorcycle
 Tok-tok ENR train Ferry Passenger car
 Air Plane Others (Specified)

19. Alternative mode Cost : L.E
 20. Alternative mode Time : min

21. If a new transport which is twice faster is developed, will you use it?
 Yes No

22. If your answer was (Yes), Will you pay twice?
 Yes, what is the maximum toll you can pay? L.E
 No, how much can you pay? L.E

23. What is the major issue to select a transport mode? (select one option only)
 Travel time shorter Cost smaller More frequent
 Safety Good amenity Other (specify)

FORM 2-I-1

Ministry of Transport
Transport Planning Authority

Japan International Cooperation Agency
(JICA)

The Comprehensive Study on the Master Plan for National Transportation System
Questionnaire (3): Long-distance Shared Taxi Passenger Interview Survey

City: Sheet No.:
Terminal: Interviewer:
Supervisor: Time:
Date:

- 1. TYPE OF VEHICLE**
 7 passenger car Micro-bus Pick-up & Van Others (Specify)
- 2. TRIP ORIGIN**
 Land Mark: Special Generator: Markaz/Qism: Governorate:
- 3. TRIP DESTINATION**
 Land Mark: Special Generator: Markaz/Qism: Governorate:
- 4. TRIP PURPOSE**
 To/From Working Place To/From School / Institution Shopping, Eating
 Business Purpose Tour (Individual), recreational Tour (Group)
 Social Visit, Other Private Purposes Other (Specify)
- 5. NUMBER OF ACCOMPANIED PERSONS:**
- 6. FREQUENCY:**
 Every day Every weekday 1-2 times per week (Every week)
 1-2 times per month (Every month) 1-2 times per year Other frequency, specify:
- 7. RESIDENCE (For Egyptians and Foreigners)**
 Nationality: Tour Resident Visit Work
 Markaz/Qism: Governorate:
- 8. ACCESS MODE**
 Walking Bicycle Motorcycle 3-wheeler (Tok-tok) Passenger car
 Pickup for passenger Taxi Shared taxi Public bus Public minibus
 Private bus Trucks Ferry Tram Metro
 ENR train Others (Specify)
- 9. Mode Time** minutes
- 10. Mode Cost** L.E
 Or Subscription L.E per Month 3 Months 6 Months Year Others (Specify)
- 11. EGRESS MODE**
 Walking Bicycle Motorcycle 3-wheeler (Tok-tok) Passenger car
 Pickup for passenger Taxi Shared taxi Public bus Public minibus
 Private bus Trucks Ferry Tram Metro
 ENR train Unknown Others (Specify)
- 12. Mode Time** minutes
- 13. Mode Cost** L.E
 Or Subscription L.E per Month 3 Months 6 Months Year Others (Specify)

FORM 2-I-2

Ministry of Transport
Transport Planning Authority

Japan International Cooperation Agency
(JICA)

The Comprehensive Study on the Master Plan for National Transportation System
Questionnaire (2): Long-distance Bus Passenger Interview Survey

City: Sheet No.:
Terminal: Interviewer:
Supervisor: Time:
Date:

- 1. NAME OF CARRIER COMPANY**
 East Delta West and Mid Delta Upper Egypt (Al Sa'eed)
 Super Jet Other (nominate)
- 2. TRIP ORIGIN**
 Land Mark: Special Generator: Markaz/Qism: Governorate:
- 3. TRIP DESTINATION**
 Land Mark: Special Generator: Markaz/Qism: Governorate:
- 4. TRIP PURPOSE**
 To/From Working Place To/From School / Institution Shopping, Eating
 Business Purpose Tour (Individual), recreational Tour (Group)
 Social Visit, Other Private Purposes Other (Specify)
- 5. CLASS** AC Non AC
- 6. NUMBER OF ACCOMPANIED PERSONS:**
- 7. FREQUENCY:**
 Every day Every weekday 1-2 times per week (Every week)
 1-2 times per month (Every month) 1-2 times per year Other frequency, specify:
- 8. RESIDENCE (For Egyptians and Foreigners)**
 Nationality: Tour Resident Visit Work
 Markaz/Qism: Governorate:
- 9. ACCESS MODE**
 Walking Bicycle Motorcycle 3-wheeler (Tok-tok) Passenger car
 Pickup for passenger Taxi Shared taxi Public bus Public minibus
 Private bus Trucks Ferry Tram Metro
 ENR train Others (Specify)
- 10. Mode Time** minutes
- 11. Mode Cost** L.E
 Or Subscription L.E per Month 3 Months 6 Months Year Others (Specify)
- 12. EGRESS MODE**
 Walking Bicycle Motorcycle 3-wheeler (Tok-tok) Passenger car
 Pickup for passenger Taxi Shared taxi Public bus Public minibus
 Private bus Trucks Ferry Tram Metro
 ENR train Unknown Others (Specify)
- 13. Mode Time** minutes
- 14. Mode Cost** L.E
 Or Subscription L.E per Month 3 Months 6 Months Year Others (Specify)

FORM 2-I-3

هيئة التعاون الدولي اليابانية
(JICA)

وزارة النقل
الهيئة العامة لتخطيط مشروعات النقل
دراسة إعداد مخطط النقل الشامل على المستوى القومي
استمارة (1-3) : استقصاء ركاب محطات البسة الحدية

المحطة:
رقم الاستمارة:
القام بالبحس:
التاريخ:

- 1- بداية الرحلة**
 علامة مميزة: مركز الجذب بالمنطقة: مركز / قسم: محافظة:
- 2- نهاية الرحلة**
 علامة مميزة: مركز الجذب بالمنطقة: مركز / قسم: محافظة:
- 3- محطة الركوب/التزول**
 محطة الركوب: محطة التزول:
- 4- الغرض من الرحلة**
 إلى / من مكان العمل إلى / من المدرسة / المعهد تسوق / مطاعم رحلات مرتبطة بالعمل (مأمورية)
 سياحة خاصة ترفيهية سياحة مجموعات زيارات اجتماعية وأهاف خاصة أخرى أخرى ما هي
- 5- الدرجة**
 درجة أولى مكيفة درجة ثانية مكيفة درجة ثالثة عادية
- 6- طريقة الدفع**
 في المحطة في القطار في الشارع أخرى ما هي
- 7- عدد الراكبين:**
- 8- تكرارية الرحلة**
 يوميا يوميا ما عدأ الاجازة مرة أو مرتين أسبوعيا
 مرة أو مرتين شهريا مرة أو مرتين سنويا أخرى ما هي
- 9- الإقامة في جمهورية مصر العربية (للمصريين والأجانب):**
 - الأجنبية:
 - مركز / قسم:
 الإقامة: زيارة عمل
- 10- وسيلة الوصول إلى المحطة**
 سيرا على الأقدام دراجة عادية دراجة بخارية توك توك سيارة خاصة
 سيارة بيك أب تاكسي أجرة ميكروباص أجرة أتوبيس ميني باص نقل عام
 أتوبيس خاص شاحنات عتارة ترام/ مترو مترو الأنفاق
 قطار سكة حديد أخرى (ما هي ؟)
- 11- زمن وسيلة الوصول إلى المحطة:** دقيقة
- 12- تكلفة وسيلة الوصول إلى المحطة:** جنيه
 أو اشتراك قيمته: جنيه لمدة شهر 3 شهور 6 شهور سنة أخرى ما هي
- 13- وسيلة الخروج من المحطة**
 سيرا على الأقدام دراجة عادية دراجة بخارية توك توك سيارة خاصة
 سيارة بيك أب تاكسي أجرة ميكروباص أجرة أتوبيس ميني باص نقل عام
 أتوبيس خاص شاحنات عتارة ترام/ مترو مترو الأنفاق
 قطار سكة حديد غير معروف أخرى (ما هي ؟)
- 14- زمن وسيلة الخروج من المحطة:** دقيقة
- 15- تكلفة وسيلة الخروج من المحطة:** جنيه
 أو اشتراك قيمته: جنيه لمدة شهر 3 شهور 6 شهور سنة أخرى ما هي

