

Statement of future projects at the Ministry of Transport Vision 2030





President Abdel-Fattah El-Sisi

Directed that National transportation systems and projects have to be integrated in all aspects, not only for connectivity and transportation, but as arteries for development and life for all citizens at the level of the entire country, and to provide development means from facilitating movement and enhancing trade rates Industrialization, agriculture and horizontal expansion in its comprehensive sense.



Future projects Egypt Vision 2030



Investment unit

Egypt Vision 2030 Future projects

The Ministry of Transport has planned and started implementing many projects aimed at facilitating the movement of people and goods through the development of a diverse network in various transport sectors (roads and bridges - railways - tunnels and electric traction - seaports - land and dry ports and logistic areas - Waterways transport).

Road and bridge projects are implemented with national funding and by Egyptian national companies.



Egypt Vision 2030 Future projects

The Ministry of Transport has planned and started implementing many projects aimed at facilitating the movement of people and goods through the development of a diverse network in various transport sectors (roads and bridges - railways - tunnels and electric traction - seaports - land and dry ports and logistic areas - Waterways transport).



Egypt Vision 2030 Future projects

- In 2014, the Ministry of Transport planned and started implementing 1,769 road and bridge projects ending in 2024, at a cost of \$31 billion.
- The largest and longest network of highways and freeways was established, which in turn contributed to the improvement of Egypt's ranking in the road index from 118 to 28, and also a decrease in road accident fatalities by 44% in 2019/2021.
- The national road project has been implemented with a length of 7000 km and 21 transverse axes.
- 9000 km of main roads and 1000 overpasses, tunnels and local roads were implemented within the governorates.
- The regional ring road is considered the longest ring road in Africa and the Middle East with a length of 400 km. The road aims to connect 7 governorates to enhance investment opportunities and link the axes of economic and urban development, as it is the meeting point of the main roads and axes that transport 98.4% of the movement of goods in the Arab Republic of Egypt.



Arab Republic of Egypt - Development Corridor



Arab Republic of Egypt - Development Corridor



Development Corridor

Mediterranean and Sinai Corridor



- Seaports
- Dry ports
- ▲ Logistic centers
- Waterways ports
- The railway network (expanding - duplication - development)
- Rapid Electricity Rail (Ain Helwan - El Alamein - Matrouh)
- The High speed Train (6th of October - Aswan)
- The High speed Train (Aswan - Hurganda - Rafah)
- The road network
- Railway network

The Mediterranean and Sinai axis is one of the main axes in the Arab Republic of Egypt. The axis is based on several projects, the most important of which is the international coastal road, which was opened in 2002, in addition to a rail network that varies between railways and electric traction networks for passengers and goods. It links the Matrouh Governorate in the west. And North Sinai Governorate in the east, along the Mediterranean coast, which is part of the project to link the Maghreb with the Arab Mashreq, with a length of approximately 1021 km, and the road starts west from the Salloum crossing in Matrouh Governorate on the border with Libya, until the Rafah crossing east on the border With the Gaza Strip, the road cuts across several governorates: Matrouh, Alexandria, Beheira, Kafr El-Sheikh, Dakahlia, Damietta, Port Said, Ismailia, and North Sinai. The road capacity is mostly three traffic lanes in each direction. The road is not unified in its length, but it includes several axes and links that collectively represent this axis.

Development Corridor

Mediterranean and Sinai Corridor



Alexandria and Dekheila Ports

1. Equipment, Management and operation of a Multipurpose Terminal (Pier 100).
2. Equipment, Management and Operation of the Dry bulk Terminal - Dakhla port - Area between Pier 92 and Midtap Pier.
3. Equipment, Management and Operation of the Dirty Bulk Terminal .
4. Equipment, Management and Operation of El Max Port - between Alexandria and Dekheila ports
5. Logistics Area (MATARIS Dock- ISSO / Aluminum)

Damietta Port

1. Equipment supply, Management and operation of a Multipurpose Terminal behind the western barrier
2. Development and operation of a Grains Terminal for handling , storing and value-added industries with an area of about 108 thousand m2
3. Equipment supply, Management and operation of a 300-meter berth.
4. Equipment supply, Management and operation of a 600 m berth for silos and grains

Red sea Port

1. Equipment supply, Management and operation of Nuweiba Container Terminal



National Authority for Tunnels – Electric traction

1. Management, operation and maintenance of the Abu Qir metro in Alexandria.
2. Management, operation and maintenance of the Raml tram line in Alexandria.
3. The electric train (a proposed railway connection) between (West Port Said Port – Abu Qir Port in Alexandria) It passes through the port of Damietta and the new city of Mansoura, with a length of (250) km



Dry ports and logistics centers

1. Construction of logistic center as a rear for Salloum land port of 700 fadan
2. Construction of Damietta dry port on an area of 15 fadan
3. Tor logistics Center



Rail ways

1. The construction of the Matrouh / Jarjoub railway line with a length of & rehabilitation of Matrouh / Salloum.
2. Rehabilitation of al-Fardan Railway / Al-Qunetra East / Bir Al-Abd al-Arish / Rafah / Taba

Development Corridor

Mediterranean and Sinai Corridor



NO	PROJECTS	Estimated cost of construction
Egyptian National Railways		
<u>1</u>	The construction of the Matrouh / Jarjoub railway line with a length of 45 km and the rehabilitation of Matrouh / Salloum with a length of 270 km	\$375 Million
<u>2</u>	Rehabilitation of al-Fardan Railway / Al-Qunetra East / Bir Al-Abd al-Arish / Rafah / Taba	\$580 Million To Bir Al-Abd
National Authority for Tunnels		
<u>3</u>	operation and maintenance of The Abu Qir Metro in Alexandria	\$1.7 Billion
<u>4</u>	operation and maintenance of the Raml tram line	\$406 million
<u>5</u>	The electric train (a proposed railway connection) between (West Port Said Port - Abu Qir Port in Alexandria) It passes through the port of Damietta and the new city of Mansoura, with a length of (250) km	Being studied
Alexandria and Dekheila Ports		
<u>6</u>	Equipment, Management and operation of a Multipurpose Terminal (Pier 100) - Dakhla Port	\$225 million.
<u>7</u>	Equipment, Management and Operation of the Dry bulk Terminal - Dakhla port - Area between Pier 92 and Midtap Pier	\$93.75 million
<u>8</u>	Equipment, Management and Operation of the Dirty Bulk Terminal - Dakhla Port - North pier 90	\$63 million
<u>9</u>	Equipment, Management and Operation of El Max Port - between Alexandria and Dekheila ports	Being studied
<u>10</u>	Logistics Area (MATARIS Dock– ISSO / Aluminum)	Being studied

Development Corridor

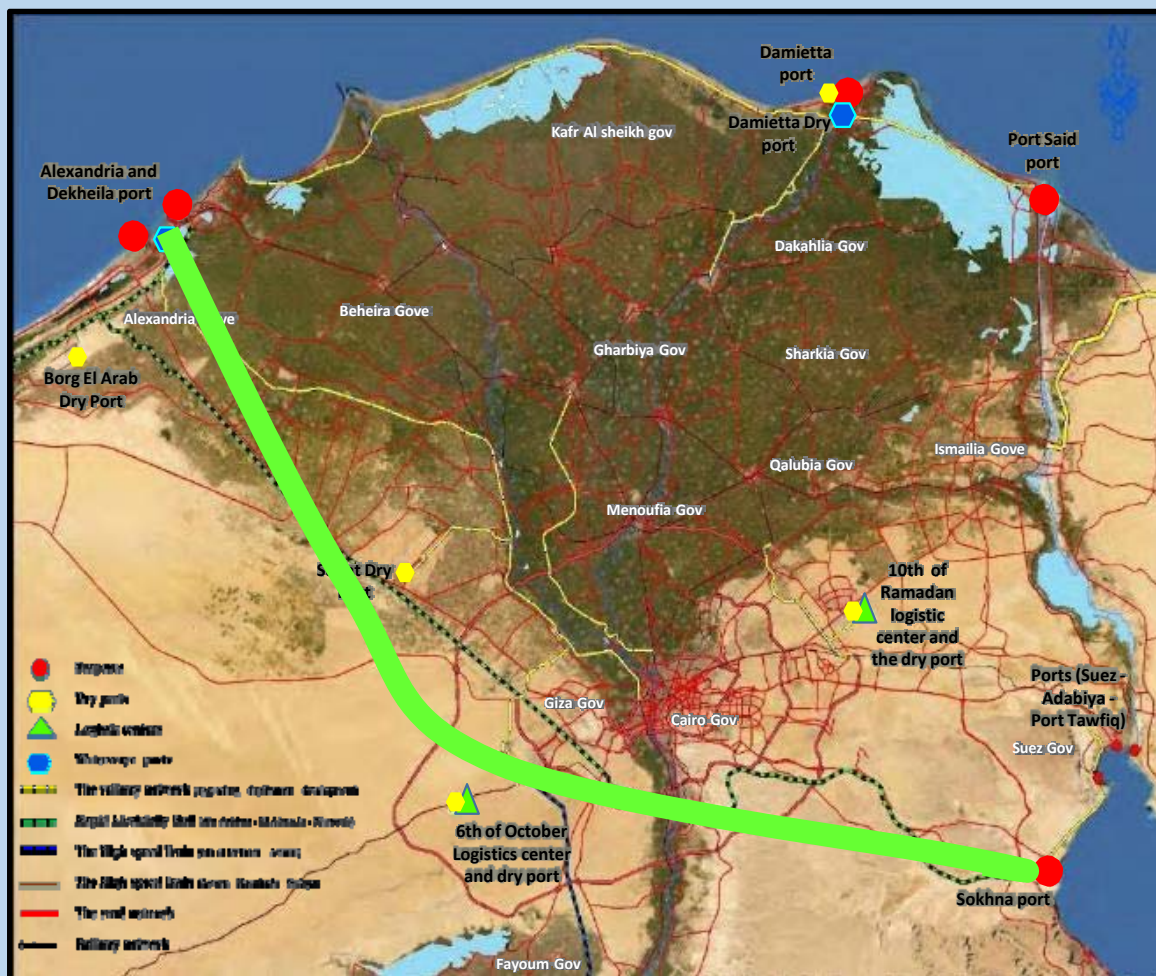
Mediterranean and Sinai Corridor



NO	PROJECTS	Estimated cost of construction
Damietta Port		
<u>11</u>	Equipment supply, Management and operation of a Multipurpose Terminal behind the western barrier	\$ 500 million
<u>12</u>	Development and operation of a Grains Terminal for handling , storing and value-added industries with an area of about 108 thousand m2	\$100 million
<u>13</u>	Equipment supply, Management and operation of a 300-meter berth.	Being studied
<u>14</u>	Equipment supply, Management and operation of a 600 m berth for silos and grains	Being studied
Red Sea Ports		
<u>15</u>	Equipment supply, Management and operation a multi-purpose terminal at Nuweiba port	\$200 million.
Dry port and logistics centers		
<u>16</u>	Construction of logistic center as a rear for Salloum Dry port of 700 fadan	\$300 million.
<u>17</u>	Construction of Damietta dry port on an area of 15 fadan	\$20 million
<u>18</u>	Establishment of a dry port in Al-Tor city on an area of 100 acres	\$150 million.

