FORUM DE MOBILITE URBaine II:
Transport urbain efficace pour des villes Durables

URBAN MOBILITY FORUM II:
Efficient Transport for Sustainable Cities
Report of activities

Object:  Urban Mobility Forum in Egypt II
Efficient Urban Transport for Sustainable Cities

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Executive summary

AFD (Agence Française de Développment), with its partners CODATU and CEREMA, in full cooperation of the Ministry of Transport of Egypt, successfully organized the 2nd Urban Mobility Forum (UMF-II), entitled “Efficient Urban Transport for Sustainable Cities” on the November 22th, 2017 in Cairo. This event was part of the Franco-Egyptian week on Sustainable Cities, co-organized by the Institut Français d’Égypte (IFE), the Economic Department of the French Embassy in Egypt and AFD, in close collaboration with Egyptian partners, in order to discuss the “Urban Agenda” in Egypt.

The 2nd Urban Mobility Forum was dedicated to the issues relative to the integration between urban planning and transport, in particular through innovative mobility solutions. It was organized in close collaboration with the Egyptian partners and with the participation of His Excellency the Minister of Transport, Her Excellency the Minister of Investment and International Cooperation, His Excellency the French Ambassador to Egypt. The Forum gathered all stakeholders of the urban transport sector in Egypt involved in the management, operation and financing of networks with the objective of promoting discussions between representatives of the Ministry of Transport and associated entities (from Greater Cairo and Alexandria in particular), international experts, French private and public companies, associations and universities, with the objective to explore tools and solutions to address urban mobility challenges. The ultimate goal was to come-up with appropriate and concrete solutions that can be implemented to expand efficiently the Egyptian urban transport network.

At the occasion of this Forum, Ministry of investment and International Cooperation, AFD and its partners CODATU and CEREMA, signed a programme of technical cooperation in the field of Urban Transport, in presence of the Ministry of Transport and the French Ambassador to Egypt. This new partnership with the Ministry of Transport is financed through a AFD EUR 500,000 grant from the FEXTE (Fonds d'expertise technique et d'échanges d'expériences). The Ministry of Transport and its related technical entities are the beneficiaries of this technical cooperation whose main objectives are to: (i) support operationalization of public urban transport networks, in particular in terms of planning and integration between different modes of transport; (ii) support the implementation of mechanisms to strengthen financial sustainability of public transport; (iii) support the strengthening of the regulatory authorities in Cairo and Alexandria.

For the record, local and national stakeholders and companies, policy makers, top level representatives of the Ministry of Transport, representatives of private and public associations and universities, as well as international experts. AFD, CODATU and CEREMA, in full cooperation with the Ministry of Transport of Egypt, organised a 1st edition of the Urban Mobility Forum (UMF-I) in November 2016 in Cairo (2 days, under the high patronage of HE the Minister of Transport). It was dedicated to topics relative to “ Out-of-fare-box financing for operating metro and urban rail in Egypt”. This event was a great success and allowed to identify some major issues and possible options for developing new financial mechanisms at the national and local levels. Solutions can be applied on future projects (including the rehabilitation of the Tram in Alexandria) and used to fill the gap between revenues and operating costs of urban transport in Egypt. In this context, the Working Group from Egypt and France drafted a short-list of 30 measures and actions as suggested by MOT, UMF-I participants and speakers, to be integrated in national and local policies. Those measures were approved by HE the Minister of Transport and are feeding the the dialogue between different decision-makers and stakeholders.
1. Introduction

1.1 Objective of the Forum

Considering the Egyptian context, the Cairo UMF-II focused on the planning and financing of the urban transport network expansion projects, while ensuring to contribute to make a sustainable city. Together with national and local stakeholders, it looked at related possible appropriate and efficient measures and actions.

In a quite decentralised institutional framework, the Ministry of Transport (MOT) has chosen to devote this forum to discuss about issues relative to efficient transport planning for making a city sustainable. UMF-II focused on Cairo and Alexandria in particular but the contributions and the conclusions are relevant also to other cities.

1.2 Structure of the event

UMF-II allowed successful exchanges and discussions between Egyptian stakeholders and international experts intervening mainly on thematic insights.

The workshop was broadly organised in 2 sessions:

- Session 1: Challenges in planning and financing urban transport in main Egyptian cities: Institutional framework and urban complexity
- Session 2: Processes and examples of urban transport network development

The forum started with the analysis of the challenges in the Egyptian context of planning urban transportation, such as coordination between different authorities, and with the presentation of practical examples of network expansion projects. After highlighting the challenges and difficulties, discussion was opened to seek possible practical solutions in planning and expanding more effectively the Egyptian urban transport network.