FORM 2-I-4

هيئة التعاون الدولي اليابانية
(JICA)

وزارة النقل
الهيئة العامة لتخطيط مشروعات النقل
دراسة إعداد مخطط النقل الشامل على المستوى القومي
استمارة (1-4) : استقصاء ركاب القطر

المحطة بداية القطار:
المحطة النهائية للقطار:
وقت القيام من المحطة:
القام بالبحس:

- 1- بداية الرحلة**
 علامة مميزة: مركز الجذب بالمنطقة: مركز / قسم: محافظة:
- 2- نهاية الرحلة**
 علامة مميزة: مركز الجذب بالمنطقة: مركز / قسم: محافظة:
- 3- محطة الركوب/التزول**
 محطة الركوب: محطة التزول:
- 4- الغرض من الرحلة**
 إلى / من مكان العمل إلى / من المدرسة / المعهد تسوق / مطاعم رحلات مرتبطة بالعمل (مأمورية)
 سياحة خاصة ترفيهية سياحة مجموعات زيارات اجتماعية وأهاف خاصة أخرى أخرى ما هي
- 5- الدرجة**
 درجة أولى مكيفة درجة ثانية مكيفة درجة ثالثة عادية
- 6- طريقة الدفع**
 في المحطة في القطار في الشارع أخرى ما هي
- 7- عدد الراكبين:**
- 8- تكرارية الرحلة**
 يوميا يوميا ما عدأ الاجازة مرة أو مرتين أسبوعيا
 مرة أو مرتين شهريا مرة أو مرتين سنويا أخرى ما هي
- 9- الإقامة في جمهورية مصر العربية (للمصريين والأجانب):**
 - الأجنبية:
 - مركز / قسم:
 الإقامة: زيارة عمل
- 10- وسيلة الوصول إلى المحطة**
 سيرا على الأقدام دراجة عادية دراجة بخارية توك توك سيارة خاصة
 سيارة بيك أب تاكسي أجرة ميكروباص أجرة أتوبيس ميني باص نقل عام
 أتوبيس خاص شاحنات عتارة ترام/ مترو مترو الأنفاق
 قطار سكة حديد أخرى (ما هي ؟)
- 11- زمن وسيلة الوصول إلى المحطة:** دقيقة
- 12- تكلفة وسيلة الوصول إلى المحطة:** جنيه
 أو اشتراك قيمته: جنيه لمدة شهر 3 شهور 6 شهور سنة أخرى ما هي
- 13- وسيلة الخروج من المحطة**
 سيرا على الأقدام دراجة عادية دراجة بخارية توك توك سيارة خاصة
 سيارة بيك أب تاكسي أجرة ميكروباص أجرة أتوبيس ميني باص نقل عام
 أتوبيس خاص شاحنات عتارة ترام/ مترو مترو الأنفاق
 قطار سكة حديد غير معروف أخرى (ما هي ؟)
- 14- زمن وسيلة الخروج من المحطة:** دقيقة
- 15- تكلفة وسيلة الخروج من المحطة:** جنيه
 أو اشتراك قيمته: جنيه لمدة شهر 3 شهور 6 شهور سنة أخرى ما هي

FORM 2-I-5

Ministry of Transport
Transport Planning Authority

Japan International Cooperation Agency
(JICA)

The Comprehensive Study on the Master Plan for National Transportation System
Questionnaire (4): Air Passenger Interview Survey

Airport: Sheet No.:
Interviewer: Supervisor:
Date: Time:

1. TRIP ORIGIN
Land Mark: Special Generator: Markaz/Qism: Governorate:

2. TRIP DESTINATION
Land Mark: Special Generator: Markaz/Qism: Governorate:

3. OD AIRPORT
Departure Airport: Arrival Airport:

4. TRIP PURPOSE
 To/From Working Place To/From School / Institution Shopping, Eating
 Business Purpose Tour (Individual), recreational Tour (Group)
 Social Visit, Other Private Purposes Other (Specify)

5. CLASS Economy First Class Business

6. NUMBER OF ACCOMPANIED PERSONS:

7. FREQUENCY:
 Every day Every weekday 1-2 times per week (Every week)
 1-2 times per month (Every month) 1-2 times per year Other frequency, specify

8. RESIDENCE (For Egyptians and Foreigners)
Nationality: Tour Resident Visit Work
Markaz/Qism: Governorate:

9. ACCESS MODE
 Walking Bicycle Motorcycle 3-wheeler (Tok-tok) Passenger car
 Pickup for passenger Taxi Shared taxi Public bus Public minibus
 Private bus Trucks Ferry Tram Metro
 ENR train Others (Specify)

10. Mode Time minutes
11. Mode Cost L.E.
Or Subscription L.E. per Month 3 Months 6 Months Year Others (Specify)

12. EGRESS MODE
 Walking Bicycle Motorcycle 3-wheeler (Tok-tok) Passenger car
 Pickup for passenger Taxi Shared taxi Public bus Public minibus
 Private bus Trucks Ferry Tram Metro
 ENR train Unknown Others (Specify)

13. Mode Time minutes
14. Mode Cost L.E.
Or Subscription L.E. per Month 3 Months 6 Months Year Others (Specify)

FORM 2-I-6

Ministry of Transport
Transport Planning Authority

Japan International Cooperation Agency
(JICA)

The Comprehensive Study on the Master Plan for National Transportation System
Questionnaire (5): Maritime Passenger Interview Survey

Port: Sheet No.:
Interviewer: Supervisor:
Date: Time:

1. TRIP ORIGIN
Land Mark: Special Generator: Markaz/Qism: Governorate:

2. TRIP DESTINATION
Land Mark: Special Generator: Markaz/Qism: Governorate:

3. OD PORT
Departure Port: Arrival Port:

4. TRIP PURPOSE
 To/From Working Place To/From School / Institution Shopping, Eating
 Business Purpose Tour (Individual), recreational Tour (Group)
 Social Visit, Other Private Purposes Other (Specify)