Development Corridor

Multimodal transport Corridor



The multimodal transport axis is the main axis for the movement of incoming and outgoing goods from and to the Republic through the port of Alexandria, through which 70% of the volume of Egypt's exports and imports pass. The total length of the axis is 400 km, and the axis links 4 main governorates (Suez / Cairo / Giza/Alexandria), the axis is based on a developed and highly efficient transport network of main roads and railway networks with the aim of increasing the carrying capacity for transporting passengers and goods on the axis, and it is represented in the following:

- ✓ (Cairo / Alexandria) and (Cairo / Ain Sukhna) road.
- ✓ railway line (Alexandria / Cairo) and (Ain Shams / Suez).
- ✓ Implementation of the fast electric train project (Ain Sokhna / El Alamein) and its connection to the Mediterranean axis is underway by extending the line to Marsa Matrouh.

The axis also aims to attract part of the international cargo movement on its path from (Southeast Asia) to (Europe) by establishing logistic centers in the Sixth of October City and Sadat City, and linking these centers with both the seaports in the Alexandria region and the Port of Sokhna, where this axis focuses on Logistics and high-efficiency value-added services for the transportation of goods.

Development Corridor

Multimodal transport Corridor



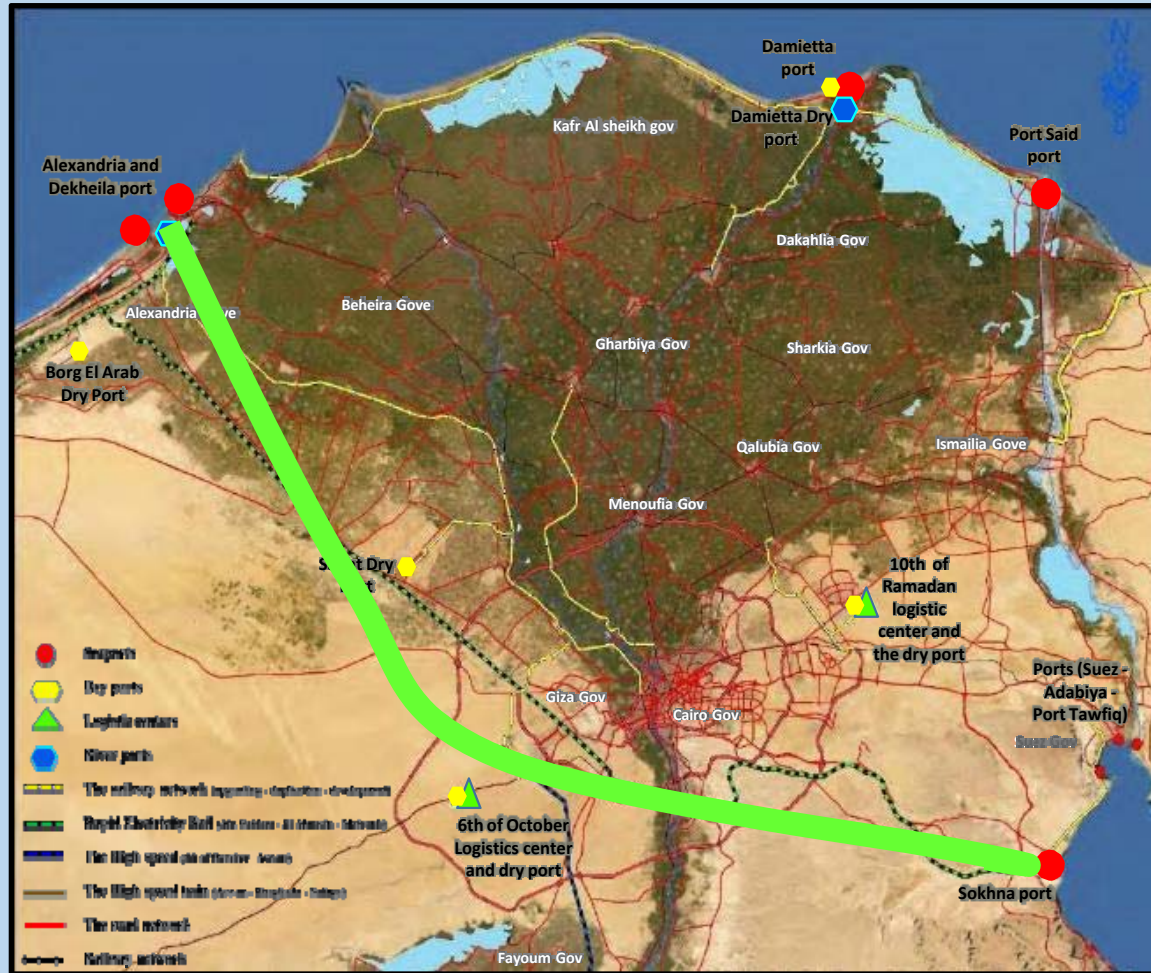
Alexandria and Dekheila Ports

1. Equipment, Management and operation of a Multipurpose Terminal
2. Equipment, Management and Operation of the Dry bulk Terminal .
3. Equipment, Management and Operation of the Dirty Bulk Terminal
4. Equipment, Management and Operation of El Max Port - between Alexandria and Dekheila ports
5. Logistics Area (MATARIS Dock- ISSO / Aluminum)



Dry port and logistics centers

1. Borg El Arab city dry port- 90 Fadan
2. Sadat dry port - 75 Fadan
3. 6th of October logistics center 300 Fadan



Railways

1. Construction of a 49 km railway between Al-Manashi and The City of 6 October
2. The Development of double track line of 227km-long Embaba/Etai Elbaroud Line



National Authority for Tunnels – Electric traction

1. Management, operation and maintenance of the The High speed Train (Ain Sokhna -Administrative Capital - El Alamein - Matrouh)

Development Corridor

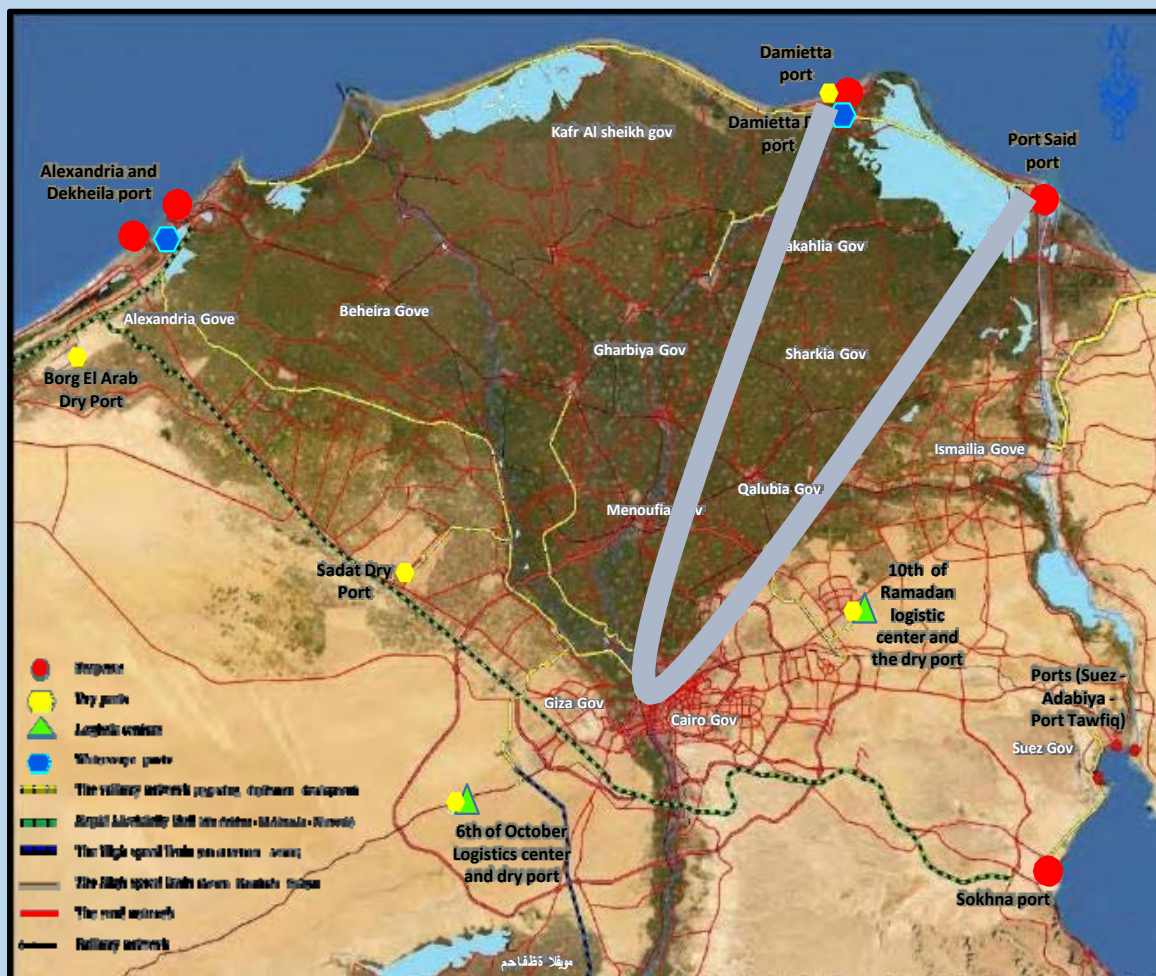
Multimodal transport Corridor



NO	PROJECTS	Estimated cost of construction
Egyptian National Railways		
<u>1</u>	Construction of a 49 km railway between Al-Manashi and The City of 6 October	\$300 Million
<u>2</u>	The Development of double track line of 227km-long Embaba/Etai Elbaroud Line	\$425 Million
National Authority for Tunnels		
<u>3</u>	Management, operation and maintenance of the High speed Train (Ain Sokhna - Administrative Capital - El Alamein - Matrouh)	\$8.908 Billion.
Alexandria and Dekheila Ports		
<u>4</u>	Equipment, Management and operation of a Multipurpose Terminal (Pier 100) - Dakhla Port	\$225 million.
<u>5</u>	Equipment, Management and Operation of the Dry bulk Terminal - Dakhla port - Area between Pier 92 and Midtap Pier	\$93.75 million
<u>6</u>	Equipment, Management and Operation of the Dirty Bulk Terminal - Dakhla Port - North pier 90	\$63 million
<u>7</u>	Equipment, Management and Operation of El Max Port - between Alexandria and Dekheila ports	Being studied
<u>8</u>	Logistics Area (MATARIS Dock– ISSO / Aluminum)	Being studied
Dry port and logistics centers		
<u>9</u>	Borg El Arab city dry port- 90 Fadan	\$100 million
<u>10</u>	Sadat dry port - 75 Fadan	\$161 million
<u>11</u>	6th of October logistics center 300 Fadan	\$300 million
Red sea ports		
<u>12</u>	Build a berth behind the north berth at Port Tawfik Project	\$250 million

Development Corridor

Damietta Axis / Cairo Port Said Corridor



The Damietta/Cairo/Port Said axis is one of the main axes for the movement of goods exported and imported to the Republic through the ports of Port Said and Damietta, which represents approximately 30% of the volume of Egypt's exports and imports, in addition to transit activity due to their presence on the most important axes of international trade between the East and the West (the Maritime Silk Road). The length of the axis is approximately 443 km, and the axis links a number of governorates, the most important of which are (Damietta - Lake - Menoufia - Cairo - Sharkia - Ismailia - Port Said). The carrying capacity for transporting passengers and goods on the axis, which is represented in:

(Cairo / Banha / Tanta / Mansoura / Damietta / Alexandria) and (Cairo / Ismailia / Port Said) road.
Railway lines (Cairo - Damietta) and (Cairo - Port Said).

