PRESENTATION OF MOBITITY SITUATION IN CAIRO CITY

BY

SECRETARY GENERAL OF CAIRO GOVERNORATE
GEN : AHAMED KAMEL ELSAYED
محافظ القاهرة / د. عبد العظيم وزير

نواب أ. ح. أحمد كامل السيد

.GOVERNOR OF CAIRO GOVERNORATE
DR. ABDEL AZEEM WAZEER

SECRETARY GENERAL OF CAIRO GOVERNORATE
GEN: AHAMED KAMEL EL SAYED
Ladies and Gentlemen

It pleases me to be among you in this meeting which embrace an aggregation of scientists, experts and responsible people to deal with one of the most crucial problem in our cities in the recent time. We gather here away of political clashes and disputes in the atmosphere of amity and collaboration to exchange ideas and experiments to improve our cities living conditions within a world working together under the banner of unity and accelerating steps toward emphasizing the "Global Village".
Ladies and Gentlemen

Cairo city is a historical one, it is an ancient city and centre for culture and civilization. It conclude the characteristics of three civilizations that formed its urban face, the Pharaonic, Coptic, and Islamic Civilization. It was established by the great leader Gowher El Sicily in AD 969 upon the ordination of Fatimid Kaliphe El Moez ledeen Allah, he built the Azher Mosque the minaret of Islamic science and culture in this time.

Cairo city is an extension of previous three Islamic Capitals. The first was Fostat, "the first Islamic city" in Africa, it was founded by prince Amr Ibn El Assy in AD 640.

An-Nasa’id wa-lasda

An-Madiinat al-Qahraa ذات طابع تاريخي وهي من أقدم المدن وهي مركز ثقافي وحضاري تضم وتجمع بين حضارات ثلاث قد صاغت الوجه العمراني لمدينتها القاهرة وهي الحضارة الفرعونية والقبطية والإسلامية.

أنشأ مدينة القاهرة القائد جوهر الصقلي في عام 969 بأمر الخليفة المعز لدين الله الفاطمي وشيد بها الجامع الأزهر الذي كان ومراكز للثقافة الإسلامية.

وتعتبر مدينة القاهرة إمتداد ونتائج ثلاث عواصم إسلامية سابقة عليها وهي مدينة الفسطاط التي أسسها عمرو بن العاص بعد فتح مصر عام (640) م وكانت أول مدينة إسلامية.
the second was Alasker city in Abassy era and the third was El Kattai founded by Ahmed Ibn Toloon in AD 870. Cairo city was a reign premise in several Islamic ages as Ayoubee, Mamlouki and Ottmanic ages and during the reign of Mohamed Ali the founder of modern Egypt.

So, the city has become an open museum you can Trace the footprints of pharaonic, Romanic, Coptic, Islamic civilizations monuments. It is now the Capital of Egypt embracing the government premises of different ministries, governmental institutions, important universities and all cultural activities.

by Africa then a city in the Abbasid era and the third was El Kattai founded by Ahmed Ibn Toloon in AD 870. Cairo city was a reign of several Islamic ages as Ayoubee, Mamlouki and Ottmanic ages and during the reign of Mohamed Ali the founder of modern Egypt.

So, the city has become an open museum you can Trace the footprints of pharaonic, Romanic, Coptic, Islamic civilizations monuments. It is now the Capital of Egypt embracing the government premises of different ministries, governmental institutions, important universities and all cultural activities.

870

and during the reign of Ayubian, Mamlouki and Ottoman ages and during the reign of Mohamed Ali the founder of modern Egypt.

So, the city has become an open museum you can Trace the footprints of pharaonic, Romanic, Coptic, Islamic civilizations monuments. It is now the Capital of Egypt embracing the government premises of different ministries, governmental institutions, important universities and all cultural activities.

border.

So, the city has become an open museum you can Trace the footprints of pharaonic, Romanic, Coptic, Islamic civilizations monuments. It is now the Capital of Egypt embracing the government premises of different ministries, governmental institutions, important universities and all cultural activities.

So, the city has become an open museum you can Trace the footprints of pharaonic, Romanic, Coptic, Islamic civilizations monuments. It is now the Capital of Egypt embracing the government premises of different ministries, governmental institutions, important universities and all cultural activities.
It is the center of immigrants from villages and other cities due to the concentration of governmental corporations, hospitals, scientific institutions and centers of arts.

For the above mentioned, the city is suffering a lot of urban and environmental problems, high density of population. It is about 8 Million. The area size is approximately 3085 km2.