5. CLASS First Class Second Class Other (Specify)

6. NUMBER OF ACCOMPANIED PERSONS:

7. FREQUENCY:
 Every day Every weekday 1-2 times per week (Every week)
 1-2 times per month (Every month) 1-2 times per year Other frequency, specify

8. RESIDENCE (For Egyptians and Foreigners)
Nationality: Tour Resident Visit Work
Markaz/Qism: Governorate:

9. ACCESS MODE
 Walking Bicycle Motorcycle 3-wheeler (Tok-tok) Passenger car
 Pickup for passenger Taxi Shared taxi Public bus Public minibus
 Private bus Trucks Ferry Tram Metro
 ENR train Others (Specify)

10. Mode Time minutes
11. Mode Cost L.E.
Or Subscription L.E. per Month 3 Months 6 Months Year Others (Specify)

12. EGRESS MODE
 Walking Bicycle Motorcycle 3-wheeler (Tok-tok) Passenger car
 Pickup for passenger Taxi Shared taxi Public bus Public minibus
 Private bus Trucks Ferry Tram Metro
 ENR train Unknown Others (Specify)

13. Mode Time minutes
14. Mode Cost L.E.
Or Subscription L.E. per Month 3 Months 6 Months Year Others (Specify)

FORM 2-O-1

Ministry of Transport
Transport Planning Authority

Japan International Cooperation Agency
(JICA)

The Comprehensive Study on the Master Plan for National Transportation System
Form (8): Passenger Opinion Survey at Terminals, Railway Stations, Ports and Airports

Location: Supervisor:
Time: Interviewer:

A. Passenger Attributes:

1. Gender: Male Female

2. Age: Less than 41 41 - 50 19 - 30 31 - 40 51 - 60 More than 60

3. Nationality: Egyptian Asian European, American or Australian Other (Specify)

4. Tour or resident (For Foreigner): Tour Resident Visit Work

5. Occupation:
 Legislature, Administrative or Managerial Worker
 Professional Worker Technicians or Assistance
 Clerks and related Sale and Service
 Farmer, Fisher or Hunter Craftsman and related
 Production and related Unskilled worker
 Student Housewife Retired
 Jobless Others (Specify)

6. Income class (L.E.):
 Less than 250 250 - 500 500 - 750
 750 - 1000 1000 - 1500 1500 - 2000
 2000 - 2500 2500 - 3000 More Than 3000
 Unknown

7. Average electricity bill amount:

8. Car ownership: No car 1 car 2 or more

B. Trip Information:

9. Trip purpose: To/From Working Place To/From School / Institution
 Shopping, Eating Business Purpose
 Tour (Individual) Tour (Group)
 Social Visit, Other Private Purposes Other, specify

10. Number of accompanied persons:

11. Class of ticket: AC first class AC second class Non AC
For Air Passenger: Economic First class Business

12. Trip origin: Land Mark: Special Generator: Markaz/Qism: Governorate:

13. Trip destination: Land Mark: Special Generator: Markaz/Qism: Governorate:

14. Trip frequency: Every day Every weekday 1-2 times per week (Every week)
 1-2 times per month (Every month) 1-2 times per year Other frequency, specify

15. Estimated trip travel cost: L.E.
Or Subscription L.E. per Month 3 Months 6 Months Year Others (Specify)

16. Estimated trip travel time: mins

17. Do you usually consider "spare time for your trip"?
 Yes No
If your answer was (Yes), How long? mins

18. Access mode:
 Walking Bicycle Motorcycle Tok-tok Passenger car
 Pickup for passenger Taxi Shared taxi Public buses Public minibus
 Private buses Trucks Ferry Tram Metro
 ENR train Others (Specify)

19. Access mode Time min
20. Access mode Cost L.E.
Or Subscription L.E. per Month 3 Months 6 Months Year Others (Specify)

21. Egress mode:
 Walking Bicycle Motorcycle Tok-tok Passenger car
 Pickup for passenger Taxi Shared taxi Public buses Public minibus
 Private buses Trucks Ferry Tram Metro
 ENR train Unknown Others (Specify)

22. Egress mode Time min
23. Egress mode Cost L.E.
Or Subscription L.E. per Month 3 Months 6 Months Year Others (Specify)

C. Opinion on Modal Choice

24. Why do you choose the selected mode? (Multiple Answer)
 Travel time shorter Cost smaller More frequent
 Good amenity Good accessibility to/from Terminal Safer
 No other choice Other (specify)

If the answer was not "No" in question 24 (travel time shorter)

25. What the alternative modes available for you? (major mode only) (Multiple Answer)
 Shared taxi Public bus Private bus Motorcycle
 Tok-tok ENR train Ferry Passenger car
 Air Plane Others (Specify)

26. If present mode is not available will you use another mode? (major mode about your alternative mode)
 Yes No
If your answer is (Yes), which mode will you use?
 Shared taxi Public bus Private bus Motorcycle
 Tok-tok ENR train Ferry Passenger car
 Air Plane Others (Specify)

27. Alternative mode Cost L.E.
28. Alternative mode Time min

29. If a new transport which is twice faster is developed, will you use it?
 Yes No

30. If your answer was (Yes), Will you pay twice?
 Yes, what is the maximum toll you can pay? L.E.
 No, how much can you pay? L.E.

31. What is the major issue to select a transport mode? (select one option only)
 Travel time shorter Cost smaller More frequent
 Safety Good amenity Other (specify)

(3) Freight Transport Terminal Survey

FORM 3-C-1

Comprehensive Study on the Master Plan National Transportation System

Ministry of Transportation Transport Planning Authority		Vehicle Counting Form (1/6)		Japan International Cooperation Agency	
Location		Direction			
Gate		Supervisor			
Date		Surveyor			
		/ / (yyyy/mm/dd).			

Counting Time		10. Light commodity vehicle (pickup and vans)	11. SU Heavy Truck	12. Semi-trailer and Tractor Tractor	13. Tank Truck (Petroleum)
From	To				
6:00	6:15				
6:15	6:30				
6:30	6:45				
6:45	7:00				
7:00	7:15				
7:15	7:30				
7:30	7:45				
7:45	8:00				
8:00	8:15				
8:15	8:30				
8:30	8:45				
8:45	9:00				

FORM 3-1-1

Form 3-1: Railway Freight Survey MiNTS

Location: _____
 Interview Place: _____
 Date: _____
 Interviewer: _____
 Supervisor: _____

1) Light commodity vehicles (trucks and vans)
 2) SU Heavy Truck
 3) Semi-trailers and Trailer Tractor
 4) Tank Truck

1) Port/Terminal
 2) Warehouse
 3) Distribution Center
 4) Binocular Palletized Mine
 5) Open Yard
 6) Other

1) Transport Company
 2) Contractor
 3) Manufacturing
 4) Wholesale
 5) Retail
 6) Marketing
 7) Open Market
 8) Other