It also aims to increase the share of railways and Waterways transport in the transport of goods from the ports of Damietta and Port Said to the logistics area in New Damietta and the tenth of Ramadan, and the possibility of a navigational link between Port Said and Damietta via Lake Manzala.

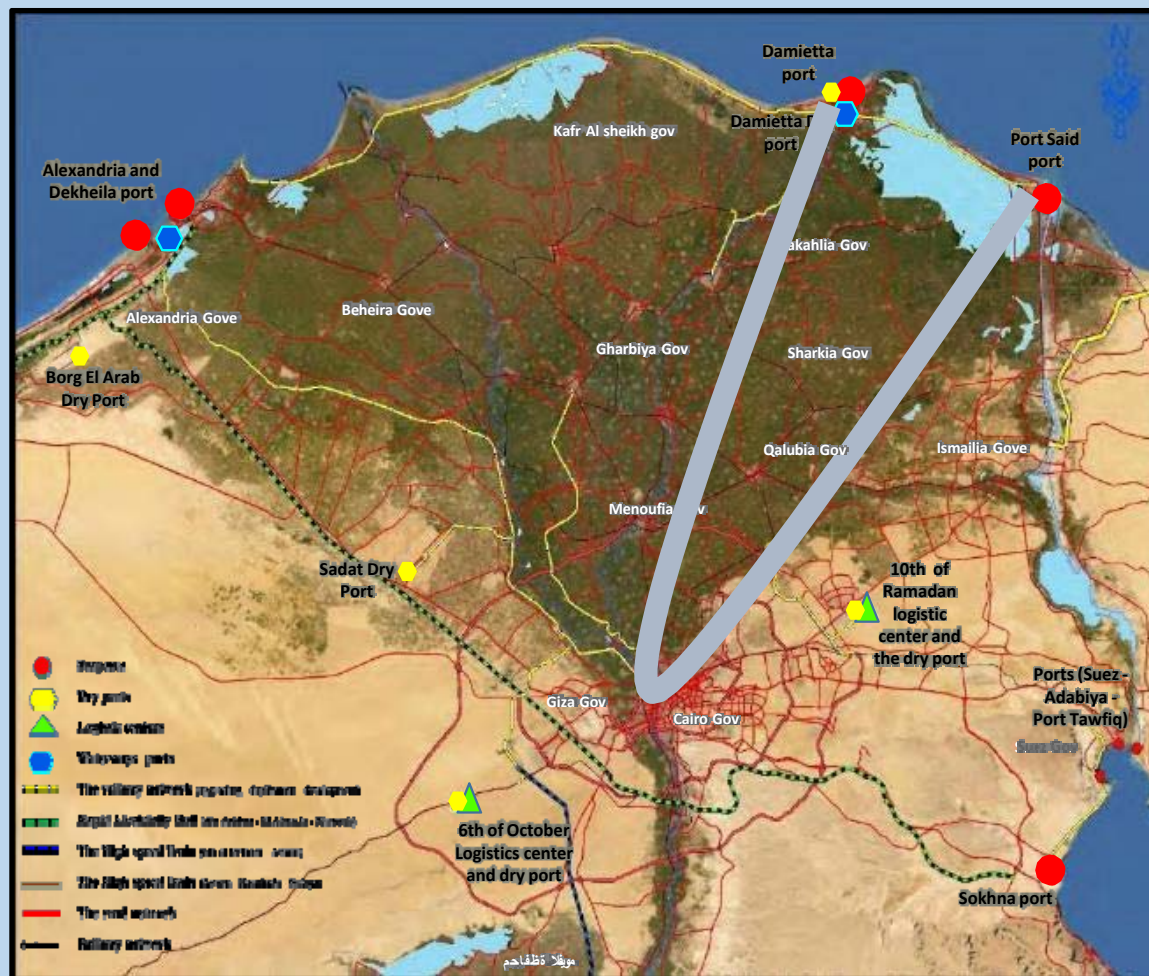
Development Corridor

Damietta Axis / Cairo Port Said Corridor



Damietta Port

1. Equipment supply, Management and operation of a Multipurpose Terminal behind the western barrier
2. Development and operation of a Grains Terminal for handling, storing and value-added industries with an area of about 108 thousand m2
3. Equipment supply, Management and operation of a 300-meter berth.
4. Equipment supply, Management and operation of a 600 m berth for silos and grains



Railways

1. Construction of a cargo railway of 61 km Blbis/ 10th of Ramadan / Rubik



Dry port and logistics centers

1. Construction of dry port and logistics center at the 10th of Ramadan on an area of 250 fadan.
2. Construction of Damietta dry port on an area of 15 fadan.

Development Corridor

Damietta Axis / Cairo Port Said Corridor



NO	PROJECTS	Estimated cost of construction
Egyptian National Railways		
<u>1</u>	Construction of a cargo railway of 61 km Blbis/ 10th of Ramadan / Rubik	\$210 Million
Damietta Port Authority		
<u>2</u>	Equipment supply, Management and operation of a Multipurpose Terminal behind the western barrier	\$ 500 million
<u>3</u>	Development and operation of a Grains Terminal for handling , storing and value-added industries with an area of about 108 thousand m2	\$100 million
<u>4</u>	Equipment supply, Management and operation of a 300-meter berth.	Being studied
<u>5</u>	Equipment supply, Management and operation of a 600 m berth for silos and grains	Being studied
Dry port and logistics centers		
<u>6</u>	Construction of dry port and logistics center at the 10th of Ramadan on an area of 250 fadan	\$200 million
<u>7</u>	Construction of Damietta dry port on an area of 15 fadan	\$20 million

Development Corridor

Upper Egypt Corridor



The Upper Egypt axis is the main axis of trade movement from north to south of Egypt, as it extends from Cairo to Aswan with a length of 873.8 km and is considered the second longest axis in the development axes. Egypt has taken effective executive steps to develop the road, railway and Waterways traffic networks along the axis to meet the demand for goods transport services and passenger traffic across 8 governorates in Upper Egypt from Cairo to the Sudanese border (Qustal / Arqin), and they are represented in the following:

Developing the railway network from Alexandria to Aswan.

Construction of the fast electric train (October - Aswan).

Development and duplication of the roads of the eastern and western desert levels.

22 Axis bridge on the Nile to connect the west and east of the Nile.

Developing and raising the efficiency of the navigation course from the ports of Alexandria and Damietta to southern Egypt, in addition to establishing a number of Waterways ports.

The axis is also located on one of the most important international trade attempts on the African continent, which is the axis (Alexandria - Cape Town), where the length of this axis is estimated at 10 km and will contribute to increasing the volume of trade exchange between the countries of Egypt, Sudan, Ethiopia, Kenya, Tanzania, Zambia, Zimbabwe, Gabon and South Africa.

Development Corridor

Upper Egypt Corridor



Railways

1. Extension of the railway line (Cairo / Aswan) to Toshki and extend it to the state of Sudan



Dry port and logistics centers

1. Construction of a dry port in the new Beni Suef city on an area of 100 fadan
2. Construction of a dry port in the new Sohag city on an area of 45 fadan.
3. Construction of logistic center on an area of 300 fadan in Arqin
4. Construction of Damietta dry port on an area of 15 fadan



National Authority for Tunnels – Electric traction

1. The High speed Train (October / Luxor / Aswan).
2. The High speed Train (Luxor / Qena / Hurghada / Safaga)



Waterways

1. Construction, operation and maintenance of Dandara Waterways Port in Qena governorate .
2. Construction, operation and maintenance of the Waterways facility port in Sohag governorate .

Development Corridor

Upper Egypt Corridor



NO	PROJECTS	Estimated cost of construction
Egyptian National Railways		
<u>1</u>	Extension of the railway line (Cairo / Aswan) to Toshki and extend it to the state of Sudan	850 Million Eu
National Authority for Tunnels		
<u>2</u>	The High speed Train (October / Luxor / Aswan).	Being studied
<u>3</u>	The High speed Train (Luxor / Qena / Hurghada / Safaga)	Being studied
Dry port and logistics centers		
<u>4</u>	Construction of 300-fadan logistics center Qustol	\$100 million.
<u>5</u>	Construction of logistic center on an area of 300 fadan in Arqin	\$100 million.
<u>6</u>	Construction of a dry port in the new Sohag city on an area of 45 fadan	\$85 million
<u>7</u>	Construction of a dry port in the new Beni Suef city on an area of 100 fadan	\$200 million.
Waterways Transport Authority Projects		
<u>8</u>	Construction, operation and maintenance of Dandara Waterways Port in Qena governorate .	\$20 million.
<u>9</u>	Construction, operation and maintenance of Dandara Waterways Port in Qena governorate .	\$20 million.

Development Corridor

East - West Corridor (Safaga / Qena / Kharga)



East - West Corridor based on contributing to raising the efficiency of transportation from / to Safaga port to Cairo / El Kharga / south of Upper Egypt through the rail, road and river transport networks, as well as to serve the development areas in the Golden Triangle.

The road network supporting the axis was developed from the governorates of Upper Egypt to the north of Cairo, and the railway system was developed along the network to contribute to raising the efficiency of the movement of goods and passengers, and the Qena river port is also being launched to contribute to raising the share of river transport from transporting goods.

