Cairo vision 2050
The Strategic Urban Development Plan of Greater Cairo Region
<table>
<thead>
<tr>
<th></th>
<th>Why Cairo Vision?</th>
</tr>
</thead>
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<tr>
<td>01</td>
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<td>Prioritized Projects Realizing the Vision</td>
</tr>
</tbody>
</table>
The capital of Egypt (80 million inhabitants)

Cairo was among the top capitals in the Middle East, has declined as a result of several problems:

1- High density in inner-city
2- Traffic congestion
3- Environmental deterioration
4- Informal development
Problems and Challenges

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>16 million inhabitants</td>
</tr>
<tr>
<td>2020</td>
<td>23 million inhabitants</td>
</tr>
<tr>
<td>2050</td>
<td>30 million inhabitants (targeted)</td>
</tr>
</tbody>
</table>

GCR encompasses:
- 22% of overall population of Egypt
- 43% of overall urban population

Remark: the projected population number in GCR in 2050 is 38 million inhabitants, according to current growth rates. The target is not to exceed 30 million in Cairo 2050.
The problem is not the size of GCR but the maldistribution of population. 75% of the GCR’s population is condensed within a 20 km-diameter circle.
Community’s Opinion – What People Want for Cairo?
Citizens’ Aspirations

A city that is fair to all social classes..

A clean city …..

Developed residential districts

It has good work opportunities

Having many gardens …..

Offering opportunities of breadwinning …..
Community’s Vision for the Solutions of Problems and Obstacles in Different Districts

Results of surveys conducted by more than one source across more than 5000 families in GCR

Community Requirements and Needs

- Rest of Cairo
- Nazlet Al-Semman
- Monumental Areas
- El-Matareyah
- Boulaq Al-Dakrour

- Improving Utilities
- Road and Transportation
- Network to Connect with New Cities
- Providing New and Developed Housing
- Providing Basic Services

- Improving Utilities
- Cleanliness
- Providing New and Developed Housing
- Road and Transportation
- Network
03 Main Concept of the Vision
Main Concept of the Vision

The Regional Ring Road

Agricultural Lands

Giza

Cairo

New Cairo

El-Obour

El-Shorouq

El-Amal

Physical Development Directions

6th of October Governorate

6th of October

15th of May

Helwan

Governorate

Raising living standards to an international level

Redistribution of population all over the region

Physical Development Directions

Improvement of Environment and Increasing Green Areas

Housing and Slums

Better Administration of the Region

Roads and Transportation

Drinking Water and Sanitation

Agricultural Development Directions

Main Concept of the Vision
Core of the Vision
Different Strategies Dealing with Districts of GCR

6th of October

Strategy 3

Boulaq Al-Dakour
Strategy 2

Downtown

Ain Shams

New Cairo

Current Densities
Projected Densities

Density person/feddan

800
750
700
650
600
550
500
450
400
350
300
250
200
150
100
50

Decreasing Population Density

Attracting Population to New Cities (housing – jobs) and Increasing Connectivity

Attracting Population to New Cities (housing – jobs) and Increasing Connectivity

Decreasing Population Density

Profiting from the inner city values and its Constituents

Settlement of New Major Projects outside Cairo and Giza
Solving Cairo’s Problems by Rapid modes of Transportation with the increase connectivity.

Duration of Trip: 60 minutes
| 01 | Why Should we Develop a Vision for Cairo? – Problems and Challenges |
| 02 | Community’s Opinion – What People Want for Cairo |
| 03 | Main Concept of the Vision |
| 04 | Community Participation in Formulating the Vision **(Highlighted)** |
| 05 | Developing Sectors that realize the Vision |
| 06 | Prioritized Projects Realizing the Vision |
The Participation of 1800 of Key Officials, Planners, and Thinkers in Formulating the Vision in 2009

- **2 conferences**: 300 participants of key officials, thinkers, media figures, investors, members of People’s Assembly and Shura Council
- **28 specialized workshops**: 1000 participants of experts and executive officials
- **4 symposium** with NGOs and associations: 400 expert participants
- **4 surveys covering more than 3000 families** in GCR
Cairo Vision 2050