The total number of vehicles that roaming the city streets is 6 million and 300 thousand resulted in a slowness of traffic and many others social and environmental problems.

And this is the center of immigrants from villages and other cities due to the concentration of governmental corporations, hospitals, scientific institutions and centers of arts.
so efforts should be done, plans and programmers should be designed to face urbanization problems that mobility problem come on its head. Engineering and traffic programme is one of Cairo governorate 10 programmes for modernizing the capital.

لذلك كان لابد من أن يبذل الجهود وتوضع الخطط والبرامج لمواجهة هذه المشكلات العمرانية وعلى رأسها مشكلة النقل والمرور..
Cairo city vision for dealing with mobility problems based on many considerations, firstly increasing the ratio of traffic fluidity to lessen citizen's psychical burdens and ease his reach to work place fastly. Safety and comfortably. This will result in increasing capacities of production, and raise efficiency ratio of achievement.

وقد قامت رؤية مدينة القاهرة للتغلب على مشاكل النقل والحركة فيها على العديد من الاعتبارات:

أولًا تحقيق معدل أسرع في السيولة المرورية بما يضمن التخفيف من العبء النفسي للمواطن وتسهيل وصوله إلى مقر عمله على نحو أسرع وأمان ومرح وهو من شأنه زيادة قدراته الإنتاجية ورفع معدل كفاءة الأداء في العمل.
Secondly decreasing the ratio of pollution due to traffic fluidity, replacement of old vehicles to raise efficiency of using energy, using renewable and clean sources of energy as natural gas, and extending the use of clean means of transportation as underground Metro that consider the cleanest, and fastest mean of transportation. It participate in increasing traffic fluidity.
So we decide to have a holistic perspective to deal with mobility problem in Cairo city taking into consideration all aspects social, environmental, economic and in addition the historical specificity of Cairo city to keep on the historical value of its monuments.
Now, if you please allow me to give a quick brief on mobility situation in Cairo city and efforts shed to deal with and the treatment in this presentation hopping it get your satisfaction.
It lies on the eastern Bank of Nile: Cairo city Location

**Total area:** 3080 Km approximately

**Population:** 8 million approximately

Number of universities: 3

Governmental

Number of institutions: 35 high and 14 Middle

Number of hospitals: 15

Bridges and tunnels: 80

Number of Vehicles: 6300,000

**Total area:** 3080 Km approximately

**Population:** 8 million approximately

Number of universities: 3

Governmental

Number of institutions: 35 high and 14 Middle

Number of hospitals: 15

Bridges and tunnels: 80

Number of Vehicles: 6300,000
The approach to deal with mobility situation in Cairo city based on a holistic perspective that take into consideration social, economic and environmental factors, it aims at increasing traffic fluidity and eliminating environment deterioration that emphasize environment soundness and efficiency of using energy by decreasing emissions due to extending replacement of old vehicles and using means of transportation that use clean energy such as natural gas and electricity instead of traditional one (oil and coal).
Increasing traffic fluidity come on the head of aims in the process of dealing with mobility situation in Cairo city through engineering and planning traffic programme and upgrading traffic services that consider one of Cairo govern rate's programmes to modernize the capital and overcome the mobility problem.
The Engineering and planning traffic programmer includes long and short run term plans for traffic fluidity, preventing cars congest, opening new axis, upgrading entrances and constructing bridges and tunnels.
The programme aims at transferring buses terminations and replanning squares to increase the fluidity of traffic in down town.

**Bridges and axis**

Constructing October 6 bridge of length 22km and contains 40 up and down direction inauguration of Azher vehicle tunnel of total cost L.E 2 billion implementing 2 phase of Gamallia north axis of a total cost L.E. 25, Airport bridge and Orooba tunnel, Nozha and Meerghany bridge in addition to bridge and axis of north Toora Autosstard bridge.
beautifying public squares:
beautifying and upgrading many public squares and increasing their traffic fluidity such as liberation square, Bab El Sharia, opera, EL Farook Square in Maddi, Ahmed Badawi, and Sawah Square

Replacement and renew of old vehicles

م تقليدة: يتم تجميل وتطوير العديد من الميادين العامة وزيادة السهولة المرورية بها مثل ميدان التحرير وميدان باب الشعرية وميدان الأوبرا وميدان الفاروق بالمظلات وامحمد بدوى وميدان باب الشعرية وميدان السواح.

 artikel: إحلول وتجديد وسائل النقل القديمة

New Vehicle

Old Vehicle
Old vehicles consider one of the main sources of air pollution in Cairo city in addition to its handi-capping of traffic fluidity due to their frequent damage so the project of replacement of old taxi by a new is guarantee for traffic fluidity and reducing costs of maintenance decreasing of 8 thousand Nitrogen dioxide and Carbon monoxide.