1) Empty Container
 2) Container
 3) Empty
 4) I/A

See "Commodity Type" Table

IN BOARD / OUT BOARD	VEHICLE TYPE	VEHICLE LICENSE	ORIGIN/DESTINATION	Trip Length	TRAVEL TIME (HOURS)	HANDLING TIME AT PORT	PREPARED SPARE TIME	PRE-LOADING	COMPANY INFORMATION	VEHICLE WEIGHT	COMMODITY AND LOADING
In 1	[]	[]	Place	[]	Estimated	[]	[]	[]	Company Name	[]	empty
			Place Type		Actual				Category		
			Markaz/Gov:		min				1 day		
Out 2	[]	[]	Place	[]	Estimated	[]	[]	[]	Company Name	[]	empty
			Place Type		Actual				Category		
			Markaz/Gov:		min				1 day		
In 1	[]	[]	Place	[]	Estimated	[]	[]	[]	Company Name	[]	empty
			Place Type		Actual				Category		
			Markaz/Gov:		min				1 day		
Out 2	[]	[]	Place	[]	Estimated	[]	[]	[]	Company Name	[]	empty
			Place Type		Actual				Category		
			Markaz/Gov:		min				1 day		
In 1	[]	[]	Place	[]	Estimated	[]	[]	[]	Company Name	[]	empty
			Place Type		Actual				Category		
			Markaz/Gov:		min				1 day		
Out 2	[]	[]	Place	[]	Estimated	[]	[]	[]	Company Name	[]	empty
			Place Type		Actual				Category		
			Markaz/Gov:		min				1 day		

FORM 3-1-2

Form 3-2: River Port Freight Survey MiNTS

Location: _____
 Interview Place: _____
 Date: _____
 Interviewer: _____
 Supervisor: _____

1) Light commodity vehicles (trucks and vans)
 2) SU Heavy Truck
 3) Semi-trailers and Trailer Tractor
 4) Tank Truck

1) Port/Terminal
 2) Warehouse
 3) Distribution Center
 4) Binocular Palletized Mine
 5) Open Yard
 6) Other

1) Transport Company
 2) Contractor
 3) Manufacturing
 4) Wholesale
 5) Retail
 6) Marketing
 7) Open Market
 8) Other

1) Empty Container
 2) Container
 3) Empty
 4) I/A

See "Commodity Type" Table

IN BOARD / OUT BOARD	VEHICLE TYPE	VEHICLE LICENSE	ORIGIN/DESTINATION	Trip Length	TRAVEL TIME (HOURS)	HANDLING TIME AT PORT	PREPARED SPARE TIME	PRE-LOADING	COMPANY INFORMATION	VEHICLE WEIGHT	COMMODITY AND LOADING
In 1	[]	[]	Place	[]	Estimated	[]	[]	[]	Company Name	[]	empty
			Place Type		Actual				Category		
			Markaz/Gov:		min				1 day		
Out 2	[]	[]	Place	[]	Estimated	[]	[]	[]	Company Name	[]	empty
			Place Type		Actual				Category		
			Markaz/Gov:		min				1 day		
In 1	[]	[]	Place	[]	Estimated	[]	[]	[]	Company Name	[]	empty
			Place Type		Actual				Category		
			Markaz/Gov:		min				1 day		
Out 2	[]	[]	Place	[]	Estimated	[]	[]	[]	Company Name	[]	empty
			Place Type		Actual				Category		
			Markaz/Gov:		min				1 day		
In 1	[]	[]	Place	[]	Estimated	[]	[]	[]	Company Name	[]	empty
			Place Type		Actual				Category		
			Markaz/Gov:		min				1 day		
Out 2	[]	[]	Place	[]	Estimated	[]	[]	[]	Company Name	[]	empty
			Place Type		Actual				Category		
			Markaz/Gov:		min				1 day		

FORM 3-1-4

Form 3-3: Dry Port Freight Survey

Location: _____
 Interview Place: _____
 Date: _____
 Interviewer: _____
 Supervisor: _____

10 Light commodity vehicle (SMU) and vans
 11 SU Heavy Truck
 12 Semi-trailer and Trailer Tractor
 13 Tank Truck

1. Port Terminal
 2. Factory
 3. Warehouse
 4. Distribution Center
 5. Border P/Material Mine
 6. Open Mill
 7. Other

1. Transport Company
 2. Distributor
 3. Manufacturer
 4. Wholesaler
 5. Retailer
 6. Marketing
 7. Grain Milling
 8. Other

1. Empty Container
 2. Container
 3. Empty
 4. Full

See "Commodity Type" Table

IN RECORD / OUT BOARD	DATE	VEHICLE TYPE	VEHICLE LICENSE NUMBER	ORIGIN/DESTINATION	TRUCK WEIGHT	TRUCK TIME FROM TO	HANDLING TIME AT PORT	PREPARED SPARE TIME	RESIDUAL	COMPANY INFORMATION	VEHICLE WEIGHT	COMMODITY AND LOADING
In 1 Out 2				Place	kg	Estimated	min	min	times per	Company Name	t	Type of Commodity
				Place Type		Actual				1 day		Category
In 1 Out 2				Markaz/Osm	kg	Estimated	min	min	times per	Markaz/Osm	t	Type of Commodity
				Governorate		Actual				1 day		Category
In 1 Out 2				Place	kg	Estimated	min	min	times per	Company Name	t	Type of Commodity
				Place Type		Actual				1 day		Category
In 1 Out 2				Markaz/Osm	kg	Estimated	min	min	times per	Markaz/Osm	t	Type of Commodity
				Governorate		Actual				1 day		Category
In 1 Out 2				Place	kg	Estimated	min	min	times per	Company Name	t	Type of Commodity
				Place Type		Actual				1 day		Category
In 1 Out 2				Markaz/Osm	kg	Estimated	min	min	times per	Markaz/Osm	t	Type of Commodity
				Governorate		Actual				1 day		Category
In 1 Out 2				Place	kg	Estimated	min	min	times per	Company Name	t	Type of Commodity
				Place Type		Actual				1 day		Category
In 1 Out 2				Markaz/Osm	kg	Estimated	min	min	times per	Markaz/Osm	t	Type of Commodity
				Governorate		Actual				1 day		Category

FORM 3-1-5

Form 3-4: Free Zone Freight Survey

Location: _____
 Interview Place: _____
 Date: _____
 Interviewer: _____
 Supervisor: _____

10 Light commodity vehicle (SMU) and vans
 11 SU Heavy Truck
 12 Semi-trailer and Trailer Tractor
 13 Tank Truck

1. Port Terminal
 2. Factory
 3. Warehouse
 4. Distribution Center
 5. Border P/Material Mine
 6. Open Mill
 7. Other

1. Transport Company
 2. Distributor
 3. Manufacturer
 4. Wholesaler
 5. Retailer
 6. Marketing
 7. Grain Milling
 8. Other