Cairo: Global – Green – Connected
Components of the Cairo Vision 2050

Vision: a Global, Green and Connected City

Global
• Africa’s gate and the best Middle Eastern capital
• A regional and global focal point of politics, administration, culture, tourism and economy
• A global heritage capital, for all the historical heritage it possesses

Green
• Resuming the city’s physical and architectural splendor and elimination of slums
• Achieving the international standards of the individual’s share in open green areas

Connecte
• Having pedestrians’ paths, open areas and public plazas
• Socially connected
• physically Connected by efficient road networks and public transportation
• Technologically connected
Developing Sectors Realizing the Vision

- Developing Sectors that realize the Vision

Prioritized Projects Realizing the Vision
### Sectors Realizing the Cairo Vision 2050

<table>
<thead>
<tr>
<th>First Target</th>
<th>Second Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Raising living condition to the international level</td>
<td>Increasing the competitiveness of the Egyptian Capital</td>
</tr>
<tr>
<td>Better Administration of the Region</td>
<td>Culture and Media Sector</td>
</tr>
<tr>
<td>Housing and shelter sector</td>
<td>Trade and Industry Sector</td>
</tr>
<tr>
<td>Environment sector</td>
<td>Tourism Sector</td>
</tr>
<tr>
<td>Roads and Transportation sector</td>
<td>Financial Sector</td>
</tr>
<tr>
<td>Drinking Water and Sanitation sector</td>
<td>Telecommunications and Information Technology Sector</td>
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<tr>
<td>Education Sector</td>
<td></td>
</tr>
<tr>
<td>Health Sector</td>
<td></td>
</tr>
</tbody>
</table>
Results of Citizens’ Surveys

### Raising living standards to an international level

<table>
<thead>
<tr>
<th>Proposed Action</th>
<th>Agree %</th>
<th>Disagree %</th>
<th>Not specified %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Specifying borders for Cairo as an administrative capital within GCR</td>
<td>70.0</td>
<td>22.8</td>
<td>7.2</td>
</tr>
<tr>
<td>Issuing a special law for the capital, that is independent from the Municipalities Law</td>
<td>68.8</td>
<td>23.7</td>
<td>7.5</td>
</tr>
<tr>
<td>Establishing a supreme council for the administration of the Greater Cairo Area and implementing the strategic plan</td>
<td>70.0</td>
<td>23.5</td>
<td>6.5</td>
</tr>
</tbody>
</table>

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Better Administration of the Region

---

Results of Citizens’ Surveys
June 2009
To Cairo Vision 2050

Raising living condition to the international level

Housing and shelter issues
The urban mass in Cairo

The main urban mass of GCR is categorized into three types:

- Planned Areas
- Unsafe Areas
- Unplanned Areas

- Preserving the **planned areas** in Cairo and Giza by setting building conditions
- Dealing with **unsafe** and **unplanned areas** through a detailed plan for upgrading and a specified time frame

Raising living condition to the international level
Four Levels of un-safety (as set by IDSF 2008)
Areas that are extremely dangerous to souls of its inhabitants
Residential areas that are structurally unsafe
Area that are dangerous to health of its dwellers
Areas with no tenure documents

GCR includes 116 unsafe areas, which encompass 63000 units

Unsafe areas: Non secure houses for the lives of its dwellers and need to be redeveloped
Strategies towards these areas is to provide safe alternatives for residents whether at the same areas or other location based on consultation with affected groups.

<table>
<thead>
<tr>
<th>Degree of Danger</th>
<th>Surface Area in Feddan</th>
<th>Number of Residential Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st Degree</td>
<td>148.45</td>
<td>8511</td>
</tr>
<tr>
<td>2nd Degree</td>
<td>518.42</td>
<td>34958</td>
</tr>
<tr>
<td>3rd Degree</td>
<td>32.98</td>
<td>5571</td>
</tr>
<tr>
<td>4th Degree</td>
<td>18.23</td>
<td>1081</td>
</tr>
</tbody>
</table>
Unplanned Areas: Illegally planned by inhabitants and suffer from very high density, and lack of basic urban services and accessibility or connectivity with formal fabric.