Each session allowed the participants to take part in the exchanges and share ideas. The audience ideas increased the quality of exchanges and helped in identifying priority axes of action and gave the speakers the chance to explain more about any misunderstood points.
2. Highlights of the event

2.1 Opening of the "Making the sustainable city" Franco-Egyptian week by HE the French Ambassador to Egypt

The aim of “Making the sustainable city” Franco-Egyptian week was to offer a platform for a French-Egyptian dialogue building on the long legacy of cooperation and exchanges between the two countries, in particular on the questions of urban development agenda.

Organized by the Institut Francais d’Egypte (IFE), the Economic Department of the French Embassy in Egypt and the French Development Agency (Agence Française de Développement - AFD), in close collaboration with the Egyptian partners, this week-long event gathered French and Egyptian experts, companies and decision-makers around conferences and thematic meetings as well as a business forum.

Stéphane Romatet, HE the French Ambassador to Egypt, launched the "Making the sustainable city" week during the Urban Mobility Forum opening session. HE said to be glad to open the week-long event related to urban mobility as he sees that France and French companies could help Egypt in building sustainable mobility models implementable in the local context. Furthermore, HE stressed that Cairo is experiencing an amazing urban expansion but it still remains one of the most congested cities in the world and improving urban transport is a must for the sustainable development of the city. In conclusion, he deeply acknowledged the significant effort of AFD, CODATU and CEREMA in the careful planning of the programme and stated that France is willing to support Egypt in future mobility projects.
2.2 Opening of the Urban Mobility Forum by HE the Minister of Transport and HE the Minister of Investment and International Cooperation

During his opening speech, **HE the Minister of Transport Dr. Hesham Arafat**, welcomed the AFD initiative to hold an Urban Mobility Forum in Cairo to promote the knowledge transfer between the France and Egypt. He thanked CODATU, CEREMA and AFD for their fruitful cooperation with the MOT on this event. **Dr. H. Arafat** explained that congestion is one of the most crucial problems especially if we consider its economic cost for the society. In addition, he highlighted the need to start focusing widely on mobility and not only on transport. Cairo, Alexandria and Mansoura as well as other Egyptian big cities are working to extend their urban transport networks dictated by the ever growing demand. **Dr. H. Arafat** welcomed the international experts and invited them to share their innovative ideas and best practices from all over the world and encouraged Egyptian participants for their active participation.

**Her Excellency the Minister of Investment and International Cooperation Dr. Sahar Nasr** emphasised that MIIC will continue to prioritize the transport sector (which is the second largest beneficiary from the international cooperation portfolio to Egypt). She highlighted the importance of investing in the transport sector through the provision of adequate infrastructures, including roads and railways that would facilitate the movement of individuals and goods, which, in turn, serves as a basis for implementing ongoing national urban expansion projects such as the New Administrative Capital, New Suez Canal Economic Zone and New El Alamein. The Minister also asserted MIIC’s interest in implementing targeted projects for the development of the transport sector because of its positive impact on the individual’s productive capacity and the country’s development. Subsequently, the Minister referred to her constant and keen interest in enhancing cooperation between Egypt and France in order to achieve Egypt’s sustainable development goals such as optimizing available resources in terms of time, energy and cost, besides facilitating internal and external trade and decreasing adverse environmental impacts of transportation.

2.3 Other Speeches in the Opening Session

During the opening session **Prof. Dr. Ali Huzayyin, Professor in Cairo University and CODATU First Vice-President**, expressed gratitude and appreciation on behalf of CODATU and himself, to HE the Minister of Transport for the active contribution in organizing the Forum and full cooperation in that respect. He also extended thanks to HE the Minister of Investment and International Cooperation and HE the French Ambassador to Egypt for their encouragement and support, and, to AFD for its unfailing sustained support. He emphasised on the willingness of CODATU to extend cooperation with the MOT and AFD and wished fruitful discussions to participants. He then explained that if Cairo had metro network of at least 10 lines as other mega cities, congestion would have been reduced.

**Mrs. Stephanie Lanfranchi, AFD Cairo Director**, stressed that AFD welcomes all activities that can strengthen the cooperation between France and Egypt in the urban transportation sector and beyond. Furthermore, she expressed her full satisfaction of the support of the Ministry of Transport and the Ministry of Investment and International Cooperation to facilitate the fruitful French technical support and to CODATU on its continued effort and cooperation and thanked the participants from Egypt and France.
2.4 Signature of a Technical Cooperation Agreement in Favor of the Urban Transportation Sector

At the occasion of the opening Session of the UMF-II, HE the Minister of Investment and International Cooperation (Dr. Sahar Nasr), AFD Cairo Office Director (Mrs. Stephanie Lanfranchi) and CODATU Executive Manager (Mr. Jean-Jacques Helluin), signed a technical cooperation agreement in the Urban Transportation Field. It will be financed through a FEXTE partnership with an AFD EUR 500,000 grant to provide technical support to the benefit of the Ministry of Transport and its associated entities.