The government finance to this project is about L.E. 2 million during 3 years L.E.10,000 and L.E. 15000 will be given to each owner of old vehicle to replace by a new one friendly to environment and in the same time as a comfortable service.
The ministry of finance agreed on financing the project of replacement of old vehicles on 5 phases, replace 1000 vehicle in each one and allocate LE 5 Million for old vehicles owners to replace them by a new one.

In order to offer a distinguishable service 200 taxi were running by Cairo governorate as phase one in capital taxi project and others will be replaced in next phases.
اوتوبيس هيئة النقل العام الذي يعمل بالغاز أخضر

Vehicles Fuelled by natural Gas
One of the methods to deal with mobility situation in Cairo city is avoiding 25 years old vehicles and replacing by a new one which fuelled by natural gas within the project of replacing 1000 taxi in Cairo city

المركبات التي تعمل بالغاز الطبيعي
أحد وسائل التعامل مع موقف النقل بالمدينة هو استبعاد السيارات التي مضى عليها 25 عاماً واستبدالها بسيارات تعمل بالغاز الطبيعي وذلك في إطار مشروع إحلال 1000 تاكسي بمدينة القاهرة.
The underground consider a clean mean of transportation that use clean energy (electricity), it is fast and participate in comfortable increasing traffic fluidity. The project has 3 lines, 2 of them were financed and third one is under running. The length of line 1 is 43 km of capacity 2 Million passenger, and the second one is 21.5 km.
Upgrading Tram Way

It is one of the means of transportations that fuelled by clean energy (electricity). There is a project for upgrading it and increase its acceleration.

The efforts are continuing in order to reach to the best perspective to deal with mobility situation in Cairo city.

In the end of this presentation I would like to
FUTURE

NEXT STRATEGY

&

PLANS
Basis for the Strategy

Review of existing studies:

- Transportation Master Plan for the Greater Cairo Region (JICA 2002)
- Cairo Urban Toll Road Study (JICA 2002)
- Other studies (urban master plans, metro studies, taxis report, etc.)

- World Bank Missions: data collocation, field observations, and discussion with officials in Governorates, CTA, Transport Institute, Cairo University, GOPP
Main Contributing Factors

- Rapid growth of Urbanization (+2.5%/year) and car ownership (+5%/year 94-04) combined with slow investment response
- Institutional Weakness (fragmented= 14, ill-equipped in skills, poor information system, poor regulations and modal coordination)
- Unsustainable Financing Arrangements:
  - very low fares (most affordable)= revenue/cost=M30-B43%; PT subsidies= US$130 M/year
  - High fuel subsidies: estimate for GC=US$1.5 bil in 05
- Insufficient Emphasis on Implementing the Most Cost Efficient Measures (TM/DM, Bus facilities, Heliopolis, BRT)
Looking to the Future: Increasing traffic demand in GC

Over the next 20 years (2001-2022):

- The combination of population Growth (at 1.7%/year) and Economic Growth (at 2.9%/year):
  - Greater Cairo will host 20.7 million people (14.4 million in 2001)
  - Vehicle Ownership will grow at 4.2%/year and more than double to 2.5 million cars (from 1.05 in 2001)
  - And motorized trips will grow from 14.4 to 25.1 million trips per day

The current UT system will never be able to accommodate such level of traffic demand unless drastic actions are taken NOW.
Guiding Principles Towards a Strategy

• **Institutions and Funding**: Giving priority to developing urban transport institutions & improving urban transport finance are prerequisites for sustainable improvements of urban transport services.

• **Public transport system**: should receive highest priority to accommodate large growing travel demand in metropolitan Cairo (cost effective, equitable and cleaner).