The strategy towards these areas is:

- Increase accessibility of these areas through opening main roads and corridors with minimum demolition.
- Provide alternative housing units for affected groups from opening roads within the same area or nearby or direct compensation based on consultation.
- No eviction for affected groups before providing alternatives.
- Regularizing properties and enabling security of tenure within these areas based on detailed development plan.
- Provide basic services on vacant plots/pockets within the areas.

The Northern Giza Development Project Represents the First Stage
Preventing the formation of new unplanned areas in GCR

Project of Tahzeem (containment) of unplanned areas in Greater Cairo

More than 4000 feddan are to be planned in order to prevent the formation of new unplanned urban onto the intervals agricultural lands,

The projects will accommodate 0.6 million person and will provide more than 25 thousand job opportunities through the creation of new activities

The project will ensure tenure security and will protect the GCR from establishing extra informal settlements
Improving the Environment and Increasing Green Areas

- Establishing an integrated system of cleanliness
- Establishing of a group of public parks and a local park for each district
- Moving polluting activities (cement factories and foundries) out of GCR

Raising living condition to the international level
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Priority Projects

For Realizing the Vision
A Global Cairo
How to Achieve the Vision?

A Global Cairo

- Transforming some streets and routes into pedestrians paths
- Developing the main squares in the area
- Reutilizing the ministerial quarter as gardens and cultural venues
- Establishing a number of underground multi-storey garages

Increasing the competitiveness of the Egyptian Capital

- Culture and Media Sector
- ICT Sector
- Education Sector
- Financial Sector
- Tourism Sector
- Health Sector
- Drinking Water and Sanitation
- Roads and Transportation
- Housing and Slums
- Improvement of Environment and Increasing Green Areas

Raising living standards to an international level

- Better Region Administration
- Better City Administration

Developing Khedival Cairo

- Ramses Square
- Abdeen Palace
- Attaba Square
- Tahrir Square
- Maspiro Triangle
- Khedival Cairo
- Current Ministerial Quarter

Increasing the competitiveness of the Egyptian Capital
How to Achieve the Vision? A Global Cairo

An International Competition to be Delivered by End of March 2010

1. Ramsis sq.
2. Maspicio CBD
3. Tahreer Sq.
4. Governmental district
5. Abdine Palace
6. Old Opera sq.
How to Achieve the Vision?

- Upgrading informal urban areas surrounding the cultural heritage, (pyramids of Giza....)
- Reusing of non-adequate activities and encourage tourist and recreational activities
- Providing underground garages
- Providing adequate vistas and seen

Khufu Plaza Parks

- Increasing the competitiveness of the Egyptian Capital
- Culture and Media Sector
- Industry Sector
- Tourism Sector
- Education Sector
- Health Sector
- Telecommunications and Information Technology Sector

Better Region Administration
Housing and Slums
Roads and Transportation
Improvement of Environment and Increasing Green Areas
Drinking Water and Sanitation
تطوير شارع جامعة الدول العربية - المهندسين - محافظة الجيزة

نطاق الدراسة ويشمل شارع جامعة الدول العربية بداية من ميدان سفنكسي حتى شارع السودان بطول 2.4 كم

مشكلات الوضع الراهن لمنطقة الدراسة
وزارة الإسكان والمرافق والتنمية العمرانية
الهيئة العامة للتنطيط العمراني
General Organization for Physical Planning

تطوير شارع جامعة الدول العربية - المهندسين - محافظة الجيزة

مشكلة الكثافة المرورية وعدم وجود خدمات كافية
مشكلات الوضع الراهن لمنطقة الدراسة

ميدان مصطفي محمود
ميدان سفنكس
تطوير شارع جامعة الدول العربية - المهندسين - محافظة الجيزة

تخطيط شارع جامعة الدول العربية طبقاً لشارع الشانزليزيه بفرنسا
تطوير شارع جامعة الدول العربية - المهندسين - محافظة الجيزة