The technical cooperation agreement signature took place in presence of HE the Minister of Transport (Dr. Hesham Arafat) and HE the French Ambassador to Egypt (Mr. Stéphane Romatet).

The agreement aims to enhance commercial exploitation of metro, tramway and their stations in Greater Cairo and Alexandria, besides supporting their operation and maintenance management to decrease operation cost. This is in addition to improving physical integration of transport systems and training of the Greater Cairo Transport Regulatory Authority.

During the technical cooperation, discussions will be carried out to improve and audit the design of two major interchange stations on Cairo Metro Line 3, along with the design and implementation of a training program to raise the technical capabilities of the staff of Cairo metro.

In addition, workshops will be organised to support and follow up the progress of the above activities.
3. The technical sessions of the Forum

3.1 General Egyptian context

The integration between urban planning and transport is a crucial issue for Egyptian cities, which are experiencing rapid demographic and urban growth. In the past several years, the increasing traffic congestion in Egyptian cities and the resulting increase in the use of fossil fuels for road-based transport have become a serious socioeconomic problem and a drain on national budgets that support fossil fuel subsidies for motorised vehicles.

In the late 1970s, the late President Sadat started a shift in the urban planning and housing policies aiming to divert the growing random housing expansion and unplanned urban sprawl to the deserts away from the Nile River’s delta and the valley. This urbanisation concept has led to build new satellite cities around the main populated centres and cities to address demographic pressure, at the expense of loss of agriculture land. In Greater Cairo, this led to the creation of such cities: 6th of October, 10th of Ramadan, New Cairo, Sheikh Zayed, Badr, as well as the recently planned and currently under construction, the New Administrative Capital. Although, new cities are planned to have their own economic basis and to be self-sufficient in order to minimize the need for daily commuting to/from the nearby existing cities, those projects indirectly lead to increase in travel demand causing big pressure on the transport system, necessitating obvious expansion in services and infrastructure.

Urban transport governance is consolidated by laws and decrees establishing roles and responsibilities of key institutions. Responsibility of urban transport is distributed among many government institutions leading to complex decision and coordination. The Ministry of Transport (MOT) is responsible of national transport infrastructure and services of roads, rails, rivers and seaports. MOT manages the operation and the construction of metro in Cairo through the Egyptian Company for Metro Management and Operation (ECM) and the National Authority for Tunnel (NAT). Similarly, MOT administers the suburban railways thanks to Egypt National Railways (ENR).

3.2 The cases of Cairo and Alexandria

In the technical session 1, Eng. Ashraf Abu Krisha, Vice-Chairman of the NAT (National Authority for Tunnels), explained that currently 25 million trips occur daily in Greater Cairo; they are expected to increase to 35 million trips by 2022, with anticipated 9 million daily trips by Metro when the committed and the planned future metro lines shall be expanded. Currently, the Greater Cairo Metro network comprises three lines operated successively since 1987: Line 1 (started in 1987), Line 2 (started in 1996) and Line 3 (phase I started in 2012 and phase II in 2014). In addition, Greater Cairo Metro network envisages more expansion: Line 3 phase III to Giza and line 3 phase IV to Cairo International Airport are both under construction
(operation is planned, successively, 2023/2018); Line 4 (of which phase I of its two phases is under construction, between Pyramids area in Giza to Cornish street in Cairo); Line 5; and Line 6.

Line 5 starts in Nasr City, continues until El Khalafawy Square to intersect with Line 2 at El Khalafawy station, and ends at El-Sahel area with a length of about 24 km and a total number of 18 underground stations. Line 6 will consist of 24 stations, 12 elevated and 12 underground, with a total length of about 30 km. This line starts from El Khosous area at exit 18 of the Ring Road and ends in New Maadi. Due to the high passengers demand on Line 1, Line 6 is planned to run in parallel. A memorandum of understanding was signed between NAT and Bombardier for the preliminary studies and designs.

An electric Light Rail is expected to cover about 67.8 kilometers over 10 stops and will connect the metro Line 3 in Adly Mansour Station, with the cities of Obour, Shorouk, Badr, and the New Administrative Capital through 10th of Ramadan City. The project will provide a safe and modern mean of transportation for commuters and facilitate the transport of goods to and from the industrial areas located along the railway line.

