The Ministry of Transport (MoT) stated its vision as “Relying on Transport as a Catalyst for National Economic Growth and Promoting Egypt as A Global [trading] Hub”.

In order to achieve this vision, MoT sets its strategic objectives:

I. Developing an integrated, sustainable, and safe transportation system,

II. Enhancing multimodality and logistic services, and

III. Promoting private sector investment. MoT is setting the following targets to be achieved;
Railway Transport Sector Policies

- Passenger Transport
  - Safer transport targeting “near zero fatality on roads and railways”
  - Upgrade infrastructure
  - Reduce travel time with high level of services
  - Encourage shift to mass transit (Rail, Metro, Tram and BRT)
  - Enhance the fare structure and decrease subsidy
  - Enhance user information system
Railway Transport Sector Policies

- Freight Transport:
  - Upgrade infrastructure
  - Promote modal shift to river and rail
  - Enhance the logistics chain
Railway Transport Sector Policies

• Sector Reform
  ► Introducing regulatory body for urban transport in Greater Cairo Region.
  ► Introducing regulatory body for intercity passenger and freight transport
  ► Establishment a new company for road maintenance
  ► Establishment a new company for road engineering supervision
  ► Establishment a new company for logistics and dry port management
  ► New organization structure for all affiliate authorities (according to the new civil servant law)
  ► New law for railways freight transportation introduced 2018
  ► Introducing contactless ticketing system.
  ► Reopening the technical school for railways
  ► New technological institute for transport approved
Railway Transport Sector Policies

• Sector Ongoing Reform

► Modify Railways Law to allow private sector to participate in services

► Upgrade river transport law

► Introducing new law for GCR transport regulator (upgrade the presidential decree)

► Introducing new law for Road Passengers and Freight intercity transport regulator (upgrade the presidential decree)

► Establishment of the first dry port and logistics area (tendering very soon) (EBRD)

► New Locomotives for railways contract
Overview of the Transport Network in Egypt
Lines on the Delta and Nile valley  65 %
Lines on Desert  35 %
Egyptian National Railway Information

- Double lines (two-track) (2932) 1466 KM
- Single lines (one-track) 3667 KM
- Four-track lines (80) 20 KM
- Station yards and sidings 2891 KM
- No of trains per day 866 Trains
- No of passengers per year ≈ 350,000,000 passenger
- Share Market for freight transport 1%
Egyptian National Railway Information

- Total length: 9570 KM
- Track gauge: 1,435 mm
- Lines with modern signaling system: 15%
- Lines with old signaling system: 85%
Railways Policies and Reform

- Developing signals system to transfer them from electro-mechanical to electronic system 1000 km include the main corridors.
- Infrastructure development (Rail, level Crossings and Stations)
- New Locos and repower old fleet (Passengers & Freight).
- New coaches and new wagons.
- Tariff elevation (Freight, Passenger)
- Construction of new rail links to industrial zones and Ports
- New technical school reopened and technological institute approved.
Railways Policies and Reform cont.

- Enhancement freight transport cross railway network.
- Level Crossings (LXs) development.
- Reconstruction (Financially and legally).
- Top Management Training.
- High Speed Railway.
Upgrading Signaling System
Targeting Railways Safety and Operation

- Using Electronic System
- Co-Funding with:
  - WB 270 m$ 
  - WB 330 m$ 
  - South Korea 115 m$ 
  - Arab Fund 40 mKWD 
  - Kuwait Fund 30 mKWD 

Cairo / Alexandria (208 km)
Beni Suef / Assuit (250 km)
Tanta / Mansoura / Damietta (119 km)
Benha / Port Said (214 km)
Assuit / Naghamady (180 km)
Corridor 1: Cairo-Alexandria
208 km – start realisation 74% + 8.6%

Corridor 2: Beni Suef-Asyut
250 km – start realisation 47.3%

Corridor 3: Benha-Ismailia-PortSaid
191 km – start realisation 27.54%

Corridor 4: Tanta-Mansoura-Damietta
119 km – waiting for financing

Corridor 5: Asyut- Sohag-Nagee Hammady -180– contract 18.4 %

Corridor 6 Nagee Hammady – Luxor
115 km – consulting services

1,057 will be equipped with electronic signalling system

While representing 17% of ENR network carry 40% of total passenger and 35% of freight

