The Egyptian Case Study on Urban Transportation Policy Programs

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1. Introduction

- Housing and Building National Research Center (HBRC) affiliated to the Egyptian Ministry of Housing, Utilities and Urban Communities.

The organizational structure of Ministry of Housing, Utilities and Urban communities and relation with HBRC

HBRC has 10 scientific institutions and two special units they are:
- Architecture and Housing Research Institute
  - Urban Training and Studies Unit Urban Training and Studies Unit
  - African and Middle East Branch of Metropolis International Institute

- Description of Duties / Responsibilities:
  Developing codes, Organizing international conferences, short courses, training programs and workshops. In addition to doing national research projects and consultancy services offered by Housing and Building National Research Center (HBRC).
2. Problem Identification

Sustainable Development Strategy Egypt's vision 2030

Economic Pillar
- Economic Development
- Energy
- Transparency and Efficiency of Governmental Institutions

Social Pillar
- Education
- Health
- Social Justice
- Culture
- Knowledge, Innovation and Scientific Research

Environment Pillar
- Environment
- Urban Development

Three pillars of sustainable development
3. Background of the Policy

Strategic Vision for Urban Development to 2030

Main Objective

Improve the quality of the urban environment in governorates through increasing citizen dependence on modes of public transportation.

Key Performance Indicators (Quantitative Indicators)

<table>
<thead>
<tr>
<th>Indicator Category</th>
<th>Indicator</th>
<th>Definition</th>
<th>Current Status</th>
<th>2020 Target</th>
<th>2030 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategic Results</td>
<td>Passengers using public transportation growth rate</td>
<td>It measures the extent of citizens’ dependence on public transportation instead of private vehicles</td>
<td>1.9 % Passengers use public trans.</td>
<td>+30%</td>
<td>+50%</td>
</tr>
<tr>
<td>Output</td>
<td>The percentage of population having access to public modes of transportation every 20 minutes at most within a spatial scope of 500 meters</td>
<td>It measures the extent of access to public modes of transportation for population. Such modes will include not only governmental public transportation but also any mode of transportation available for the public.</td>
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</tbody>
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Measurement Mechanism

The governorates in cooperation with Ministry of Transportation and Central Agency for Public Mobilization and Statistics (CAPMAS) prepare regular field surveys at different areas to determine housing places deprived of public means of transportation: (Number of population having access to public means of transportation every 20 minutes at most within a spatial scope of 500 meters/total number of population) × 100

- Decrease traffic congestion.
- Positive environmental and health effects.
4. Key Issues of the Policy Implementation

Obstacles and difficulties of the policy divided into THREE main sets

1\textsuperscript{st} set of challenges:
high impact and easy to control. Receive the greatest attention, includes:
- Conflict among authorities governing State land.
- Centralization of governmental services.
- Lack of the private sector and civil society participating in providing facilities

2\textsuperscript{nd} set of challenges:
comes in the 2\textsuperscript{nd} rank of priorities due to having relatively lower impact or the ability to control them, includes:
- Dependence on traditional technologies for provision of main facilities.
- Quality deterioration in public transportation.
- Weak public transportation capacity.
- Weak planning framework for managing transportation systems.

3\textsuperscript{rd} set of challenges:
includes those of less priority, includes:
- Uncertainty of the ability to utilize resources at new areas.
- High cost of living in new urban communities.
- Non-maintenance of the current main facilities networks.
4. Key Issues of the Policy Implementation

Stake-holders

1- Responsible Authority
   • Ministry of Transportation

2- Supporting Authority
   • New Urban Communities Authority
   • Ministry of Local Development
   • Ministry of Housing, Utilities and Urban Development

Execution Phases of Egypt's vision 2030

First Phase 2016-2020
Second Phase 2021-2025
Third Phase 2026-2030
5. Key Strategies for Success of the Policy

Programs to 2030: Increase the capacity and quality of means of public transportation in cities.

- Execute a project for increasing numbers of means of mass transportation in cities while increasing dependence on the private and non-governmental sector in provision of such services.

- Supports the private sector in stepping in to bridge the gaps for river transport infrastructure and railways.
- Increase public investment, more private sector involvement and the implementation of institutional reforms.
- The government is developing with IFIs (international financial institutions) a large number of urban transport facilities, such as metros (third and fourth phases of lines 3 and line 4 in Cairo to be tendered shortly), light rail transport projects and urban river buses.

- Support roads with modern technological tools to monitor roads and traffic flow so that the State’s role is focused on motivating and organizing the public transportation market in order to lighten the administrative and financial burden on the State’s general budget.

- Enable responsible authorities to raise planning efficiency and manage traffic congestion in a better way.
5. Key Strategies for Success of the Policy Programs to 2030: Increase the capacity and quality of means of public transportation in cities.

Key Elements

HBRC can play a leading role in this policy through:

- Scientific research, and action planning,
- Strategic studies for urban development,
- Studies related to the Egyptian building laws and regulations.

- Develop a national database to calculate numbers of users of public transportation whether public, private, or non-governmental, and their economic and social characteristics.

- Motivate inhabitants to use them and increase their suitability for all income classes.
- Control the efficiency of the public transportation system and observe the gaps between supply and demand to increase planning efficiency.

Constituents Of SDS

General Goal
- By 2030, the pillar is characterized by…… and capable of……

Subsidiary Goals
- Dividing the general goal into a number of sub goals.

Key Performance Indicators
- For each sub-goal a number of KPIs is set to evaluate input-output nexus and outcomes (the vital few)

Policies, Programs and Projects
- Time frame and reference cost contributing to general goal achievement.

Take advantage of the experience and previous similar efforts

Review Previous Studies

Learned Lessons from Comparative Studies

Determining the Quantitative targets

Review various quantitative targets compatibility and integration with each other to ensure the achievement of desired strategic objectives

Status Quo
6. Lessons & Implications

What is a vison?

Trying to fill the Gap

Current Situation

Desirable situation

Local Community

Ministry of Transportation
New Urban Communities Authority
Ministry of Local Development
Ministry of Housing, Utilities & Urban Development

Stakeholders

Locales authority

Local Initiatives Satisfy local communities' needs

Local Initiatives Satisfy local communities' needs
6. Lessons & Implications

Integrating the different scales of urban development
Not only Top-Down but also Bottom-up

Bottom Authority

NGOs, Initiatives, Private corporations

Top Authority

Government (Regional, National Local)

Citizens

Local Community

Stakeholders

locales authority

Local Initiatives Satisfy local communities' needs
Thank you...