1. Empty Container
 2. Container
 3. Empty
 4. Full

See "Commodity Type" Table

IN RECORD / OUT BOARD	DATE	VEHICLE TYPE	VEHICLE LICENSE NUMBER	ORIGIN/DESTINATION	TRUCK WEIGHT	TRUCK TIME FROM TO	HANDLING TIME AT PORT	PREPARED SPARE TIME	RESIDUAL	COMPANY INFORMATION	VEHICLE WEIGHT	COMMODITY AND LOADING
In 1 Out 2				Place	kg	Estimated	min	min	times per	Company Name	t	Type of Commodity
				Place Type		Actual				1 day		Category
In 1 Out 2				Markaz/Osm	kg	Estimated	min	min	times per	Markaz/Osm	t	Type of Commodity
				Governorate		Actual				1 day		Category
In 1 Out 2				Place	kg	Estimated	min	min	times per	Company Name	t	Type of Commodity
				Place Type		Actual				1 day		Category
In 1 Out 2				Markaz/Osm	kg	Estimated	min	min	times per	Markaz/Osm	t	Type of Commodity
				Governorate		Actual				1 day		Category
In 1 Out 2				Place	kg	Estimated	min	min	times per	Company Name	t	Type of Commodity
				Place Type		Actual				1 day		Category
In 1 Out 2				Markaz/Osm	kg	Estimated	min	min	times per	Markaz/Osm	t	Type of Commodity
				Governorate		Actual				1 day		Category

(4) Sea Port Freight Survey

Form 4-3: Traffic Count for Trucks at Port's gates FORM 4-C-1

Location: _____
 Gate Number: _____
 Direction: _____
 Date: _____
 Surveyor: _____
 Supervisor: _____

15 Min. Period	pickup and vans	Open Truck (2 Axles)	Open Truck (3 Axles)	Open Truck (more than 3 Axles)	Open Trailer (including semi-trailer)	Container Truck (20 footer)	Container Truck (40 footer)	others
From:								
To:								
From:								
To:								
From:								
To:								

Survey Form for Trucks Visiting The Port for Handling of Commodity to The Ship - (Export) FORM 4-I-1

Port: _____
 Place of survey: _____
 Surveyor: _____
 Supervisor: _____

S/N	Truck Information		Time From Loading Place to Handling		Commodity Information	
	Time/Date of Surveying		Estimated Time		Company Name	
Light commodity vehicle (pickup and vans) 9. Open Truck (2 Axles) 10. Open Truck (3 Axles) 11. Open Truck (more than 3 Axles) 12. Open Trailer (including semi-trailer) 13. Container Truck (20 footer) 14. Container Truck (40 footer) Others.	Truck No.				Company Address	
	Governorate				Category(Transport Company,Construction,Manufacturing, Wholesaler,Retailer,Market,Other)	
	Truck Owner				Origin Place(Markaz-Governorate)	
	Administration				Commodity (General Commodity - container - Casting)	
	Vehicle Type				Commodity Type	
	Number of trips per week		Commodity Weight			
	Truck Weight		Time for Loading the Commodities from Origin on Truck			
	Maximum load of the truck		Time of Evacuation the Commodities from the Truck to the Port			
			Space that Commodity Take from the Total Area of the Truck			
Light commodity vehicle (pickup and vans) 9. Open Truck (2 Axles) 10. Open Truck (3 Axles) 11. Open Truck (more than 3 Axles) 12. Open Trailer (including semi-trailer) 13. Container Truck (20 footer) 14. Container Truck (40 footer) Others.	Time/Date of Surveying		Estimated Time		Company Name	
	Truck No.				Company Address	
	Governorate				Category(Transport Company,Construction,Manufacturing, Wholesaler,Retailer,Market,Other)	
	Truck Owner				Origin Place(Markaz-Governorate)	
	Administration				Commodity (General Commodity - container - Casting)	
	Vehicle Type				Commodity Type	
	Number of trips per week		Commodity Weight			
	Truck Weight		Time for Loading the Commodities from Origin on Truck			
	Maximum load of the truck		Time of Evacuation the Commodities from the Truck to the Port			
			Space that Commodity Take from the Total Area of the Truck			

Survey form of Trucks Visiting the Port for Evacuation Commodities from the Ship(Import)					FORM 4-I-2
Port					
Place of survey					
Surveyor					
Supervisor					
S/N	Truck Information		Time From Loading Place to Handling	Commodity Information	
Light commodity vehicle (pickup and vans). 9. Open Truck (2 Axles). 10. Open Truck (3 Axles). 11. Open Truck (more than 3 Axles). 12. Open Trailer (including semi-trailer). 13. Container Truck (20 footer). 14. Container Truck (40 footer). 15. Others.	Time/Date of Surveying		Estimated Time	Company Name	
	Truck No.			Company Address	
	Governorate		Actual Time	Category(Transport Company,Construction,Manufacturing,Wholesaler,Retailer,Market,Other)	
	Truck Owner			Origin Place(Markaz-Governorate)	
	Administration		Commodity (General Commodity - container - Casting)	Commodity Type	
	Vehicle Type		Commodity Weight	Time for Loading the Commodities from Origin on Truck	
	Number of trips per week			Time of Evacuation the Commodities from the Truck to the Port	
	Truck Weight			Space that Commodity Take from the Total Area of the Truck:	
	Maximum load of the truck				
		Time/Date of Surveying		Estimated Time	Company Name
	Truck No.		Actual Time	Company Address	
	Governorate			Category(Transport Company,Construction,Manufacturing,Wholesaler,Retailer,Market,Other)	
	Truck Owner		Origin Place(Markaz-Governorate)	Commodity (General Commodity - container - Casting)	
	Administration		Commodity Type		
	Vehicle Type		Commodity Weight	Time for Loading the Commodities from Origin on Truck	
	Number of trips per week			Time of Evacuation the Commodities from the Truck to the Port	
	Truck Weight			Space that Commodity Take from the Total Area of the Truck:	
	Maximum load of the truck				

FORM 4-D-1

Freight Port Survey (Survey based on B/L or Manifest) - Exported Containerized MINTS

Date: _____

Port Name: _____ Year: _____ Month: _____

Surveyor: _____ Page: _____ Out: _____

Supervisor: _____

No.	Commodity		Export to		No. of Trips	No. of Bills	Container		Weight
	Code	Name	Country	Port			20	40	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									

FORM 4-D-2

Freight Port Survey (Survey based on B/L or Manifest) - Exported Non Container MINTS

Date: _____

Port Name: _____ Year: _____ Month: _____

Surveyor: _____ Page: _____ Out: _____

Supervisor: _____

ID	Commodity		Export to		Packing Type	No. of Trips	Weight (Ton)	No. of Bills	No. of Package
	Code	Name	Country	Port					
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									

FORM 4-D-3

Freight Port Survey (Survey based on B/L or Manifest) - Imported Containerized MINTS

Date: _____

Port Name: _____ Year: _____ Month: _____

Surveyor: _____ Page: _____ Out: _____

Supervisor: _____

No.	Commodity		Origin		No. of Trips	No. of Bills	Container		Weight
	Code (HS)	Name	Country	Port			20	40	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									

FORM 4-D-4

Freight Port Survey (Survey based on B/L or Manifest) - Imported Non Containerized MINTS

Date: _____

Port Name: _____ Year: _____ Month: _____

Surveyor: _____ Page: _____ Out: _____

Supervisor: _____

ID	Commodity		Origin		Packing Type	No. of Trips	Weight (Ton)	No. of Bills	No. of Packa
	Code	Name	Country	Port					
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									

(5) Freight Company Interview Survey

FORM 5-I-1

Questionnaire No: _____

MINTS PROJECT
Project no: 2010-136

TRUCKING COMPANIES QUESTIONNAIRE

Interviewer name: _____ Interviewer no: _____

Name of the company: _____

Address: Flat no: _____ Bldg no: _____

Street: _____

Zone: _____

Town / city: _____

Contact: Tel no: _____

E-mail: _____

Web site: _____

Respondent name: _____

Trucking Companies Questionnaire

INTRODUCTION

Good morning/afternoon/evening, I'm _____ from XXXXX, a marketing research company. XXXX is conducting a survey about business transportation needs. This survey is part of the nationwide project to improve the efficiency of transportation system in Egypt. Here is the letter from Ministry of Transportation, authorizing GfK to conduct the study, and inviting your co-operation. Information about your company collected during interview is considered confidential, and not to be disclosed to a third party. Data will be analyzed only on the group level, to reach some statistical indicators about business transportation needs.