وزارة الاسكان و المرافق و التنمية العمرانية
الهيئة العامة للاستثمار العمراني
General Organization for Physical Planning
Concept

Current Configurations

Main vehicular circulation (8 lanes)  28.0 m
Service lanes  6.5 m
Pedestrian & green  15.0 m

Proposal

Pedestrian & green  15.0 m
Service lanes  6.5 m
Main vehicular circulation (8 lanes)  28.0 m
Service lanes  6.5 m
Pedestrian & green  15.0 m
General Organization for Physical Planning

طريق جامعة الدول العربية - المهندسين - محافظة الجيزة

75.00 m

4.0 m 6.0 m 4.0 m 6.5 m 2.0 m 15.0 m

Commercial walkway
Cafes with greens
Pedestrian, green
Bus & taxi parking
Service Road - 2 lanes
Green
Main Road - one direction - 4 lanes
Main Road - one direction - 4 lanes
Green
Service Road - 2 lanes
Pedestrian, green
Bus & taxi parking
Cafes with greens

6.0 m

120,000 m²

4000 cars

4000 cars

65.0 m – basement Borders
تطوير شارع جامعة الدول العربية - المهندسين - محافظة الجيزة
القاهرة مدينة عالمية

كيف تتحقق الرؤية .....؟

المراحل الثانية

حدائق خوفو بلازا
كيف تتحقق الرؤية .....؟

القاهرة مدينة عالمية

Khufu Avenue & Parks - the greatest avenue for the greatest pyramid in the world - 10 km from Khufu pyramid to Sphinx square

Khufu's Vision to Cairo
Nathlet El Samman Area
It is an Unplanned Areas, Illegally planned by inhabitants upon cultural heritage old pharaonic temple beside pyramids, and lack of basic urban services

The strategy towards these areas is:-

- Provide alternative housing units for inhabitants within the same area or nearby or direct compensation based on consultation, considering the principle of: *No eviction for affected groups before providing alternatives.*
- Regularizing properties and enabling security of tenure within these areas based on detailed development plan.
- Adequate reuse of this area considering its nature of recreational and cultural aspects

### How to Achieve the Vision?

**A Global Cairo**

- **Increasing the competitiveness of the Egyptian Capital**
- **Increasing Green Areas**
- **Housing and Slums**
- **Drinking Water and Sanitation**
- **Region Administration**
- **Education Sector**
- **Health Sector**
- **Tourism Sector**
- **Industry Sector**
- **Culture and Media Sector**
- **Financial Sector**
- **Telecommunications and Information Technology Sector**
How to Achieve the Vision?

A Global Cairo

Moving a number of ministries and governmental institutions out of the inner city of Cairo
Establishing a new 1800-feddan finance and business center east of Cairo
Establishing a 200-feddan public park
Connecting the district to Downtown with an express tram line and to the subway

Raising living standards to an international level
Increasing the competitiveness of the Egyptian Capital

Better Region Administration
Housing and Slums
Roads and Transportation
Improvement of Environment and Increasing Green Areas
Drinking Water and Sanitation
Health Sector
Financial Sector
Telecommunications and Information Technology Sector
Culture and Media Sector
Industry Sector
Tourism Sector
Education Sector
Financial Sector

A Global Cairo

The New Governmental District
The major projects to be implemented in new cities in GCR to attract investments and create new job opportunities.
• Establishing three technological poles in GCR, located on the main development corridors

• Establishing of joint international universities

• They are to be provided in new cities in GCR (according to strategies of governorates)
### How to Achieve the Vision?