Development Corridor

East - West Corridor (Safaga / Qena / Kharga)



1. Equipment supply, Management and operation of a Multipurpose Terminal (Containers – General cargos) Safaga



National Authority for Tunnels – Electric traction

1. The High speed Train (Luxor / Qena / Hurghada / Safaga)



1. Reconstruction, operation and maintenance of the Abu Tartoor/Qena/

Development Corridor

East - West Corridor (Safaga / Qena / Kharga)



NO	PROJECTS	Estimated cost of construction
Egyptian National Railways		
<u>1</u>	Reconstruction, operation and maintenance of the Abu Tartoor/Qena/	\$580 Million
National Authority for Tunnels		
<u>2</u>	The High speed Train (Luxor / Qena / Hurghada / Safaga)	Being studied
Red sea ports		
<u>3</u>	Equipment supply, Management and operation of a Multipurpose Terminal (Containers - General cargos) Safaga	\$300 million
Waterways Transport Authority Projects		
<u>8</u>	Construction, operation and maintenance of Dandara Waterways Port in Qena governorate .	\$20 million.
<u>9</u>	Construction, operation and maintenance of Dandara Waterways Port in Qena governorate .	\$20 million.

Arab Republic of Egypt- Transport sectors



Railways
Electric traction
projects



Electric
traction
projects



Maritime
sector
projects



Dry Ports and
logistics centers
projects

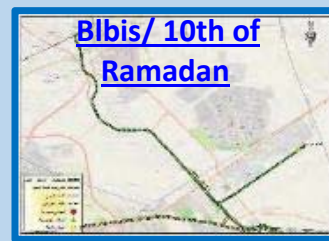


Waterways
projects



Projects of the Egyptian National Railways

Projects of the Egyptian National Railways



Sectors

Future Projects of the Ministry of Transport

**Railways
ENR**



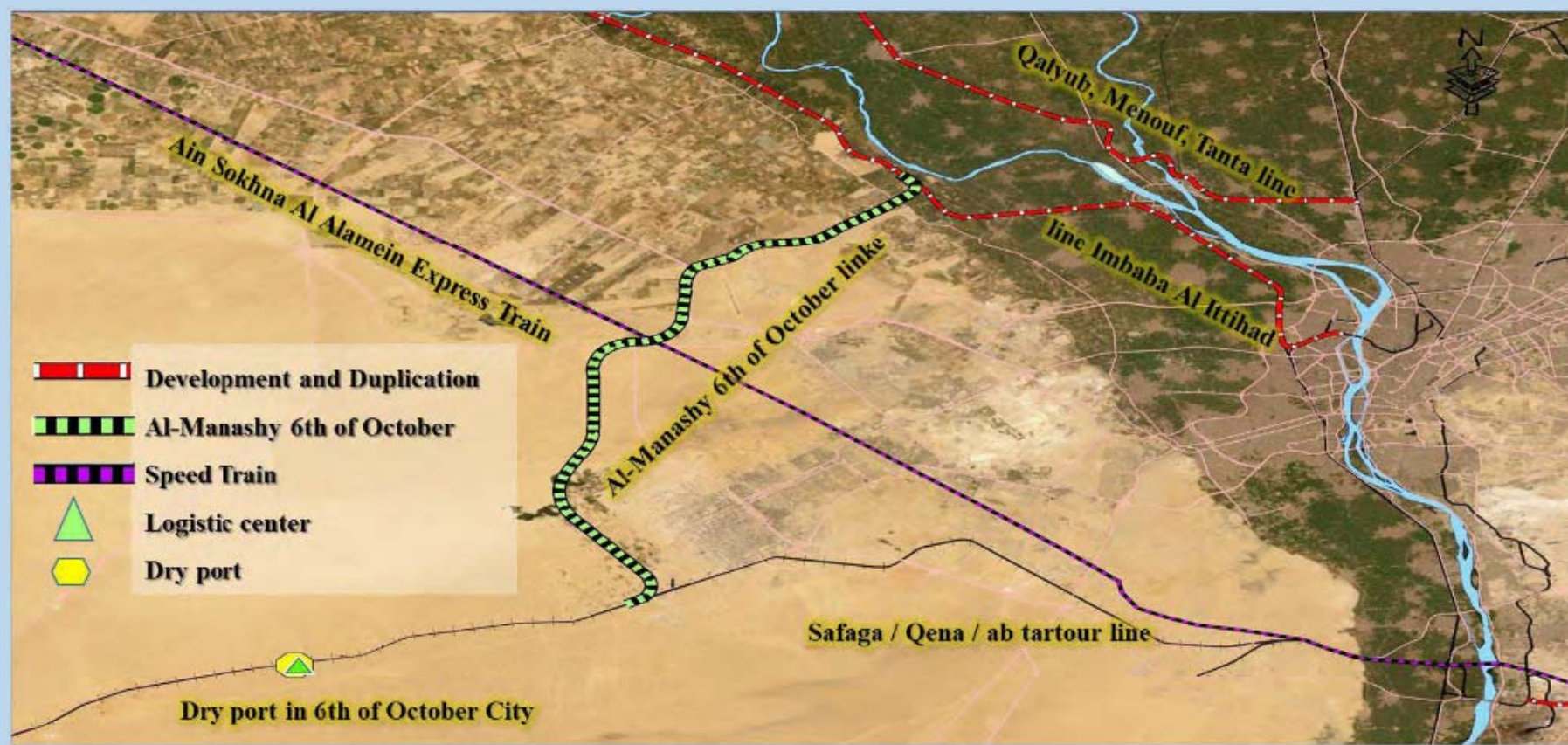
NO	PROJECTS	Estimated cost of construction
1	Construction of a 49 km railway between Al-Manashi and The City of 6 October	\$175 Million
2	The Development of double track line of 227km-long Embaba/Etai Elbaroud Line	\$425 Million
3	Construction of a cargo railway of 61 km Blbis/ 10th of Ramadan / Rubik	\$210 Million
4	The construction of the Matrouh / Jarjoub railway line with a length of 45 km and the rehabilitation of Matrouh / Salloum with a length of 270 km	\$375 Million
5	Extension of the railway line (Cairo / Aswan) to Toshki and extend it to the state of Sudan	\$650 Million To Toshki
6	Rehabilitation of al-Fardan Railway / Al-Qunetra East / Bir Al-Abd al-Arish / Rafah / Taba	\$580 Million To Bir Al-Abd
7	Reconstruction, operation and maintenance of the Abu Tartoor/Qena	\$580 Million
8	Management and operation of the main workshops of the Egyptian National Railways	—
9	Management and operation of railway companies, sectors and lines	—

Future Projects of the Ministry of Transport

Railways
ENR



1 Construction of a 49 km railway between Manashi and 6th of October City



ENR

Multimodal

Future Projects of the Ministry of Transport

Railways
ENR



1 Construction of a 49 km railway between Manashi and 6th of October City

PROJECT DATA	Estimated cost	Source of funding
<p>Location: Al-Manashi / City of 6October</p> <p>the goal of the project:</p> <ul style="list-style-type: none"> transporting goods between the ports of Alexandria and Dekhila and the dry port of October 6 using the cargo fleet of the Railway Authority, especially container transport. The project also aims to avoid conflicting cargo trains with passenger trains in the Cairo/Aswan line, which reduces the journey time or time taken to perform the cargo transport service. Increase the capacity of the cargo transport to the dry port by 6 October to 3 million tons per year. <p>The components of the project</p> <p>are 49 km long and a serious economic study is under way by the Italian company Italfer and the study ends December 2020.</p>	\$175 million	Partnership with the private sector

ENR

Multimodal

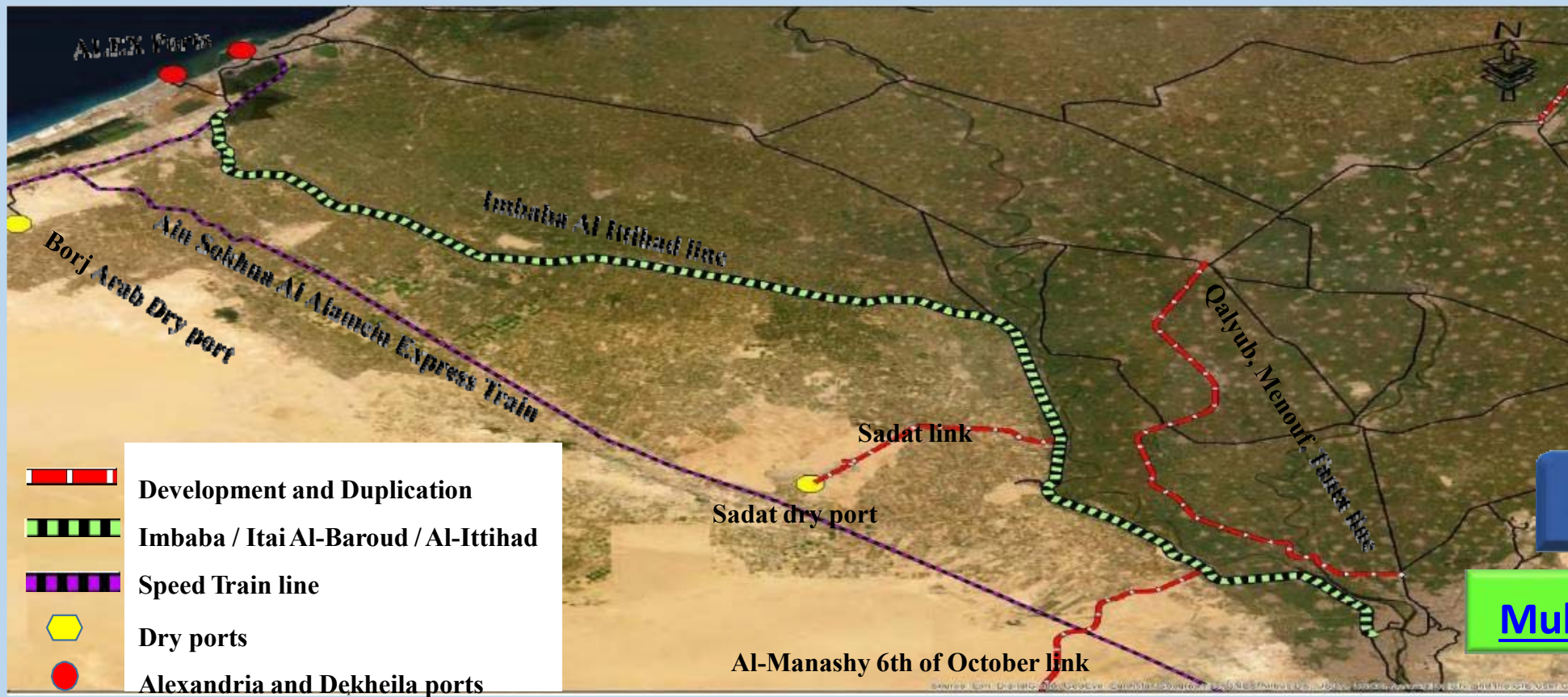
Future Projects of the Ministry of Transport