In Alexandria, NAT will implement the Raml Tramway rehabilitation project that was presented by Eng. Magdy Gaber, Vice-Chairman of APTA (Alexandria Passenger Transportation Authority). He indicated that APTA is responsible of the operation and maintenance of the urban network of public transports in Alexandria, namely, public bus, minibus and two tram systems (Raml and Madinah) that started in the late 19th century. Following the General Strategic Urban Plan for Alexandria, the Raml Tram will have a total length of 13.7 km and 28 stations.

APTA is planning to improve the transport supply by increasing the number of bus and tram units. The authority also plans to establish a factory to manufacture and assemble tram units in cooperation with a specialized international company in charge of the production of 30 new tram units and the rehabilitation of the 89 old units. During the Forum, a participant partially criticized this initiative in terms of sustainability once the rehabilitation of units is over, especially for the employees. Eng. M. Gaber guaranteed its economic benefit for APTA and explained the commitment to keep the manufacture in activity. He finally added that, to keep on improving, APTA needs economic investments to implement the projects as well as training in specialized institutes abroad.
During technical session 1, **Eng. Mohsen Sabra, CEO of** the private bus company **Mwasalat Misr**, presented their new bus service linking Cairo International Airport with Ramsis Square near Cairo Train Station. He indicated that his company has been launched as a joint venture with a partner from Emirates. Before this, in 2014, Mwasalat Misr launched a Smart Minibus Pilot Project in cooperation with the ECM trying to serve metro stations with new air-conditioned buses and WiFi on board to provide an innovative and sustainable transportation solutions that can be an alternative to private cars. **Eng. M. Sabra** confessed that the company has faced difficulties because depots inside Cairo cannot be rented by the private sector and this causes high level of fuel consumption due to the long distance travelled between the depots and the first bus stops.

He added that the presence of an independent entity, as a Transport Regulator, to contract with the private and public sector would avoid conflict of interest, since the Cairo Transport Authority (CTA) is both a bus operator and a regulator. **Eng. Sayed Metwally, Chairman of Greater Cairo Transport Regulatory Authority (GCTRA)** was among the participants and welcomed this request. He said that soon this entity will start functioning. He added that GCTRA is established through the Presidential Decree No. 349 of 2012, as an entity to function as the lead institution for transport planning and regulation in the Greater Cairo region under the supervision of the MOT; yet to be operational, however. **Eng. M. Sabra** concluded by inviting national and international entities and companies to cooperate with the Egyptian transport private sector, especially in terms of technical and training assistance and knowledge transfer.

### 3.3 Constructive debates

In technical session 2, **Mr. Gilles Bentayou from CEREMA** introduced the Transit Oriented Development, or TOD, a planning concept that aims at improving public spaces quality offering a diversity of housing programs and a mixed-use approach as well as promoting the use of urban transport.

TOD is an approach that aims at maximising land/space uses around a transit station, or within a transit corridor. Although used as a concept since the creation of rail lines and inspired more recently by some notable experiences in Western or Northern Europe (e.g., Copenhagen) as well as in Southern America (mainly Curitiba, Brazil), TOD has been “earmarked” as a general concept 25 years ago (P. Calthorpe, 1993). Considered nowadays as a way to tackle the issues of global warming and air pollution in cities, it has now spread all over the world in many major urban areas, in developed and emerging countries.

Among the public, **Eng. S. Metwally, Chairman of GCTRA** enquired CEREMA about the essential criteria that the administration can consider for implementing TOD successfully. **Mr. G. Bentayou** explained that, in order to provide better quality of life and economic benefits for citizens and cities, policy-makers have to pay a strong attention to criteria, such as density, compactness, mixed-uses and pedestrian-
friendly design. He finally highlighted that implementation of TOD also requires a strong governance framework to manage transport and urban development issues in a converging way. It was mentioned during the debate that Cairo faces institutional challenges regarding its transportation projects because of multiplicity of actors in charge of transportation issues, creating institutional gaps with negative impacts. Therefore, it was clear that GCTRA would act as the entity leading transport regulation in the region, under the supervision of the MOT.

In this sense, **Mr. Yves Amsler from UITP** (Union internationale des transports publics) suggested that Egyptian authorities to develop a trans-institutional short-mid-long term holistic vision of sustainable urban mobility with urban rails as a backbone. He added that urban rail projects not only improve integrated mobility but generate economic, social and environmental value for the city and they create a much higher positive balance of “external effects” than any other motorized urban transport mode. The huge cost of urban rail systems implies that metros (and light rail trains) projects are designed, built and operated in a way to serve multiple objectives beyond transport, such as: attractive, affordable, safe and secure mobility services; city development and land use; social inclusion; environmental protection and resilience; economic growth and a better urban quality of life.