51. We will talk about most frequent commodities, volumes and destinations that your company transports. Are you the person who can give us this information?

1. Yes
2. No – ask to talk to another person, who can give this information!

52. What is **your position** in the company?

1. Fleet Manager
2. Other, please specify: _____

53. How many **employees** work in your company, altogether? We are asking this question only for statistical purposes.

Number of employees: _____

54. How many of them work as **truck drivers**?

Truck drivers: _____

Trucking Companies Questionnaire

Fleet Ownership

1. Could you please **specify the types of trucks** you have in your fleet? SHOW CARD 1
2. Ask for each truck type present in the fleet: **How many** of trucks are 8 ton, how many are 15 ton, how many are 22 ton, and how many are over 22 ton? Write the numbers in the cells (one number, not a range!)
3. Please estimate the **budget in LE** you would need to buy a new truck of the same size and model of the ones that are now present in your fleet? Read the types and sizes present in the fleet (from Q1 and Q2) and ask estimated price for each,

Truck shape	Truck type	Q1 Has in the fleet	Q2 Number of trucks				Q3 Price of a new truck (LE)			
			8 ton	15 ton	22 ton	Over 22 ton	8 ton	15 ton	22 ton	Over 22 ton
Truck	Flat truck	1								
	Box truck	2								
	Semi-box truck	3								
	Silo truck	4								
	Tank Truck	5								
	Other-specify:	6								
Truck-trailers	Flat truck	7								
	Box truck	8								
	Semi-box truck	9								
	Silo truck	10								
	Tank Truck	11								
	Other-specify:	12								
Semi-trailer	Flat truck	13								
	Box truck	14								
	Semi-box truck	15								
	Silo truck	16								
	Tank Truck	17								
	Other-specify:	18								

Trucking Companies Questionnaire

Commodity Volume

We will talk about the three main companies you transport for. These should be your Clients who transport largest volumes or weights. We won't mention their names; we will say Company 1, 2 and 3.

Ask Q4 to Q10 for Company 1, then for Company 2, then for Company 3.

4. Let's talk about Company ____ (number). Which **commodity** do you most often transport for this company?
5. What is the **most frequent domestic origin and domestic destination** for this commodity? Please name the markaz / city district inside Egypt where transportation usually starts (origin) and the markaz / city district to which you usually move this commodity (destination). We are interested only in transportation inside Egypt. So, if the commodity is exported, we would like to know only about its movements inside Egypt – for example from manufacturer to the port in Egypt.
If respondent does not know which markaz, please write down the address, town and governorate so we can define markaz later.
6. What is the **approximate distance** in kilometers between this origin and destination?
7. What is the **approximate total volume** of this commodity that you transported in 2009?
8. What **type of truck** do you most frequently use to transport this commodity? SHOW CARD 1.
9. Could you please estimate **transport costs** for this commodity for the distance you mentioned earlier (Q3). Please express the price in Egyptian pounds per truck of specific size, or in Egyptian pounds per ton for the volume of 1000 tons. If container: pounds per unit for the specific size of the container
10. For this case, what is the **price for loading and unloading** (from the truck to land / land to truck)?

Ask Q4 to Q10 for next company.

Trucking Companies Questionnaire

Company	Q4	Q5		Q6	Q7		Q8	Q9		Q10
	Most frequent commodity	FROM Most frequent origin Markaz	TO Most frequent destination Markaz	Distance (km) from origin to destination	Total volume in 2009 <i>Write the volume next to the appropriate measure.</i>		Most frequently used truck type or container size <i>Write the code from Card 1</i>	Transport cost estimate LE per truck of specific size or LE per ton for 1000 tons or LE per container (For Same distance in \$6)		Loading / unloading For the truck of specific size or per ton or per container
1				km	Unit	Quantity		Truck 3 ton:	LE	LE
					tons			Truck 6 ton:	LE	LE
					M3			Truck 8 ton:	LE	LE
					M2			Truck 10 ton:	LE	LE
					units			Truck 15 ton:	LE	LE
					containers			Truck 22 ton:	LE	LE
					20 ft			Truck ton:	LE	LE
					40 ft			Per ton for 1000 tons:	LE	LE
								Per container:	LE	LE
2				km	tons		Truck 3 ton:	LE	LE	
					M3		Truck 6 ton:	LE	LE	
					M2		Truck 8 ton:	LE	LE	
					units		Truck 10 ton:	LE	LE	
					containers		Truck 15 ton:	LE	LE	
					20 ft		Truck 22 ton:	LE	LE	
					40 ft		Truck ton:	LE	LE	
							Per ton for 1000 tons:	LE	LE	
							Per container:	LE	LE	
3				km	tons		Truck 3 ton:	LE	LE	
					M3		Truck 6 ton:	LE	LE	
					M2		Truck 8 ton:	LE	LE	
					units		Truck 10 ton:	LE	LE	
					containers		Truck 15 ton:	LE	LE	
					20 ft		Truck 22 ton:	LE	LE	
					40 ft		Truck ton:	LE	LE	
							Per ton for 1000 tons:	LE	LE	
							Per container:	LE	LE	

Delete the last column from previous questionnaire

Trucking Companies Questionnaire 5

Transport Cost (Tariff) per ton

Ask all

11. Please estimate the tariff of the truck transport you will offer for the short, medium and long distances. SHOW CARD 2:

Even if they do not transport on these distances or for these commodities, ask for price estimate.