Railways
ENR



2

The Development and double track of Embaba/Etai Elbaroud Line (227km-long)



Future Projects of the Ministry of Transport

Railways
ENR



2

The Development and double track of Embaba/Etai Elbaroud Line (227km-long)

PROJECT DATA	Estimated cost	Source of funding
<p>Location: Embaba / Etai Elbaroud, Union Line</p> <p>the goal of the project:</p> <ul style="list-style-type: none"> • to absorb the increased and expected demand for passengers and goods as a result of the construction of the dry port of both the city 6 of October and sadat city. • Increase the movement of freight and passenger trains on the line. Components of the project: the work of earth bridges and new industrial works or extension of the current works. • The 119 km Embaba/Etai Elbaroud will be duplicated. • The 108 km-long Etai-Al-Ittihad line will be duplicated. • The development of signal systems, the Embaba/Etai Elbaroud line and the Union Line of The EIS system, resulting in increased speeds and the achievement of the safety element. A detailed feasibility study is under way. 	\$425 million	Partnership with the private sector

ENR

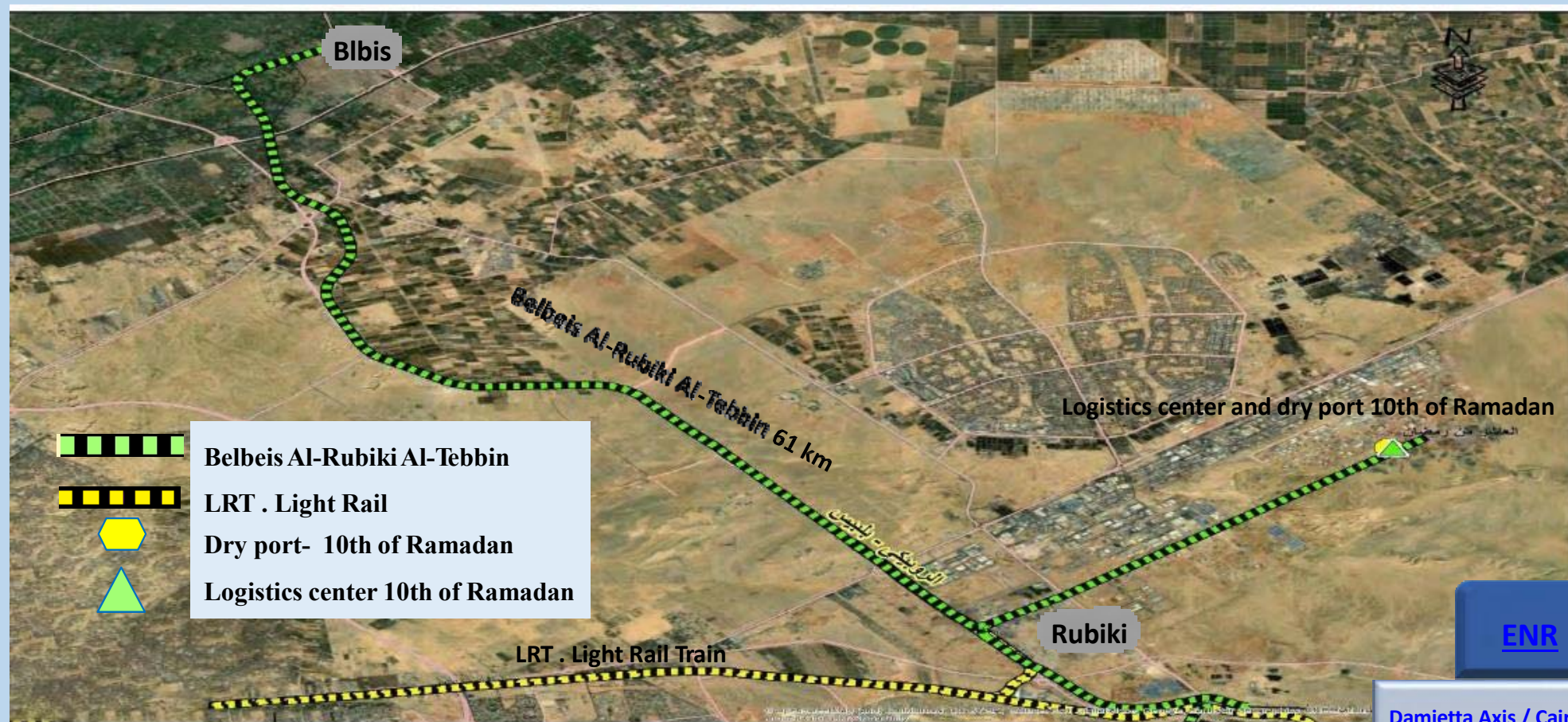
Multimodal

Future Projects of the Ministry of Transport

Railways
ENR



3 Construction of a cargo railway of 61 km Blbis/ 10th of Ramadan / Rubik



Damietta Axis / Cairo Port Said

Future Projects of the Ministry of Transport

Railways
ENR



3 Construction of a cargo railway of 61 km Blbis/ 10th of Ramadan / Rubik

PROJECT DATA

Estimated
cost

Source of
funding

Location: Blbis / 10th of Ramadan / Rubik.

goal of the project:

- linking the area of the tenth of Ramadan logistics with the tribal face, marine ports, industrial cities and dry port service in the tenth of Ramadan. Increasing the capacity of the transported by rail to one million tons per year on this line directly.
- Connecting the city of the 10th of Ramadan directly to the railway network via the Blbis/Cairo line, which leads to a decrease in the journey time of the freight train.

Components of the project:

- This project is 61 km long connecting the area of Rubik on the line of Ain Shams Suez and the site of the dry port of the city of Ramadan and connects the industrial zone of the city of 10th of Ramadan and is under going on a serious economic study.

\$210 million

Partnership with
the private sector

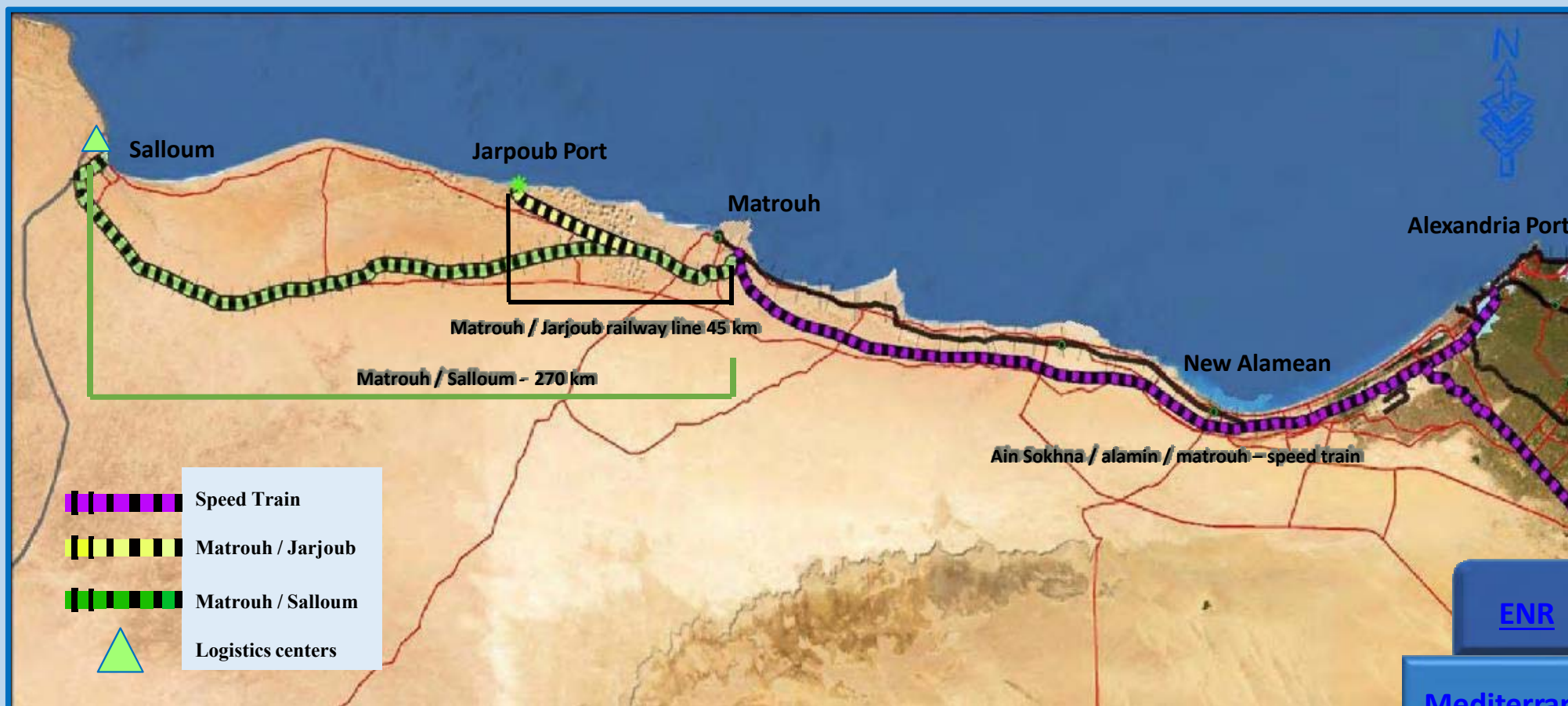
Future Projects of the Ministry of Transport

Railways
ENR



4

The construction of the Matrouh / Jarjoub railway line with a length of 45 km and the rehabilitation of Matrouh / Salloum with a length of 270 km



ENR

Mediterranean

Future Projects of the Ministry of Transport

Railways
ENR



4

The construction of the Matrouh / Jarjoub railway line with a length of 45 km and the rehabilitation of Matrouh / Salloum with a length of 270 km

PROJECT DATA

Estimated
cost

Source of
funding

Location: Matrouh / Jarjoub

the goal of the project:

- Connecting the seaport (Jarjoub) to the network of railway lines such as AL-Kabare line / Matrouh and the Siwa line and the rest of the ports of the Republic.
- Rail connectivity with Siwa Oasis, which contributes to maximizing the transport of goods and multimedia transport.
- To serve the structural plans for future expansions in the western region, whether industrial, agricultural or residential, and to stimulate tourism with the future extension of the link with neighboring countries (Benghazi, Libya).