Egypt and France share many common urban challenges, such as centralization and a dynamic demographic growth. **Mr. Camille M’jati, from ARTELIA Ville & Transport** presented the Grand Paris Express (GPE) project, which will provide transportation for 2 million travellers per day. With the construction of 72 new stations and 200 km of additional tracks, the Grand Paris Express aims at enhancing the development of Paris’ surrounding areas by integrating the main business districts, research clusters and airports into the current transportation network, and by increasing the connections between these areas. Artelia is involved in the GPE project through two main missions. On the one hand, Artelia assists the Grand Paris Society for the lines 15, 16 and 17 as an engineering company to provide technical support and consulting to supervise the project, to define the stations design and construction, as well as to support in contract and systems management. On the other hand, Artelia is the supervisor of design and construction for Line 18.

Back in 2007, the French government aimed to reduce territorial inequalities in the Greater Paris region and announced a plan for the development of Paris metropolitan area. It led to an update of the transportation master plan for the Greater Paris area and the French government worked together with the regional government (recently renamed from “Syndicat des Transports d’Ile-de-France – STIF” to “Ile-de-France Mobility”) to develop a suburb-to-suburb commuting solution that links the communities surrounding Paris. The new
The Grand Paris Express is financed through a creative model, as a dedicated Agency with its own fund was created for the project and as it is a mix of two formulas. On the one hand, it is financed by taxing the beneficiaries of this project: the Region inhabitants and companies. On the other hand, long-term loans allowed the Grand Paris Society to borrow money on the markets thanks to the taxation system. A special law was adopted to raise dedicated taxes for this project without involving the state budget. The financing will be spread on several generations because of loans which will be amortized on around 40 years. Agreements were made with the Caisse des Dépôts for 4 Bn EUR and with the European Investment Bank, for almost 6 Bn EUR. Extra 200 M EUR/year will be generated by network operation, with commercial and toll revenues. The commercial exploitation of the stations through advertisement, renting commercial spaces, and the network usage royalties, should provide important revenues.

Mr. Olivier Badard, from RATP DEV, explained that transport infrastructure has to be considered as an urban regeneration tool. His presentation focused on the innovative model put in place by RATP in Greater Paris Area (where RATP is the Operator and Maintainer of most of the public transport system) to use its land holding to develop projects that conciliate transport infrastructure and other urban amenities: housing, offices, schools, green spaces, etc. In this smart development model, RATP has converted the need for upgrades for the rail and bus depots located in the very valuable city centre, into an opportunity to develop complex urban regeneration projects in a way that contributes to the creation of a resilient city. These regeneration projects allowed RATP to finance whole or part of the needed transport infrastructure upgrades.

Several examples were given by Mr. O. Badard both for rail and bus projects. The upgraded Lagny-Pyrénées bus in District 20 of Paris came into service in the second half of 2015 (original construction in 1887). Its capacity was increased by 60% and it now reaches 184 buses. The mixed-use site includes the depot, 30,000 sqm of office spaces, a high-school, a nursery and a school. The Vaugirard workshops (Paris) are a dedicated metro maintenance facility since 1910. The site was redeveloped to provide more maintenance and stabling spaces, and better integration within the city. In consultation with inhabitants and local stakeholders, the project fosters a social and functional mix. On top of the 12,000 sqm of workshop, the project accommodates 440 social apartments, 160 private apartments and a nursery green spaces. In both cases, the cost of depot upgrades was covered by the financial revenues from the urban development (sale of building rights).
Mr. O. Badard reminded the audience that RATP DEV, a leading Public Transport Operator and Maintainer with a presence in 14 countries worldwide, have signed a memorandum of understanding (MoU) with NAT to Operate and Maintain Cairo Metro Line 3 and possible other future rail lines of Cairo. RATP DEV is very willing to transpose and adapt these smart models in Egypt.

Egyptian participants expressed the need of workshops, training and technical visits in order to respond to staff requirement to better deal with management and operation tasks. Many experts offered their companies’ help. In this sense and in line with the recently launched Technical Cooperation, Mr. J. Helluin from CODATU said that technical visits in Europe may be organised as well as a specific studies on planning metro interchange stations. Egyptian stakeholders should consider activity within the area in and around metro stations and promote oriented urban development.

With the construction of Lines 3, 4, 5 and 6, Cairo Metro system is expected to triple the current number of users. The development of such a big metro network will need a strong integration process with the urban context especially in new towns.