#### A Global Cairo

<table>
<thead>
<tr>
<th>Increasing the Number of Hotel Rooms to reach 50,000 Rooms</th>
</tr>
</thead>
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<td>Telecommunications and Information Technology Sector</td>
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<table>
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<th>Establishing an International Library in Cairo</th>
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<td>Drinking Water and Sanitation</td>
</tr>
</tbody>
</table>
Project of Establishing a Tourism Center with a Capacity of 3200 Hotel Rooms
How to Achieve the Vision?   A Global Cairo

Project of Establishing a Tourism Oasis with a Capacity of 2000 Hotel Rooms
Marabet Project (City of Arabian Horses)

On a 2500-feddan area, including all sports and activities related to Arabian horses
How to Achieve the Vision? A Global Cairo

Establishing of Two International Medical Cities for Tertiary Health Care

<table>
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<tr>
<th>Raising living standards to an international level</th>
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<td>Telecommunications and Information Technology Sector</td>
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</tbody>
</table>
A Global Cairo

Moving Wholesale Centers out of Cairo

Targeted Districts in Cairo

- Wholesale Textiles (Al-Azhar Street)
- Bath and Toilet Appliances (Al-Faggala)
- Stationary (Al-Faggala)
- Wholesale (Al-Mosky Street)
- Wholesale (Al-Mo’ez Street)
- Furniture (Muhammed Ali Street and Al-Manasra District)
- Household appliances (Abdel Aziz Street)
- Wholesale (Port Said Street)
- Electrical Appliances and Heavy Equipments (Naguib Al-Reehany Street)
- Wood, Paper and Accessories (Al-Roue’y and Haret Al-Yahoud)
- Car spare parts (Al-Tawfeqeyah)
- Light Appliances and Chandeliers (Darb Al Barabra)
**How to Achieve the Vision?**  
**A Global Cairo Wholesale Centers and a Group of Outlets**

Project of Establishing a Service-Integrated Trade Area for Wholesale and Retail Traders (Egyptian Investments)

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Category</th>
<th>Area/feddan</th>
<th>Investment Value</th>
<th>Job Opportunities by thousands</th>
<th>Implementation Period / Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wholesale Area</td>
<td>Commercial</td>
<td>1500</td>
<td>15 billion</td>
<td>60</td>
<td>100</td>
</tr>
</tbody>
</table>
GREEN

Components of Vision

A Green Cairo
How to Achieve the Vision? A Green Cairo

Proposed Projects – Axis of Green Cairo

Projects that add to the total green areas

Existing green and entertainment areas
Creating a pedestrian promenade along the Nile and prohibit inadequate activities

Upgrading surrounded areas and Rechanneling vehicles into a one-way route

Allowing for the establishment of administrative, services and tourism (Adding 2000 hotel rooms)

Setting adequate planning and building regulation that not permit that the footprint exceed 20%, and the remaining area consists of gardens and parks

Developing and upgrading Nile Cornice

How to Achieve the Vision?

A Green Cairo

- Increasing the competitiveness of the Egyptian Capital
- Culture and Media Sector
- Industry Sector
- Tourism Sector
- Education Sector
- Health Sector
- Financial Sector
- Telecommunications and Information Technology Sector
- Better Region Administration
- Housing and Slums
- Roads and Transportation
- Improvement of Environment and Increasing Green Areas
- Drinking Water and Sanitation
- Raising living standards to an international level
- Housing and Slums
- Roads and Transportation
- Improvement of Environment and Increasing Green Areas
- Drinking Water and Sanitation
- Raising living standards to an international level
Developing the Nile Corniche (the Nile View) – a 1200-feddan Tourism, Entertainment and Administration Center
Developing the Nile Cornice (the Nile View)
Developing the Nile Cornice (the Nile View)
Dealing with Nile islands:
• Utilizing state-owned lands on Nile islands by turning them into well-managed public parks
• Legalizing the tenure of the inhabitants of Nile islands, providing them with necessary services and adapting their economic activities to serve the new entertainment and tourism needs
• Allowing (for a maximum of 10%) for entertainment and services activities
Developing Korsaya Island and Giza Corniche

1. Establishing of El-Moneeb Park 18 feddans
2. Establishing of Korsaya Island Park 80 feddans
3. Moving Giza’s marinas to the island
4. Developing the residential area to become a featured residential district, and allowing residents to establish restaurants and cafes
Developing Korsaya Island and Giza Corniche