ETCS Lev.1 – all main Corridors
Upgrading Railways Fleet (Locos, Coaches, Wagons and Power)

- 212 new air-conditioned coaches entered service
- 20 new power units entered service
- Enhance 2208 coach III, 532 A/C coaches in ENR workshops
- Signing 100 new locomotive to enter the service by 2020
- Signing contract for Repowering 81 locomotive
- EBRD finance 100 locos 290 m€
- EBRD finance 6 trains 126 m €
Track Renewal and Maintenance

12 Track renewal machines added to the fleet since 2013 (Austria soft loan)

- Raising track renewal rate through the affiliates companies up to 200 km/year
- Backlog of 1200 km need to be renewed
Projects in pipe

- 1300 new Passenger coaches
- 250 wagons for container transportation
- 250 wagon for coal transportation
- 300 wagon for phosphate and clay transportation
- 1000 km track renewal
- Rehabilitation of (abassia/tura line 16 km, and safage/qena/abou tartour line 732km)
- Doubling (Mansoura/Damitta line 62 km, and Qalub/menouf/tanat line 95 km)
- New signaling for (Tanta / Mansoura/ Damitta)
- Construction of new railway connections (elmanashy / 6 otober city “New Dry Port and Logistic center / rubaiky/10th of Ramadan/ Belbis)
Up grading of Rolling Stocks Fleet

- **100 Locomotives GE + Rehabilitation of 81 Loco,s+ spare parts (575 million dollars).**
- **100 Locomotives through (EBRD) 290 million Euros**
- **1300 New Coaches (1.6 Billion dollars).**
- **Supply 6 new Complete Trains for 126 Million dollars (EBRD).**
Developing signals system to transfer them from electro-mechanical to electronic system (SIL4)

Cairo / Alexandria (208 km)

Beni suef / Assuit (250 km)

Assuit / Nagahamady (180 km)

Benha / Portsaid (214 km)

Tanta / Mansoura / Damietta (119 km)

Luxor / Nagahamady (118 km)

Total Length : 1100 km
Total cost : 12.6 Billion L.E
Renewal and Mechanical Maintenance of rail track

- 818 km for 5 Billion L.E
- New Machines for 40 Million Euros

About 300 km of Rail network has been rehabilitated for 650 million L.E
Developing level crossings

- The total development of 379 Level – Crossings has been completed & 721 are under developing 236 finished civil works. (2.548 Billion L.E)
Passenger Stations Development

61 Stations developed since 2014
• 93 Station have been developed & 63 station are in rehabilitation (1.7 Billion L.E)
Al Ain Sokhna - the new administrative capital - Al Alamain New Railway

(486 km)

The route connects the northern side of the cities of Alexandria and Al-Alamin and the eastern part of the city and the port of Ain Sokhna marries the new administrative capital and the city of New Cairo and through the South Delta and then across the River Nile and then the city of October 6 until finally reach the new city of Alamein with a total length of the path about 486 km.
Projects under study

- Construction of new line with 250 km/h design speed connecting (Al Alamin new city/Alexandria/6 October city/new administrative capital/sukhna) 486 km
Rubiki / 10th of Ramadan / Belbeis railway (69 KM)

Estimated cost: 2.6 Billion L.E
feasibility study stage
Rehabilitation of the Safaga / Qena / Abu Tartour railway (732 KM)

Estimated cost: 3.4 Billion L.E
Feasibility study stage finished
(Mineral wealth)
Construction of new line (6 October city /Luxor /Aswan) with 800 km length and 250 km/h design speed and (Luxor /Hurghada) with 200 km length and 200 km/h design speed
Another needs for Transport Sector

• Support the ministry of transport institutions through capacity building and improved the techniques of doing jobs, and provide the proper training and enhance processes.

• Foster the GOE economic and social plans specially in railway transport infrastructure project through soft loans with attractive and affordable terms.

• Provide the TA and funding to the new projects that focuses on environment preservation in transport field.
Thank you for your attention