In France, some cities developed local initiatives to better coordinate transport and urban planning and make a better use of local resources to fund public transport enhancement. Mr. G. Bentayou introduced one mechanism which is particularly worth consideration, which is the “Corridor Contract” (“Contrat d’axe” in French), of a win-win partnership between local stakeholders and land-developers to plan the land around stations and increase the effectiveness and profitability of the transport system. The Corridor Contract, also presented in UMF-I in 2016 by Mr. Thierry Gouin from CEREMA, aroused participants’ interest.

Mr. Y. Amsler explained that, for urban transport networks expansion, connections and coordination are objectives as well as challenges for attractive, affordable and efficient cities. Network extensions should serve better the existing urban area which implies the creation of new connections and save time (increase accessibility), save space, improve quality of life at conurbation level. In addition, initial design steps must estimate future needs as transport influences land use development but has to preserve the environment at conurbation level. Mr. Y. Amsler added that metros, LRT and BRT are different components, sometimes complementary, of a balanced network. Administrations require preliminary studies and data to define the appropriate choice. Dr. Amr Shaat, Assistant of HE Minister of Transport, agreed with him and said that the MOT will take into account all the insightful presentations of the speakers and work on it.

The Forum discussions highlighted that urban rail is a key driver for connecting all categories of citizens with essential urban activities and to generate value for citizens. In this respect, Mr. G. Bentayou explained that a rail project can be used for the development of local infrastructures and services
through “Land Value Capture” (LVC) mechanisms. Depending on legal conditions at both local and national levels, LVC is a financial mechanism used to finance part of a rail project investment by returning the increases in property prices arising from the project to the source of investment – the taxpayer.

3.4 Conclusions and future perspectives

In his concluding note, Prof. Dr. Ali Huzayyin thanked French and Egyptian speakers and participants. He pointed out “challenges” related to the presentations and the discussions. On session 1, he mentioned that Eng. A. Abu Krisha presentation exemplified how NAT is coping well with the challenge of dealing with multiple financing partners, foreign and national, for expansion of the metro network. On the talk of Eng. M. Gaber who mentioned that APTA is investing on improving tram rolling-stock. Prof. Dr. A. Huzayyin indicated that this is a serious challenge; optimising existing assets is important before seeking fund for new fleet if we seek aim at sustainable transport. Informal transit (more flexible, demand responsive, etc) continued increase in Cairo and Alexandria is challenge to operators of formal buses. Eng. M. Sabra, presentation mentioned the challenges facing private operator, e.g., owning/operating own bus stations, introducing effective sources of “out of fare box” revenues. He showed the good effort to operate bus lines integrating with metro. Prof. Dr A. Huzayyin, praised this, but emphasised the challenge of introducing “clearing house” system revenue sharing for fund transfer between bus and metro companies, which needs institutional, regulatory and contractual arrangements. On session 2, Prof. Dr A. Huzayyin, stressed the importance of the talk of Mr. G. Bentayou, on TOD considering related challenges, e.g., land use/transport coordination, community acceptance, etc. He focused on the challenges mentioned by Mr. Y. Amsler talk, mainly, “connecting people and activities” and “coordinating and connecting institutions and regulations”. The impressive project of Grand Paris new Express Rail network given by Mr. C. Mjati, drew the attention to the challenge of how to utilise transit network expansion to revitalise big cities. Finally, the talk of Mr. O. Badard, demonstrated which transit operators can face the challenge of maximising “out of fare box” revenues through innovative solutions by exploiting the space under the bus depots and not only around or above the stations. NAT should consider this experience of RATP DEV when planning the new metro lines.

Afterwards, as the discussion held in UMF-II expressed the need for more integration and more institutional cooperation, especially between the governorates of Greater Cairo and the MOT, Mr. J. Helluin stated that given this and the above mentioned challenges and the prevailing local context and anticipated constraints, it seems necessary today to re-launch and accelerate implementation of new solutions and projects. He stressed that part of this effort will be the careful and complete implementation of the agreed actions given in the Technical Cooperation Agreement between MOT, AFD, CODATU and CEREMA signed today by HE the Minister of Investment and International Cooperation, AFD and CODATU. He said that he and CODATU are optimistic that this can be achieved with the mutual high level of understanding between all parties concerned. Mr. J. Helluin ended his talk by thanking all the speakers and the attendees from Egypt and France and extended his
appreciation of the support of AFD.