Components of the project:

- A detailed feasibility study is prepared for the construction of a railway project between Siwa-Matrouh-Jarjup, with passengers and cargo to begin connecting the port of Jarjup with Matrouh before studying the link of Matrouh to Siwa. Coordination with the Libyan side is being coordinated for the railway link between Salloum in Egypt and Beni Ghazi in Libya later.
- The study will include the preference that the project be launched directly BOT system or the state will bear the implementation of the project and then put it to the investors to implement the project in stages.

\$ 375 Million

Partnership
with the
private
(sector)

ENR

Mediterranean

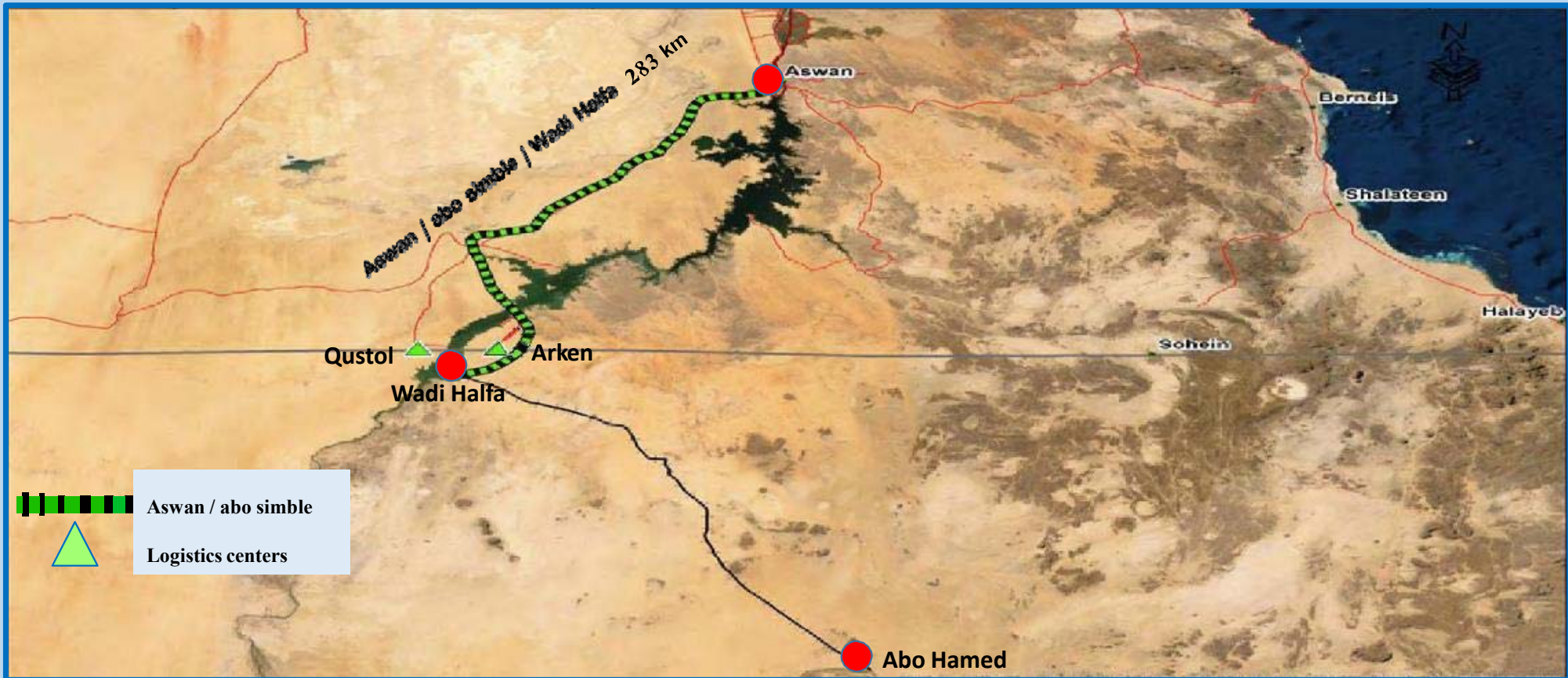
Future Projects of the Ministry of Transport

Railways
ENR



5

Extension of the railway line (Cairo / Aswan) to Toshki and extend it Sudan



Upper
Egypt

ENR

Future Projects of the Ministry of Transport

Railways
ENR



5

Extension of the railway line (Cairo / Aswan) to Toshki and extend it Sudan

PROJECT DATA	Estimated cost	Source of funding
<p>Location: Aswan / Toshki – Sudan</p> <p>the goal of the project:</p> <ul style="list-style-type: none"> This project represents a strategic dimension to connect Toshki to the Cairo/High Dam railway, which facilitates the movement of passengers and goods between Toshki and the rest of the stations of the Republic, which contributes to the service of the structural plans for future expansions, whether industrial, agricultural or residential. The railway link between Egypt Railways and Sudan Railways through a interchange station in Wadi Halfa. <p>Components of the project:</p> <ul style="list-style-type: none"> The construction of a railway line from the Cairo/Aswan line to Toshki along 225 km and from there to Sudan. A detailed feasibility study is under way on three proposals: The link between wadi Halfa (Sudan) and aswan city on the western side of 400 km. The link between Wadi Halfa (Sudan) and the city of Aswan on the eastern side is 446 km long. The link between the city of Abu Ahmed (Sudan) and the city of Aswan is about 609 km long. 	<p>850 Million Euro To Toshki</p>	<p>Partnership with the private)sector</p>

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Future Projects of the Ministry of Transport

Railways
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6 Rehabilitation of al-Fardan Railway / Al-Qunetra East / Bir Al-Abd al-Arish / Rafah / Taba



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Future Projects of the Ministry of Transport

Railways
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6 Rehabilitation of al-Fardan Railway / Al-Qunetra East / Bir Al-Abd al-Arish / Rafah / Taba

نادر فلا بربوك



- Al-Fardan / Al-Qantara East / Bir Al-Abed (100 km)
- Bir Al-Abed / Al-Arish / Rafah (125 km)
- Arish / Taba (210 km)

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Future Projects of the Ministry of Transport

Railways
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6 Rehabilitation of al-Fardan Railway / Al-Qunetra East / Bir Al-Abd al-Arish / Rafah / Taba

PROJECT DATA	Estimated cost	Source of funding
<p><u>Location:</u> Al-Fardan, Al-Qantra East, Bir al-Abed, Al-Arish, Rafah, Taba.</p> <p><u>The goal of the project:</u></p> <ul style="list-style-type: none"> connecting the Sinai Peninsula to the railway network to the eastern region between Al Fardan to Rafah and then extending to Taba. This line contributes to the service of agricultural and industrial projects and petroleum services and the service of new structural plans that serve the future expansion of new residential areas, which contributes to facilitating the movement of goods and passengers between the Nile Valley and Sinai. The possibility of connecting to neighboring countries. <p><u>Components of the project:</u></p> <ul style="list-style-type: none"> Distance from Al Fardan to Bir Al-Abd 225km. The rest of the distance between Bir al-Abd, Al-Arish and Taba is being studied. A detailed feasibility study is under way. 	\$580 Million To Bir Al-Abd	Partnership with the private sector

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Future Projects of the Ministry of Transport

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7

Reconstruction, operation and maintenance of the Abu Tartoor/Qena



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Future Projects of the Ministry of Transport

Railways
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7 Reconstruction, operation and maintenance of the Abu Tartoor/Qena

PROJECT DATA	Estimated cost	Source of funding
<p><u>Location:</u> Abu Tartour – Qena Line</p> <p><u>The goal of the project:</u></p> <ul style="list-style-type: none">• Transport phosphate ore and phosphoric acid from Abu Tartour, the intermodal station, at km 468 Qena, the planned passage of the high-speed electric train (Luxor / Hurghada / Safaga) to link Abu Tartour and Safaga port.• Transport of grain from Safaga port to grain silos in the Republic.• Connecting the logistic area in Safaga port to the railway network, thus increasing the quantity of goods transported by railway.• Connecting Hurghada to a railway network with the expectation of future urban expansion in the Red Sea Governorate <p><u>Components of the project:</u></p> <ul style="list-style-type: none">• The total distance of the Abu Tartour – Qena railway line is 468 km.	\$ 550 million.	Partnership with the private sector

ENR

Management and operation of the main workshops At the Egyptian National Railways Authority

(29) workshops

ENR

Sectors

Future Projects of the Ministry of Transport

**Railways
ENR**



s	The name of workshop	The activity of workshop	The No of workers in the workshops	The site of workshop	The area of workshop
1	Kom Abu Rady workshop	Implementing various overhauls for all types of air-conditioned passenger coaches	25 engineers 1784workers	Beni Suef Governorate – Industrial Zone in Wasta.	75acres
2	Gabal Al Zaitoun workshop	Performing general overhaul for all types of freight wagons	10engineers 438workers	Alexandria Governorate – Kabbari within the population area	18 acres
3	Abu Zabaal workshop	General and medium overhauls for third-class passenger coaches	8engineers 926workers	Qalyubia Governorate – Abu Zaabal Within the Population Area	67 acres
4	Al Abassia workshop	Manufacturing (switches - intersections - expansion - side points- side rails- retorts) according to the current projects of ENR I, which are related to railway renewals, which are carried out by ENR infrastructure sector	4engineers 298workers	Cairo governorate– Abbasia inside the population area	10 acres
5	Signalling workshop	Manufacture of signaling engineering works in ENR blocks interlocking – switches - cruise devices - tires - mechanical semaphores etc.)	4engineers 230workers	Cairo governorate– Farz Cairo	5 acres
6	Electronic center	The center manufactures (ATC inverter panels - ATC alarm device - inverter for fluorescent lamps 120 cm working in all regular vehicles	engineers 6 worker 45	Cairo governorate– Farz Cairo	1 acre inside Farz Cairo phences

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Future Projects of the Ministry of Transport

**Railways
ENR**



s	The name of workshop	The activity of workshop	The No of workers in the workshops	The site of workshop	The area of workshop
7	Abu Ghates Coaches workshops	Performing the periodic maintenance for coaches	680 worker	Cairo Governorate – next to El Sharabeya Bridge, Ahmed Helmy Street, surrounded by railways from all sides	around 27acres
8	Kobri Al Lamon worksho	Perform regular maintenance and the preparation and readiness of trains	65 worker	Cairo Governorate – Ramses next to the Vehicles Administration in Mahmasha	Around 2 acres
9	Locomotives workshop in Al Farz	Carrying out periodic (preventive) maintenance of various types and daily preparation	675 worker	Cairo Governorate – Farz Cairo (Al Sharabeya) is surrounded by the railway from all sides	3.5acres
10	Diesel Abu ghates	Preparing incoming and ready tractors	92 worker	Cairo Governorate – Diesel Abu ghates next to Cairo Station	around 22800 meter
11	Sleeping coaches workshop	Readiness with sleeping coaches trains	166 worker	Cairo Governorate – Sharabeya – surrounded by railways lines from all sides	Around 26000 meter
12	VIP coaches within the sleeping coaches workshop	Getting ready with VIP trains, Spanish trains, and power coaches on the boogies side	166 worker	Cairo Governorate ,El Sharabeya Farz Cairo	24800 meter train