PRICING UNIT CODE	
Truck 3 ton:	1
Truck 6 ton:	2
Truck 8 ton:	3
Truck 10 ton:	4
Truck 15 ton:	5
Truck 22 ton:	6
Truck 22+ton:	7
Per ton for 1000 tons:	8
Per container:	9

Distance (km)	Commodity	Transport Costs			
		Pricing Unit Code	1 Loading/unloading	2 Line-haul	(1+2) Total
Short distance 100 km (for example, from Alexandria to Tanta)	General Cargo		LE	LE	LE
	Dry Bulk Cargo		LE	LE	LE
	Liquid Cargo		LE	LE	LE
	Container 20 foot		LE	LE	LE
Medium distance 200 km (for example from Cairo to Alexandria)	General Cargo		LE	LE	LE
	Dry Bulk Cargo		LE	LE	LE
	Liquid Cargo		LE	LE	LE
	Container 20 foot		LE	LE	LE
Long distance 700 - 800 km (for example, from Cairo to Asswan)	General Cargo		LE	LE	LE
	Dry Bulk Cargo		LE	LE	LE
	Liquid Cargo		LE	LE	LE
	Container 20 foot		LE	LE	LE

Explain if necessary:

- Dry Bulk Cargo: i.e. Grains, Iron, Coal, Phosphates, Clay, Rocks and Cement
- Liquid Cargo: i.e. Petrol

THANK THE RESPONDENT. TERMINATE

Trucking Companies Questionnaire

Transport Cost (Tariff) per ton

Ask all

8. Please estimate the tariff of the truck transport you will offer for the short, medium and long distances. SHOW CARD 2.

Even if they do not transport on these distances or for these commodities, ask for price estimate.

PRICING UNIT CODE	
Truck 2 ton:	1
Truck 6 ton:	2
Truck 8 ton:	3
Truck 10 ton:	4
Truck 15 ton:	5
Truck 22 ton:	6
Truck 22+ ton:	7
Per ton for 1000 tons:	8
Per container:	9

Distance (km)	Commodity	Pricing Unit Code	Transport Costs		
			1 Loading/unloading	2 Line-haul	(1+2) Total
Short distance 100 km (for example, from Alexandria to Tanta)	General Cargo		LE	LE	LE
	Dry Bulk Cargo		LE	LE	LE
	Liquid Cargo		LE	LE	LE
	Container 20 foot		LE	LE	LE
Medium distance 200 km (for example from Cairo to Alexandria)	General Cargo		LE	LE	LE
	Dry Bulk Cargo		LE	LE	LE
	Liquid Cargo		LE	LE	LE
	Container 20 foot		LE	LE	LE
Long distance 700 - 800 km (for example, from Cairo to Aswan)	General Cargo		LE	LE	LE
	Dry Bulk Cargo		LE	LE	LE
	Liquid Cargo		LE	LE	LE
	Container 20 foot		LE	LE	LE

Explain if necessary:

- Dry Bulk Cargo: i.e. Grains, Iron, Coal, Phosphate, Clay, Rocks and Cement
- Liquid Cargo: i.e. Petroil

Freight Forecasting Commission

9. Please roughly estimate the range of tariffs for destinations inside Egypt, based on your experience. SHOW CARD 2. Costs should be for line-haul excluding loading, unloading. Please estimate the prices in LE per ton for 1000 ton of cargo or for truck of specific size.

PRICING UNIT CODE	
Truck 2 ton:	1
Truck 6 ton:	2
Truck 8 ton:	3
Truck 10 ton:	4
Truck 15 ton:	5
Truck 22 ton:	6
Truck 22+ ton:	7
Per ton for 1000 tons:	8
Per container:	9

Inland water transport and railway transport are deleted.

Mode	Pricing Unit Code	Commodity	Cost	
Truck		General Cargo	From LE	to LE
		Dry Bulk Cargo	From LE	to LE
		Liquid Cargo	From LE	to LE
		Container	From LE	to LE

Modes of transportation

10. Does your company arrange transportation by river or by sea?

- Yes, by river
- Yes, by sea
- Yes, both
- No

Fleet Ownership

11. Does your company own trucks?

- No - thank and terminate
- Yes

Freight Forecasting Commission

12. Could you please **specify the types of trucks** you have in your fleet? SHOW CARD 2

13. Ask for each truck type present in the fleet: **How many** of trucks are 8 ton, how many are 15 ton, how many are 22 ton, and how many are over 22 ton? Write the numbers in the cells (one number, not a range!)

14. Please estimate **the budget in LE** you would need to buy a new truck of the same size and model of the ones that are now present in your fleet? Read the types and sizes present in the fleet (from Q12) and ask estimated price for each.

Truck shape and size	Truck type	Q12 Has in the fleet	Q13 Number of trucks				Q14 Price of a new truck (LE)			
			8 ton	15 ton	22 ton	Over 22 ton	8 ton	15 ton	22 ton	Over 22 ton
Truck	Flat truck	1								
	Box truck	2								
	Semi-box truck	3								
	Silo truck	4								
	Tank truck	5								
	Other specify:	6								
Truck-trailers	Flat truck	7								
	Box truck	8								
	Semi-box truck	9								
	Silo truck	10								
	Tank truck	11								
	Other specify:	12								
Semi trailer Truck	Flat truck	13								
	Box truck	14								
	Semi-box truck	15								
	Silo truck	16								
	Tank truck	17								
Other specify:	18									
	Flat truck	1								

THANK THE RESPONDENT. TERMINATE

Freight Forecasting Commission

FORM 5-I-3

Questionnaire No: _____

MINTS PROJECT
Project no: 2010-136

MANUFACTURING COMPANIES QUESTIONNAIRE

Interviewer name: _____ Interviewer no: _____

Name of the company: _____

Address: Flat no: _____ Bldg no: _____

Street: _____

Zone: _____

Town / city: _____

Contact: Tel no: _____

E-mail: _____

Web site: _____

Respondent name: _____

Manufacturing Companies Questionnaire 1

Introduction

Good morning/afternoon/evening, I'm from XXXXX, a marketing research company. XXXX is conducting a survey about business transportation needs. This survey is part of the nationwide project to improve the efficiency of transportation system in Egypt. Here is the letter from Ministry of Transportation, authorizing GfK to conduct the study, and inviting your co-operation. Information about your company collected during interview is considered confidential, and not to be disclosed to a third party. Data will be analyzed only on the group level, to reach some statistical indicators about business transportation needs.

S1. We will talk about transportation needs of your company. Are you the person who is decision maker i.e. responsible for transportation of products and materials in and out of your company?

1. Yes
2. No – ask to talk to responsible person!

S2. What is **your position** in the company?

1. Logistics Manager
2. Supply Chain Manager
3. Production Manager
4. Other, please specify: _____

Company size

At the beginning I have a few questions about size of your company, for the statistical purposes.

1. Could you please tell me the total **number of employees** that work in your company?

Number of Employees: _____

2. What is the **size of the total area** that your company occupies?

If company is situated in more than one location, please make an estimate for total area for all locations.

Total Area: _____m²

Manufacturing Companies Questionnaire 2

3. What is the **size of the area occupied by manufacturing buildings**? Please estimate for all buildings together.

Building Area: _____m²

Interviewer: The size of the area in Q2 can't be less than the size in Q3.

Output Volume, Distances and Prices

4. Could you please specify **what are the 3 main products of your company? By main products we mean the products that have the largest volumes.**

If company is producing many different products, ask for 3 products that are produced in largest volumes.

Do not put only one general category of products. For example, if it is furniture manufacturer, do not put FURNITURE, but ask for three main products that have largest volumes. It could be, for example, wardrobes, chairs and beds.

