Supporting the extension of the Cairo metro network

In Cairo, the largest city in Africa with 18 million inhabitants, there is a need to extend the metro network in order to more effectively organize mobility, relieve traffic congestion, and reduce air pollution. AFD is supporting the construction of Line 3.

01/01/2010
Project start date
Cairo
Location
Infrastructure
Sustainable Cities
Climate
sector(s)
Loan
financing tool(s)
44 000 000 EUR
Financing amount

City of Cairo
Beneficiaries
Context

Improving the capital’s public transport system is one of the key factors for
economic growth and urban development in Egypt, due to the extremely high population density and the concentration of activities and traffic along the Nile. The city of Cairo (over 18 million inhabitants and the largest city in Africa) is faced with serious problems in terms of organizing urban mobility, road traffic congestion, heavy air pollution, the saturation of parking spaces and, consequently, accidents. In addition to the development of new cities in the outskirts, which aim to relieve saturation in the city center (New Cairo, 6 October City), the Government’s priority is to develop mass public transport, such as metros, tramways and bus rapid transit (BRT) systems, offering high-quality levels of comfort and service, comparable to those of cars.

Description

The project aims to reduce travel times for residents and reduce traffic congestion, as well as carbon emissions and other pollutants in Cairo. The first 4.3 km-long phase of Line 3 was commissioned in February 2012, and the second 7.7 km-long phase was commissioned in May 2014. The third 18 km-long phase will connect the city center to the West Bank (Giza) via two sections: one towards Imbaba in the North, and the other towards Cairo University in the South. Commissioning is scheduled for 2020. It is a high-capacity rapid suburban metro, as is the case with the first two lines. It provides for a combined integration of the line with sections with a deep tunnel, on viaducts and overground. The stations will be built cut-and-cover, while the main sections will be excavated by tunnel boring machines.

In addition to supervision, a technical assistance component includes services for training and transferring know-how to the transport authority.

Impacts

- **Economic:** The project has a high level of socioeconomic profitability (estimated at over 17% for the entire Line 3), mainly due to the time saved. 2.7 million passengers a day are expected on the line in 2022, the date scheduled for the full commissioning. Increase in the time saved by users and reduction in the running costs of vehicles (passenger cars, taxis, buses).
- **Environmental:** Reduction of a total of 9.3 Mt of CO2 emissions during the operating period (2019-2053), i.e. 273,500 t a year.
- **Social:** Creation of 12,000 jobs during the construction period. During the operating period, the project will have positive impacts in terms of increasing access for city dwellers to jobs and services (low fare levels for the metro).