**Mrs. Gaelle Letilly, AFD Cairo Deputy of Director**, explained that about one-third of AFD portfolio in Egypt is dedicated to urban transport. With this Forum, AFD wanted to discuss planning transport network extension as this issue is crucial for all cities in the world, and it is of particular interest to Egyptian cities which are experiencing a rapid demographic and urban growth. The technical cooperation agreement, funded by AFD, wants to support initiatives of local bodies and to promote knowledge sharing. Training, capacity building and institutional structuring will be at the heart of the activities. In this context, a number of workshops will be organized to follow up Urban Mobility Forums discussions and highlighted challenges.

Lastly, **Dr. Amr Shaat, Assistant to HE the Minister of Transport**, stated that all solutions that are discussed during the Forum are applicable for all Egyptian cities and not only to Cairo and Alexandria and he invited governorates to take advantage of the results of the UMF. He furthermore, stressed that the MOT is very keen in asking its related authorities, mainly ECM and NAT, to benefit from the very useful ideas that were raised by the speakers and the attendees of UMF-II. In addition, he added that the MOT is also willing to implement in full the activities of the above mentioned Technical Cooperation Agreement, extending full cooperation and support to the participating experts from CODATU, CEREMA and Egypt. In the end of his speech, **Dr A. Shaat**, expressed thanks to the speakers and participants from France and Egypt, and to AFD appreciating its continued support to the transport sector in Egypt and to CODATU for its unfailing cooperation and to the organisers of UMF-II.
Annex 1: National Anti-harassment Campaign, Making Transport a Safer Place

During the Forum, Mr. Salem Massalha from Bassita presented a campaign to combat harassment against women in Egypt in cooperation with the Minister of Investment and International Cooperation, the Minister of Transport, the National Authority of Tunnel, the French Development Agency as well as other Egyptian and international institutions. He pointed out that the AFD is the campaign main sponsor, in addition to local partners such as the National Council for Women, the Egyptian Federation of Football and the Ministry of Transport, as well as the United Nations Women's Organization.

Mr. S. Massalha, explained that the contemplated campaign could be composed by four elements:
- A click-funding viral social media video produced by Director Amr Salama, in which many leading figures will participate, such as actors and football players from the national team considering that they have a role in educating young people against harassment;
- Awareness posters in public spaces as metro stations;
- Live performances (flash mobs);
- Awareness ads on TV.

The campaign is based on the click-funding platform, a new online model allowing web users to interact with awareness campaigns to create a positive impact on the ground. Click-funding is an Egyptian born innovation with a global vision of providing social media users with the simplest method of contributing to real change and development. Simply through the click of a mouse or tap of a screen, users can contribute to raising funds, the more interactions are made the more funds are allocated to an initiative. The funding of the campaign depends on the extent to which its video is shared via social media and the amount of admiration it will receive through the "Like" button, which serves the main purpose of spreading the message of awareness to combat sexual harassment.

He showed short Video prepared to sensitize on the lack of access facilities to the handicapped in urban public transport and on Cairo streets network for crossing, etc. He emphasised that they intend to promote such facilities. Finally, Mr. S. Massalha stressed that their effort aims also to make Cairo be a good example to other cities to follow.

Prof. Dr A. Huzayyin emphasised that this challenge is not only in Cairo, but a global problem in many cities as documented in a previous UN Global Report on Human Settlements, GRHS, 2013. He quoted “… levels of sexual harassment of women on urban public transport are frequently reported globally”. He acknowledged the speakers’ statement “by such campaign they aim to make Cairo public transport a good example for others cities”. He added that there is a challenge for Cairo and Alexandria to offer access facilities to the handicapped in public transport and on the street network.
Annex 2 : List of Speakers

Dr. Hesham ARAFAT – HE Minister of Transport of Egypt
Dr. Sahar NASR – HE Egyptian Minister for Investment and International Cooperation of Egypt
Mr. Stéphane ROMATET – HE French Ambassador to Egypt
Mrs. Stephanie LANFRANCH – Director of French Development Agency (AFD) in Cairo
Mr. Jean-Jacques HELLUIN – Executive Manager, Cooperation for Urban Mobility in the Developing World (CODATU), France contact@codatu.org
Prof. Dr. Ali HUZAYYIN – Professor, Transport and Traffic Engineering and Planning, Faculty of Engineering, Cairo University, 1st Vice President of the Cooperation for Urban Mobility in the Developing World (CODATU)
Prof. Dr Amr SHAAT – Assistant to HE the Minister of Transport, Minister of Transportation, Egypt
Eng. Dr Ashraf ABU KRISHA – Vice-Chairman, National Authority of Tunnel (NAT), Egypt
Maj.-Gen. Khaled ELEWA – Alexandria Passengers Transportation Authority (APTA) Chairman, Egypt
Eng. Mohsen SABRA – Mwasalat Misr chief executive officer, Egypt
Dr. Gilles BENTAYOU – International Project Manager, National Centre for Studies and Expertise on Risks, Environment, Mobility, and Urban and Country planning (CEREMA), France gilles.bentayou@cerema.fr
Mr. Yves AMSLER – Senior Urban Transport Consultant, International Association of Public Transport (UITP) yves.amsler@uitp.org
Mr. Olivier BADARD – Senior Vice-President, Paris Public Transport Network (RATP DEV), France
Mr. Camille M’JATI – Director of International Development, ARTELIA Ville & Transport camille.mjati@arteliagroup.com
Mrs. Gaelle LETILLY – Vice Director of French Development Agency (AFD) in Cairo
# Annex 3: Abbreviations