ENR

Future Projects of the Ministry of Transport

**Railways
ENR**



s	The name of workshop	The activity of workshop	The No of workers in the workshops	The site of workshop	The area of workshop
13	The Spanish coaches workshop	Readiness with the French coaches train	193 worker	Cairo Governorate – Sharabeya Farz Cairo	Around 3 acres
14	Power coaches workshops	Lifting engines from them - lifting generators - overhauling cables and controls - washing radiators. - Overhauling engines.	149 technicians + engineers 207convoyers	Cairo Governorate – Sharabeya Farz Cairo	Around 1 acres
15	Tanta workshop	Periodic maintenance and overhauls of coaches and locomotives	399 worker 14 engineer	Gharbia governorate – Tanta –Central Delta	28 acres
16	Mansoura workshop	Periodic maintenance and removing the failures of coaches and locomotives	237workers 7engineers	Dakahlia– Mansoura – central Delta	21 acres
17	AL Hadara workshop	preparation of locomotives and coaches , maintenance, periodic maintenance and overhauls of the ATC	415 workers 19engineers	Alex station– Al Hadara– west Delta	80 acres
18	Qabbary workshop	Maintenance and repair of locomotives and wagons that operate in the transport of freight	151 workers 6 engineers	Alex Governorate – Qabbary– West Delta	22000 meter

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Future Projects of the Ministry of Transport

Railways
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s	The name of workshop	The activity of workshop	The No of workers in the workshops	The site of workshop	The area of workshop
19	Zagazig workshop	Periodic maintenance and maintenance of passenger coaches and freight wagons and the preparation of trains	650 workers 13 engineers	Sharqia governorate – Zagazig – East Delta	24 acres
20	Nefisha workshop	Periodic maintenance and maintenance of passenger coaches and freight wagons ,and the preparation of trains	155 workers 6 engineers	Ismailia governorate – East Delta	151 acres
20	Suez Workshop	Periodic maintenance and maintenance of passenger coaches and freight wagons ,and the preparation of trains	111 Workers 3engineers	Suez governorate–East Delta	13 acres
22	Port Said workshop	Periodic maintenance and maintenance of passenger coaches and freight wagons ,and the preparation of trains	90 workers 3engineers	Port Said Governorate– East Delta	23000 meter
24	Menia Edafia workshop	General overhaul of coaches	250 workers 4engineers	Menia governorate	25000 meter

[ENR](#)

Future Projects of the Ministry of Transport

Railways
ENR



S	The name of workshop	The activity of workshop	The No of workers in the workshops	The site of workshop	The area of workshop
25	AL Menya Al Masria workshop) performing the preparation of trains and periodic maintenance and removal of failures of train (coaches and locomotives)	350 workers 7engineers	Menia governorate	10 acres
26	Suhag locomotives workshops	preparation of trains and removing failures of all types of locomotives and performing periodic maintenance of coaches	183 workers and technicians 7engineers	Suhag governorate	2 acres
27	Nag Hamadi locomotives workshop	Preparation of trains and removing the failures of locomotives and coaches	65 workers and 1 engineer	Nag Hamadi governorate	4.5 acres
28	Assiut locomotives workshops	Preparation of trains and removing the failures of locomotives and coaches	143 workers 7engineers	Assiut governorate	2.5 acres
29	Luxor workshop	Maintenance and preparation of locomotives and coaches	workers 314 engineers 12	Luxor governorate	25000 meter

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Railways
ENR



Management and Operation of Railways Companies, Sectors and lines



[ENR](#)

[Sectors](#)

Future Projects of the Ministry of Transport

Railways
ENR



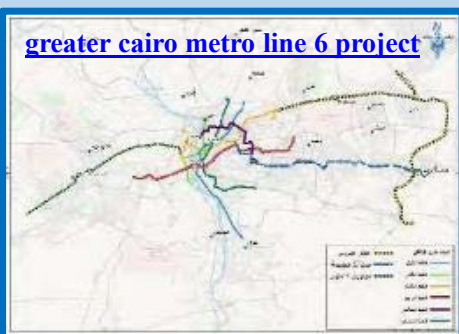
Ser.	Company Name	Activity
1	ERIS	Carrying out security and cleaning works for facilities, tasks, rolling stock and facilities security.
2	ERNS	Management and operation of sleeping coaches, train buffets, stations, social and sports clubs.
3	TRANS IT	Designing, developing and preparing computer programs and systems as well as designing comprehensive technology solutions for developing the MoT network and its affiliated authorities.
4	Freight Transport Company	Operating railway freight transport sector in preparation for the establishment of a multimodal transport company with land and Waterways transport companies.
5	Luxurious Trains Operation Company	Management, operation and maintenance of the new Spanish lines on long lines
6	Russian Luxurious Coaches Operation Company	Management, operation and maintenance of Russian luxurious (first - second) air-conditioned coaches to provide a distinguished service for passengers.

[ENR](#)

National authority Tunnel projects

(3) Projects

greater cairo metro line 6 project



Abu Qir Metro in Alexandria



Raml tram line in Alexandria



High speed train (Ain Sokhna - Marsa Matrouh)



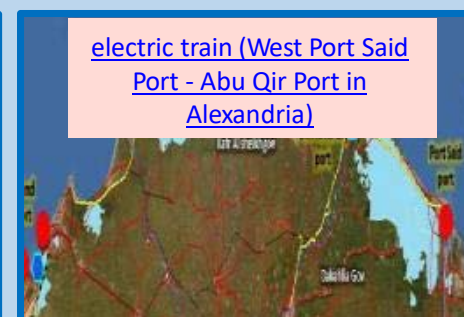
high speed train (October / Luxor / Aswan)



high speed train (Luxor / Qena / Hurghada / Safaga)



electric train (West Port Said Port - Abu Qir Port in Alexandria)



وزارة النقل
MINISTRY OF TRANSPORT



Sectors

Future Projects of the Ministry of Transport

The National
Authority for Tunnels



NO.	Projects	Estimated cost of construction
1	Construction, operation and maintenance of the greater cairo metro line 6 project	\$5 Billion.
2	operation and maintenance of The Abu Qir Metro in Alexandria	\$1.7 Billion
3	operation and maintenance of the Raml tram line	\$406 million
4	Management, operation and maintenance of the high speed train (Ain Sokhna - New Alamein - Marsa Matrouh)	\$8.908 Billion.
5	Management, operation and maintenance of the high speed train (October / Luxor / Aswan)	\$11.08 Billion.
6	Management, operation and maintenance of the high speed train (Luxor / Qena / Hurghada / Safaga)	\$2.7 Billion.
7	The electric train (a proposed railway connection) between (West Port Said Port - Abu Qir Port in Alexandria)	Being studied

[Tunnels](#)

[Sectors](#)

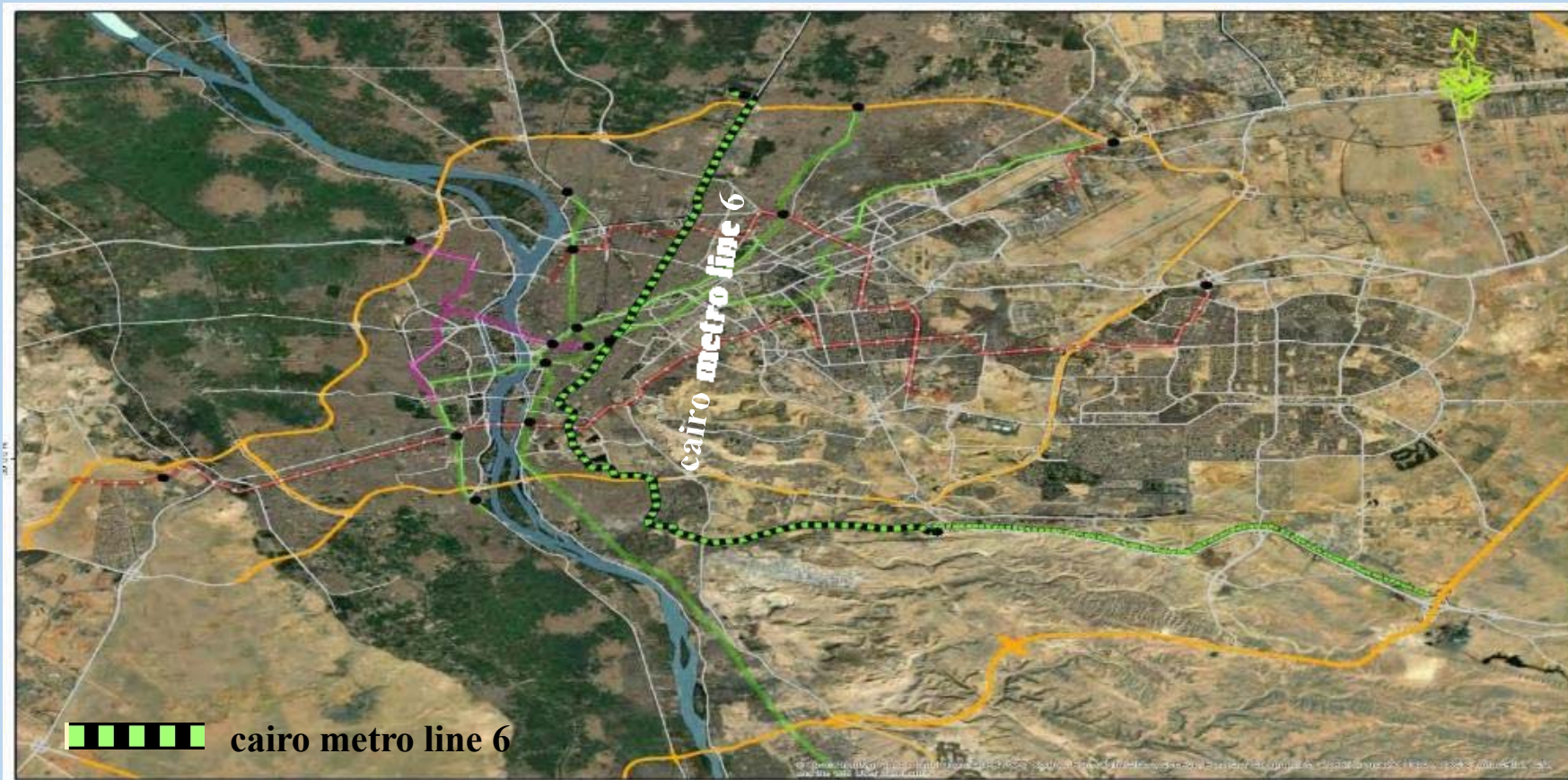
Future Projects of the Ministry of Transport

The National
Authority for Tunnels



1

Construction, operation and maintenance of the greater Cairo metro line 6 project



Tunnels

Future Projects of the Ministry of Transport

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1

Construction, operation and maintenance of the greater Cairo metro line 6 project

❑ The beginning of the line was determined from the special area at exit 18 of the ring road along the Ismaili apath of Ismailia in the path of Al-Alawi and then continues to the square of tourists then Port Said street and intersects with the first line in the midst of the city of Port Said to The Square of Sayeda Zainab and then extends to cross the fourth line of amr bin al-As station and then continues to the new maadi in the satellite area and then extends the line to end at the confluence of the middle circle with the road of Al Ain Sukhna

❑ The line is 35 km long and the number of stations is 26, the tunnel section is 20 km long and the upper and upper part is 15 kilometers long.