However, if manufacturer produces several different categories of products, and the largest volumes are in, for example, soft drinks, ice-creams and cakes, then you can put these categories (and not specific types of products).

Interviewer: Ask Questions 5 to 9 for Product 1, then for Product 2, then for Product 3.

5. We will talk about the product ____ (name the product from the table). What was the **annual production** in 2009?

6. What is **one main domestic destination** for ____ (name the product)? By destination, we mean the place to which the largest volumes of this product are transported from the manufacturing location. It could be shop, wholesaler, port, airport, etc. Please give me one, main destination **within Egypt**, and please name the **markaz** in which this destination is situated.

Ask for markaz in which the shop, wholesaler, port, airport or else is located). If respondent does not know which markaz, please write down the address, town and governorate, so we can define markaz later.

It could be that the product is transported to the same markaz in which production is located. This is OK.

Manufacturing Companies Questionnaire 3

If the product is exported to another country, we want to know it's destination within Egypt (port or airport or exporter location). We are not interested in the final destination of this product (i.e. foreign country).

7. What is the **distance** in km from the manufacturing location to this domestic destination?

8. **How long** does it usually take for the product to reach the destination, after leaving the manufacturing location?

Write the time in hours. If it is, for example, 2 days - put 48 hours.

The time does not have to correspond to the distance (for example, 200 km is 3 hours). The time might depend on the transportation schedule and can be longer than normally needed for a specific distance.

9. How much do **you usually pay** to transport this product to this destination? Please express the price in Egyptian pounds per ton for 1000 Tons. If you are usually paying for the truck, please give me the price you pay for the specific size of the truck.

Manufacturing Companies Questionnaire 4

Main products	Q4	Q5	Q6	Q7	Q8	Q9
	Product category or type	Annual Production in 2009 <i>Write the volume next to the appropriate measure.</i>	Destination Markaz	Distance (km) from the manufacturing location	Transport time estimate	LE per truck of specific size or LE per ton for 1000 tons
		Unit Quantity				
1	Ton			km	hours	Truck 3 ton: LE
	M3					Truck 6 ton: LE
	M2					Truck 8 ton: LE
	M					Truck 10 ton: LE
	Units					Truck 15 ton: LE
						Truck 22 ton: LE
						Truck ____ ton: LE
						Per ton for 1000 tons: LE
2	Ton			km	hours	Truck 3 ton: LE
	M3					Truck 6 ton: LE
	M2					Truck 8 ton: LE
	M					Truck 10 ton: LE
	Units					Truck 15 ton: LE
						Truck 22 ton: LE
						Truck ____ ton: LE
						Per ton for 1000 tons: LE
3	Ton			km	hours	Truck 3 ton: LE
	M3					Truck 6 ton: LE
	M2					Truck 8 ton: LE
	M					Truck 10 ton: LE
	Units					Truck 15 ton: LE
						Truck 22 ton: LE
						Truck ____ ton: LE
						Per ton for 1000 tons: LE

Manufacturing Companies Questionnaire

Input Volume and Distances

10. Now we will talk about the main materials you use for production. It can be raw materials, semi-finished or finished products, or whatever your factory is using to make three main products.

What are the THREE main materials that you used for production (2009) Material 1-2-3

Interviewer: Ask Questions 11 to 13 for Material 1, then for Material 2, then for Material 3.

11. What was the **annual input volume** in 2009 for _____ (name the material)?

12. From which **domestic location** do you usually transport this material? Please name the markaz.

If respondent does not know which markaz, please write down the city and address, so we can define markaz later.

It could be that the material is transported from the same markaz in which production is located. This is OK.

If the material is imported from another country, ask for the location from which it is transported after it arrives to Egypt (port or airport or importer location). We are not interested in the foreign location, but we want to know from which location in Egypt this material arrives to the factory.

13. What is the **distance** in km between the origin of the material (read from Q10) and your manufacturing location?

Main	Q10	Q11	Q12	Q13
		Annual Input in 2009 <i>Write the volume next to the appropriate measure.</i>	Destination Markaz	Distance (km) from the manufacturing location
		Unit Quantity		
1		Ton		km
		M3		
		M2		
		M		
		Units		
2		Ton		km
		M3		
		M2		
		M		
		Units		
3		Ton		km
		M3		
		M2		
		M		
		Units		

Manufacturing Companies Questionnaire

Stated Preference

14. Which of the following modes of transport are you using to transport your products or materials? *Read.*

- Road
- Railway
- River

If only code 1 in Q14, go to Q17, and continue.

If only code 2 in Q14, go to Q15 and Q18 then go to Q22.

If codes 1 and 2 in Q14 go to Q15 and Q18, then go to Q22.

If only code 3 in Q14, go to Q16 and Q17, and then go to Q22.

If codes 1 and 3 in Q14 go to Q16 and Q17, then go to Q22.

If codes 1 and 2 and 3, go to Q15 and Q16 then go to Q22.

If codes 2 and 3 go to Q15 and Q16 then go to Q22.

15. *If railway transport is used:* Where do you see main advantages of using railway transport? *Do not read.*

- Low cost
- Safety / security
- Saves time
- Punctual
- Trustworthy
- Other: _____

16. *If river transport is used:* Where do you see main advantages of using river transport? *Do not read.*

- Low cost
- Safety / security
- Saves time
- Punctual
- Trustworthy
- Other: _____

17. *If railway is not used:* Why do you not use railway? *Do not read.*

- It takes too long time.
- Railway is not "door to door" service
- Distance is not long enough to use railway

Manufacturing Companies Questionnaire

- Railway transport is not safe and not guaranteed
- Railway transport is not available
- Other reason, specify: _____

18. *If river transport is not used:* Why do you not use river transport? *Do not read.*

- It takes too long time.
- River transport is not "door to door" service
- Distance is not enough long to use river transport
- River transport is not safe and not guaranteed
- River transport is not available
- Other reason, specify: _____

19. *If both, railway and river transport, are not used:* Which mode would you like to use? *Read answers.*

- Railway transport
- River transport
- Both, railway and river transport.
- None -- go to Q18

20. Where do you see main advantages of using railway transport? *Do not read.*

- Low cost
- Safety / security
- Saves time
- Punctual
- Trustworthy
- Other: _____

21. Where do you see main advantages of using river transport? *Do not read.*

- Low cost
- Safety / security
- Saves time
- Punctual
- Trustworthy
- Other: _____

Manufacturing Companies Questionnaire

22. If the railway or river transport is improved and you can transport your products for the same distance by paying a half of the cost compared to what you are paying now, in **twice of the time**, will you change truck transport to railway or river transport?

1	Yes (go to Q23)
2	No (go to Q24)

23. To what maximum extent can you allow the transport time longer than the trucking time? *Read:*

1. 2 times
2. 2.5 times
3. 3 times
4. 3.5 times
5. 4 times
6. More, please specify: _____ times.

24. What time reduction will make you change the transport mode? *Read:*

1. 1.8 times
2. 1.6 times
3. 1.4 times
4. 1.2 times
5. 1.0 times (same as truck transport)
6. Would never use railway nor river transport.

TERMINATE AND THANK THE RESPONDENT