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<thead>
<tr>
<th>Abbreviation</th>
<th>Full Form</th>
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<tr>
<td>AFD:</td>
<td>French Development Agency (Agence Française de Développement)</td>
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<td>APTA:</td>
<td>Alexandria Passengers Transport Authority</td>
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<tr>
<td>CEREMA:</td>
<td>National Centre for Studies and Expertise on Risks, Environment, Mobility, and Urban and Country planning</td>
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<tr>
<td>CODATU:</td>
<td>Cooperation for Urban Mobility in the Developing World</td>
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<tr>
<td>ECM:</td>
<td>Egyptian Company for Metro Management and Operation</td>
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<td>ENR:</td>
<td>Egypt National Railways</td>
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<td>GCTRA:</td>
<td>Greater Cairo Transport Regulatory Authority</td>
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<tr>
<td>LVC:</td>
<td>Land Value Capture</td>
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<tr>
<td>MIIC:</td>
<td>Ministry of Investment and International Cooperation</td>
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<td>MOT:</td>
<td>Ministry of Transport</td>
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<tr>
<td>MoU:</td>
<td>Memorandum of Understanding</td>
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<tr>
<td>RATP:</td>
<td>Paris area Public Transport Network main operator</td>
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<td>UITP:</td>
<td>International Association of Public Transport</td>
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<td>UMF:</td>
<td>Urban Mobility Forum</td>
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<td>TOD:</td>
<td>Transit Oriented Development</td>
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Annex 4 : Urban Mobility Forum II Programme

08h15 - 09h15 Opening of the « Making the sustainable city” week and the Urban mobility forum
- Stéphane ROMATET, HE French Ambassador to Egypt
- Mrs. Stephanie LANFRANCHI, Director, AFD in Cairo
- Prof. Dr. Ali HUZAYYIN, Cairo University
- Prof. Dr. Hesham ARAFAT, HE Minister of Transport
- Dr. Sahar NASR, HE Minister of Investment and International Cooperation

Signing of a technical cooperation partnership agreement in urban transport between Egypt and AFD

09h15 - 09h30 Coffee break / Press conference

09h30 - 12h15 Technical Session 1 - Challenges in planning and financing urban transport in main Egyptian cities: Institutional framework and urban complexity
Session chair: Jean-Jacques HELLUIN, Executive Manager, CODATU
- Eng. Ashraf ABU KRIS, Current projects in Greater Cairo: Cairo Metro and the New Administrative Capital urban railway
- Eng Magdy GABER, APTA activities, contracts and constraints: Alexandria tramway rehabilitation and bus network renewal
- Eng Mohsen Sabra, Greater Cairo bus lines to the airport: opportunities and obstacles

12h15 - 12h30 Presentation of the anti-harassment against women in public transport campaign in Egypt (Bassita)

12h30 - 13h30 Lunch

13h30 - 16h00 Technical Session 2 - Processes and examples of urban transport network development
Session chair: Prof. Dr Amr Shaat, Assistant to HE the Minister of Transport, Minister of Transportation, Egypt
- Mr Gilles BENTAYOU, Fostering and implementing Transit-Oriented Development: solutions, examples and lessons learnt
- Mr Yves AMSLER, Urban transport network expansion: Connections and coordination for attractive, affordable and efficient cities
- Mr Olivier BADARD, Transport infrastructure as an urban regeneration tool
- Mr Camille M’JATI, The Grand Paris Express project for a sustainable creative city

16h00 – 17h00 Conclusion of the Day
- Prof. Dr. Ali HUZAYYIN, Cairo University, 1st Vice President of CODATU
- Mr. Jean-Jacques HELLUIN, CODATU Executive Manager
- Mrs. Gaelle LETILLY, Deputy director, AFD in Cairo
- Prof. Dr. Hesham ARAFAT, HE Egyptian Minister of Transport