• **Effective use of existing assets**: making efficient use of exiting infrastructure (public transport, existing road space, etc.) are the best use of public resources.
**Efficient Public Transport System**
- Road-based high capacity mass transit systems
- Restructured bus network (formalize the informal)
- Efficient Operators (contracting out and PPPs)

**Efficient Urban Transport Institutions**
- Planning / Policy Formulation
- Priority Investments
- Monitoring and Information Systems
- Regulations and PPP framework

**Sustainable Urban Transport Funding**
- Pricing Policy of UT services
- Streamlined Subsidies
- Other Financing sources

**Objective: Efficient, Environmental Friendly and Affordable Urban Transport Services in GC**

**Improved Traffic Management Practices**
- Traffic/Parking inst. Capacity
- Traffic Management Plans
- Parking Strategies/Policies
- Implementation/Monitoring
- Enforcement of Traffic Rules
- Priority Toll corridors

**Building Blocks of the Strategy**
Proposed Short / Medium Term Program

- Institutional Development and UT financing
- Restructuring Bus Transport Services (routes, supply, and contracting operations)
- Developing high capacity bus system (on dedicated bus priority Facilities)
- Upgrading & Extension of Heliopolis Metro
- Expanding and Improving Traffic Management
- Expanding On and Off Street Paid Parking Programs
- Improving Traffic Enforcement
- Developing and Implementing Toll Road Facilities through PPP arrangements
Proposed Metropolitan Cairo Transportation Organization

Main roles:
- Decision-making on urban transport plans, policies and priority investments
- Coordination of institutional interventions and roles
- Urban transport financing policies

Higher Level Transport Steering Committee (HLSC)

Main roles:
- Prepares comprehensive metropolitan transport plans and capital budgets
- Regulates and contracts with public and private sector public transport
- Manages urban transportation information system and carries out specific policy studies

Composition:
- Ministries: Finance, Housing, Transport and Local Development
- Governorates: Cairo, Giza, Qalubiya
- Other Institutions

Ministry of Transport

Expressway Authority

Public Bus Operators
Private Bus and Mini-Bus Operators
Public or Private Tram/Operators
Metro or Commuter Rail Operators

Private Expressway Concessionaires
Restructuring and Developing Bus Transport Services

The Objective is to develop an efficient, well organized, and affordable high capacity bus services in GC:

• Bus network restructuring and supply definition
• Improving concession arrangements, and regulatory practices
• Gradual “formalization” of informal private sector bus operations into well structured (private) bus operators providing high capacity bus services (Chili, Mexico, Moro)
• Promoting road-based high capacity mass transit systems (BRT, fully dedicated bus lanes, etc. less expensive than metro and trams) in high travel demand corridors (to be concessioned to PS) to move more people than is possible with cars
Improving Traffic Management practices and policies

Objective: make best possible use of existing road space (improve vehicle throughput and safety) at reasonable cost

- Comprehensive traffic management plans (improvements) in selected areas and corridors (see examples)
- Traffic signal upgrading especially in central business districts of Cairo and Giza
- Improvements to specific intersections and squares with high traffic bottlenecks (ex: Errimaya, Sphinx)
Primary objective of improved traffic enforcement is to improve traffic safety, traffic incidence management, and alleviate congestion

- Shifting traffic enforcement from point duty to mobile enforcement (and devolving traffic management from police to TM departments at the governorate level):
  - Emphasis on traffic safety, traffic incidence management, and enforcement
  - Strengthen police capabilities (training, equipments, vehicles.) to ensure effective enforcement and maximize the impact of traffic and parking management plans
Implementing Toll Road Facilities

Objective: providing an alternative to congested roads through higher road capacity and speed at appropriately priced facilities

- Development and implementation of a pilot for 1 or 2 corridors (ex: El Mahouer: down town to 6th of October):
  - Feasibility study and selection of 1 or 2 priority corridors with possible insertion of high volume bus transport system
  - Transaction structure (regulatory framework, pricing policy, PPP arrangements)
  - Tendering and selection of private partner/operator
  - Implementation/monitoring and evaluation
Objective: increase users' contribution and reduce subsidies so that equivalent funds can be spent on improving transport conditions.

- Developing public transport fares and subsidy policies which minimize the fiscal burden and enable funding of UT priorities (if PT improved):
  - PT fares can be doubled over 5 years ➔ Subsidies drop by 50% (US$ 67 M/year)
  - PT remain affordable in GC (about 9% of income of low groups)

- Gradual reduction of fuel subsidies
  - 30% reduction in subsidies over 3 years will save US$ 500 M/year

- Exploring other sources of funding and cost reduction measures of public transport systems:
  - Dedicated (Gas/Registration) UT tax: Montréal, Vancouver, Paris, New York
In the end of this presentation I would like to thank all those who contribute to organize this meeting and also I would like to thank you for hospitality and good listening.