

The Egyptian Case Study on Urban Transportation Policy Programs

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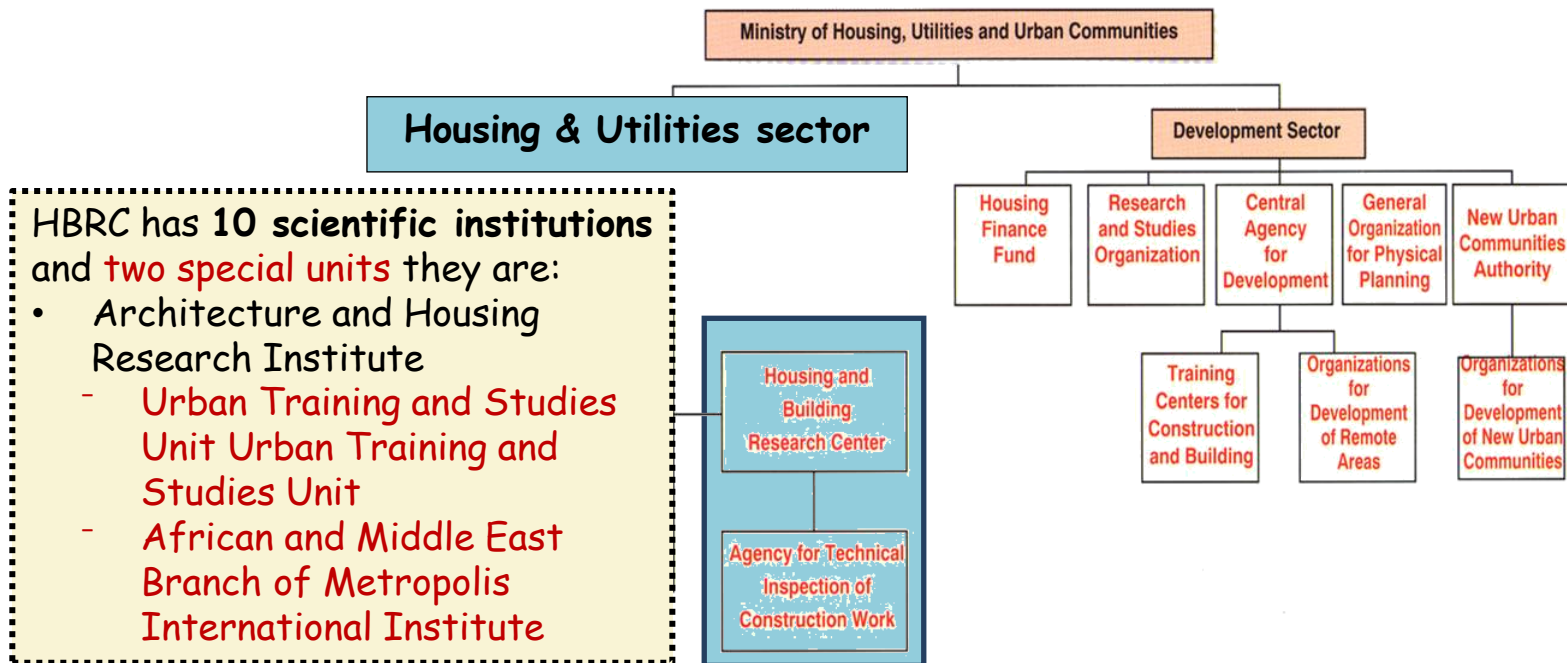
Cairo, Egypt

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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



• Description of Duties / Responsibilities:

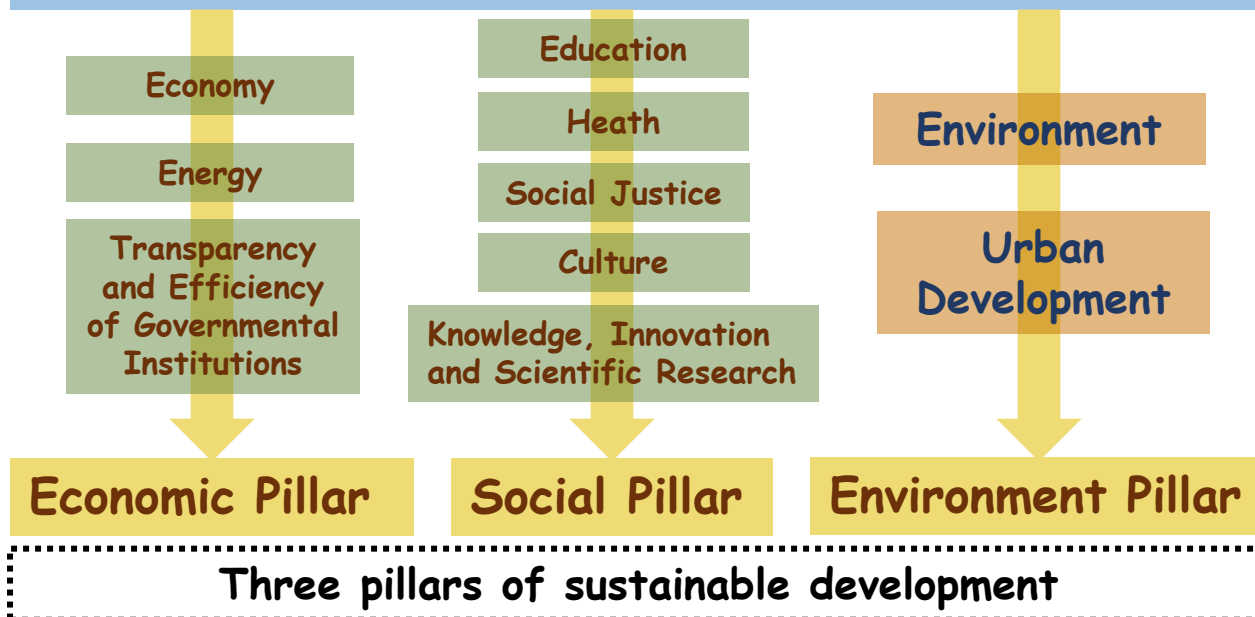
Developing codes, Organizing international conferences, short courses, training programs and workshops. In addition to doing national research projects and consultancy services offered by Housing and Building National Research Center (HBRC).

2. Problem Identification

Sustainable Development Strategy Egypt's vision 2030



Sustainable Development Strategy Pillars



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**

- Decrease traffic congestion.
- Positive environmental and health effects.

Key Performance Indicators (Quantitative Indicators)

Indicator Category	Indicator	Definition	Current Status	2020 Target	2030 Target	Middle Cost Policy
Strategic Results	Passengers using public transportation growth rate	It measures the extent of citizens' dependence on public transportation instead of private vehicles	1.9 % Passengers use public trans.	+30%	+50%	
Output	The percentage of population having access to public modes of transportation every 20 minutes at most within a spatial scope of 500 meters	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.	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			

4. Key Issues of the Policy Implementation

Obstacles and difficulties of the policy

divided into THREE main sets

1st 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

2nd set of challenges:

comes in the 2nd 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.

3rd 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



Programs Implementation

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

- 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.

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.

- 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

to

enable responsible authorities to raise planning efficiency and manage traffic congestion in a better way.

5. Key Strategies for Success of the Policy

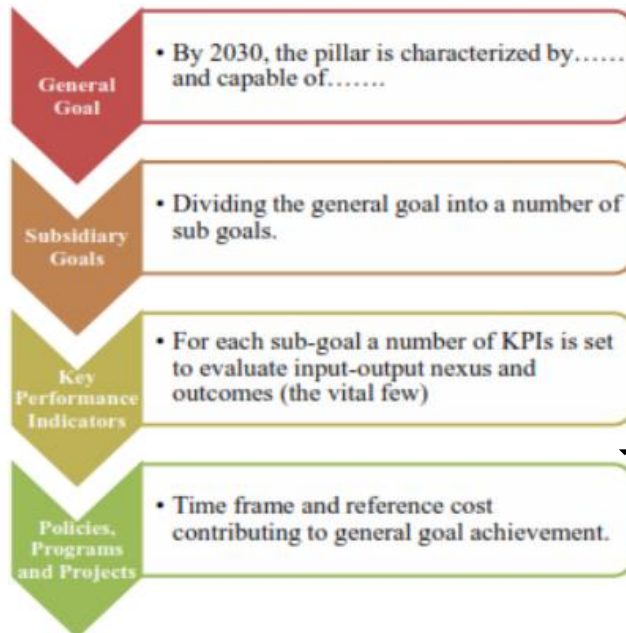
Programs to 2030: Increase the capacity and quality of means of public transportation in cities.

Key Elements

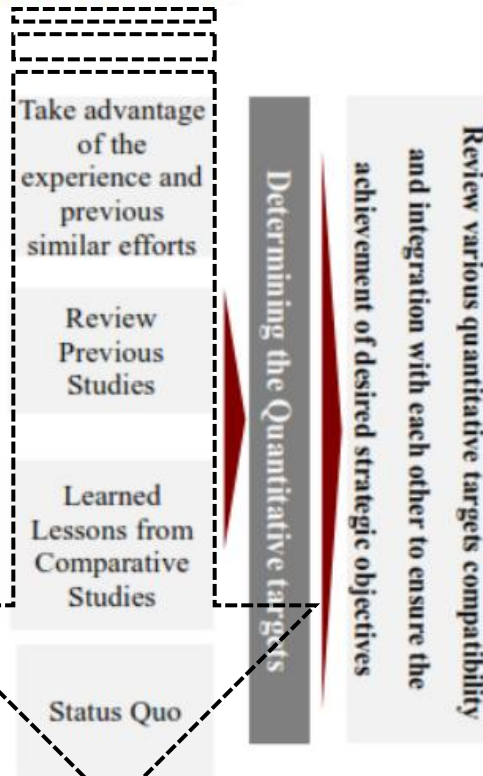
HBRC can play a leading role in this policy through:

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

- Develop a
numbers of
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Constituents Of SDS



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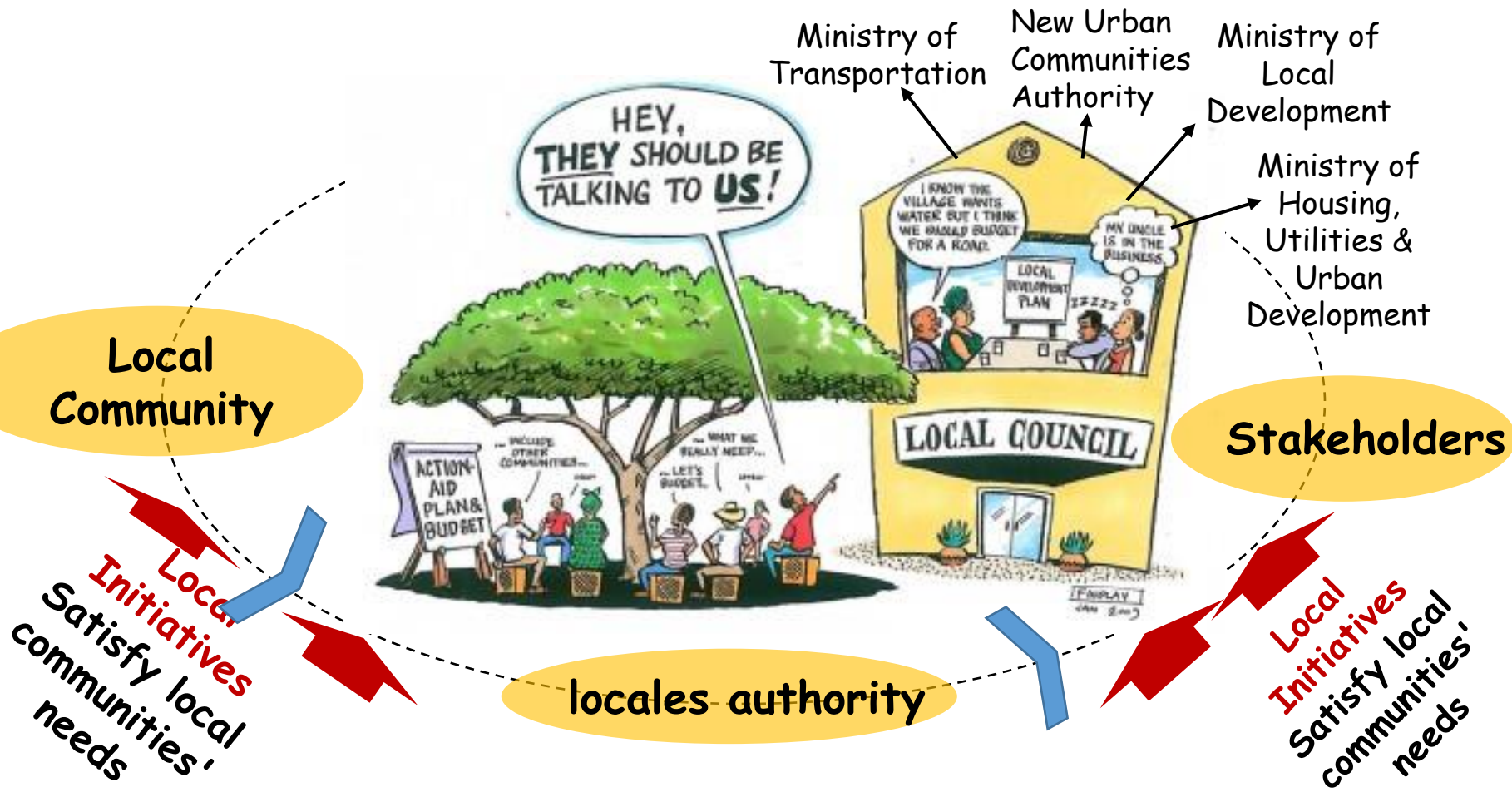
6. Lessons & Implications

What is a vision?

Current Situation

Trying to
fill the Gap

Desirable situation



6. Lessons & Implications

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

Bottom Authority

Top Authority

Citizens



NGOs, Initiatives, Private corporations



Government
(Regional,
National
Local)

**Local
Community**

**Local
Initiatives**
Satisfy local
communities'
needs



Stakeholders

**Local
Initiatives**
Satisfy local
communities'
needs

locales authority

Thank you...