[Tunnels](#)

Future Projects of the Ministry of Transport

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1

Construction, operation and maintenance of the greater Cairo metro line 6 project

PROJECT DATA	Estimated cost	Source of funding
<p><u>Project site:</u></p> <p>Cairo</p> <p>project objectives :</p> <p>providing a transport service for passengers from north Cairo to the south and vice versa</p>	<p>Estimated value of \$5 billion (approximately \$2 billion for the first phase of the special to a 13.3 km cloud including mobile units)</p>	<p>(Partnership with the private sector)</p>

Tunnels

Future Projects of the Ministry of Transport

The National
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2

Operation and maintenance of the Abu Qir metro in Alexandria



Tunnels

Mediterranean

Future Projects of the Ministry of Transport

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2

Operation and maintenance of the Abu Qir metro in Alexandria

project synopsis

Tunnels

Mediterranean

Future Projects of the Ministry of Transport

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Authority for Tunnels



2

Operation and maintenance of the Abu Qir metro in Alexandria

PROJECT DATA

Estimated cost

Source of funding

Location of the project :- Alexandria

objectives of the project:

- aims to achieve the safe operation of the line after development and understand the increased traffic and number of trips and contribute to the reduction of traffic bottlenecks in Alexandria, and reduce the consumption of subsidized fuel as the operation depends on clean electric power.
- Increase passenger capacity from 2,850 passengers/hour/direction to 60,000 passengers/hour/direction, reduce flight time from 50 minutes to 25 minutes, increase operating speed from 25 km/h to 80 km/h and achieve a shorter locomotive time from 10 minutes to 2.5 minutes.
- After the development of the line will be achieved the integration of the railway lines with the transport network in Alexandria, where it is planned to extend in its second phase and connect with the Ajami railway and in its third phase by the Burj Al Arab railway.

1.7 billion
euros

Cost of
construction

–The Establishment
of the European
Bank for
Reconstruction and
Development
(EBRD).

–the European
Investment Bank
(EIB),

– the French
Development
Agency (AFD)

– the Asian
Infrastructure
Investment Bank

[Tunnels](#)

[Mediterranean](#)

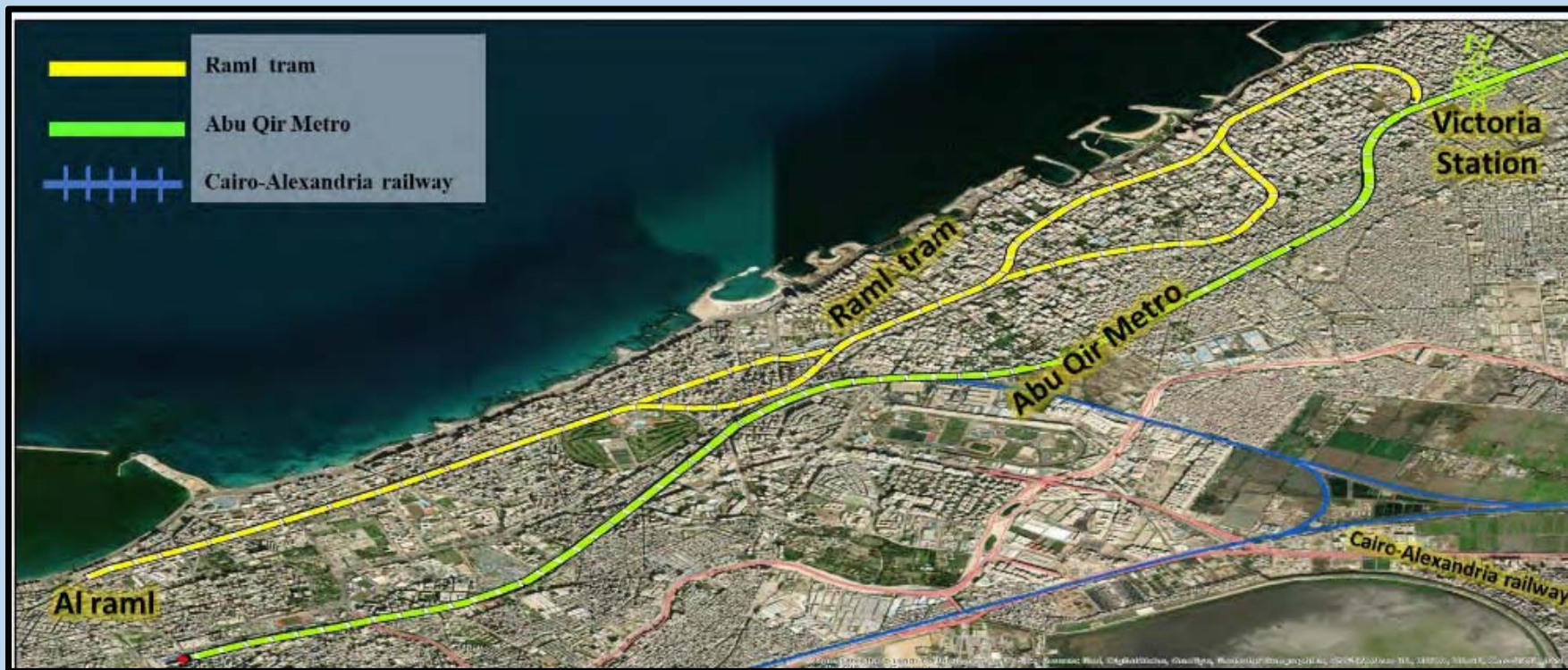
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3

Operation and maintenance of EL Raml tram line



Tunnels

Mediterranean

Future Projects of the Ministry of Transport

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Authority for Tunnels



3

Operation and maintenance of the Raml tram line

project synopsis

- ❑ The tram route begins after rehabilitation from Victoria Station and then extends west ward to pass through the areas (San Stefano - Janacles - Ministry - Rushdie - Mustafa Kamel - Sidi Jaber - Sporting - Ibrahimia – Al raml)
- ❑ The entire line after its development is 13.7 km long and the number of stations is 28.



Future Projects of the Ministry of Transport

The National
Authority for Tunnels



3

Operation and maintenance of the Raml tram line

project synopsis

PROJECT DATA	Source of funding	Estimated cost
<p>The project location :- Alexandria</p> <p>project objectives:</p> <p>rehabilitation of the sand tram line from Victoria Station to Manshiyeh Square to transport an estimated passenger volume of 13,800 passengers/hour/direction instead of 4,700 passengers/hour/direction and reduce the flight time from 60 minutes to 31 minutes and increase operating speed from 11 km/h to 27 km/h and the speed of capture will be reduced from (8:9) minutes to (2.20:3) minutes.</p>	<ul style="list-style-type: none">– Construction– French Development Agency (AFD)– European Investment Bank (EIB)	<p>363 million euros construction cost</p>

[Tunnels](#)

[Mediterranean](#)

Future Projects of the Ministry of Transport

The National
Authority for Tunnels



4

Management, operation and maintenance of the electric train (Ain Sokhna - New Alamein - Marsa Matrouh) \$8.908 Billion.



Project master data	current offering
Line length (km)	660
number of stations	20
The number of express trains	15
The number of regional trains	33
Number of electric tractors	15

Tunnels

Mediterranean

Multimodal

The track extends from Ain Sukhna to the new fields and then to Marsa Matrouh, with a length of 660 square kilometers, 20 stations (8 high-speed train stations, and 12 Uqh stations), the design speed of the project is 250 km / h and the speed for fast electric printing is 200 km / h and electric trains are 160 km / h. Time and customs tractors 120 km / h.

Future Projects of the Ministry of Transport

The National
Authority for Tunnels



5

Management, operation and maintenance of the high speed train (October / Luxor / Aswan)



The line starts from the 6th of October station to connect with the monorail, provided that the track is west of the Western Upper Egypt Desert Road, and the regional stations in the areas of the intersection of the Nile axes with a length of 850 km and the design speed of the project is 250 km / h and the operational speed of fast electric trains is 200 km / h (19 trains) and the regional electric trains are 160 km / hour (38 trains) and electric cargo tractors 120 km / h (19 trains) and implementation is carried out in two stages:

The first phase: from October to Luxor with a length of 640 km and includes 20 stations (6 express + 14 regional) "6th of October - Al Wasta - Adly Mansour - Beni Suef - El Fashn - Bani Mazar - Samalut - Minya - Mallawi - Dayrut - Manfalut - Assiut" Abu Tig - Tama - Akhmim - Sohag - Gerga - Najah Hamadi - Qena - Qus

The second phase: from Luxor to Aswan, with a length of 210 km, and includes 7 stations (3 express + 4 regional) "Luxor - Esna - Edfu - Kalabsha - Daraw - Aswan - Aswan Reservoir".

Upper
Egypt

Tunnels

Future Projects of the Ministry of Transport

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6

Management, operation and maintenance of the high speed train (Luxor / Qena / Hurghada / Safaga)



The track extends from Luxor Railway Station, then Qus, to Qena Station, then extends east to Hurghada, then Safaga Port, with a length of about 297 km. The design speed of the project is 250 km / h, the operational speed of electric express trains is 200 km / h, regional electric trains are 160 km / h, and electric goods tractors 120 km/h, and 7 stations, with 3 express train stations and 4 regional stations (Luxor - Qus - Qena - East Sohag - Hurghada - Sahl Hasheesh - Safaga).

The line is contracted at an amount of (1.2) billion dollars, including all the works of the company's scope and with the agreed number of moving units, after adding a train and a tractor, so that the number of trains becomes (5) passenger trains and (6) tractors to serve goods.

[East - West
Corridor](#)

[Upper
Egypt](#)

[Tunnels](#)

Future Projects of the Ministry of Transport

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7

The electric train (a proposed railway connection) between (West Port Said Port - Abu Qir Port in Alexandria)



Tunnels