Korsaya Island
Moneeb area
150 FD

Parking
Housing & motels
Wood bridge
Market plaza
Pharos Park
Cafes Park

Developing Residential Area

Al-Dahab Island
Developing Korsaya Island and Giza Corniche
How to Achieve the Vision? A Green Cairo

upgrading North of El Giza

Imbaba Airport Park
(38 feddan)
Inauguration: end of 2010
Utilizing the southern part of the cemeteries’ area, which currently suffers from underground water, in establishing Cairo Central Park:

- Providing new areas for cemeteries’ (10000 feddans) east and west of GRC and relocation of old cemeteries’
- Preserving monuments and unique historical buildings within the cemeteries’ area and establishing a center for reviving traditional crafts
- Building alternative housing units for current inhabitants of cemeteries (2000 families) and for dilapidated houses (1500 units)
- Establishing Cairo Central Park (600 feddans)
How to Achieve the Vision?

A Green Cairo

Cairo Central Park

<table>
<thead>
<tr>
<th>Name</th>
<th>Name of District</th>
<th>Area (m²)</th>
<th>Area (fd)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ain Al-Seera Cemeteries</td>
<td>Masr Al-Qadeema</td>
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Groundwater Level – 1.5 m
Burial Level – 2.5 m
Plan of Cairo Central Park

Basateen Cemeteries – Ain El-Seera

Fostat parks Masr
Aladeema  800 FD

Study area  2000 FD
Plan of Cairo Central Park
Plan of Cairo Central Park

- Citadel
- Citadel new avenue
- Sports park
- Lake hotel park
- Civilization museum
- Sports park
- Ain alsera Lake & Parks after development

Cultural & sports Parks – 800 FD
How to Achieve the Vision?  A Green Cairo

Degla Safari Park

An area of 800 feddans south of Qattameya-Ain Sokhna Road
Components of Vision

CONNECTED

A Connected Cairo
Issues on Development of Transportation Services in Greater Cairo until 2020

Execution of the JICA Transportation Master Plan in GCR and Accelerating Connecting New Cities with Collective Transportation Network

The number of vehicles in 2007 exceeded 2 million with an increase within the past three years by about 120,000 vehicles/year.

The number of transportation journeys by all means of transport within the GCR is expected to exceed 25 million by 2022.

The average speed per vehicle will drop from 18km/hour to 11.6 km/hour (unless the projects recommended in the 2002 Master Plan and the GCR 2050 vision are executed).

Informal passenger transportation constitutes 54% of the overall current collective means of transportation.
Accelerated expansion of scope of collective means of transportation providing individuals with comfort and saving the time of the journey:

- Constructing a 350 km network of subway lines (four lines) (and the supertram and tramcar) until 2022 with a total cost of EGP 71 billion, over 12 years (EGP 51 billion of which will be allocated for subway lines 3 and 4).

- Extending the destination of the existing and currently under progress four subway lines, scheduled to be executed in 2022, to reach the Ring Road.

- Managing high capacity 9 collective bus lines on the Ring Road, and number of key Axis connected to destination subway stations on the Ring Road.

- Ending railway trips from the north to the south at the Shobra El-Khayma, Imbaba and El-Moneeb destination subway stations, together with constructing interchangeable stations, waiting areas, and supplementary services at the suburbs of the GCR.

- Connecting cities and new urban communities through public bus lines in the first phase, until supertram lines or electrified railway lines are constructed.

This will eventually put an end to informal transportation.
Proposed GCR Collective Transportation Types
Proposed GCR Metro Network
Subway and supertram Lines in 2050

<table>
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<tr>
<th>Subway</th>
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<th>No. of lines</th>
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<td>Moscow</td>
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</table>

GCR Target in 2050

15 lines  600 km – 20km/mln capita
Gradual implementation until 2022, reaching the rate of 15 km/mln capita
Roads and Transport: Subway and Supertram Lines

- Urban Expansion North-west
  - Imbaba and North Giza
  - Geziret El-Warak Gardens
  - Tourist and Recreational Centre - Corniche
  - Down-town clear-out
  - Moving cemeteries from
  - El-Moneib District
  - Geziret El Dahab Gardens

Urban Expansion South-West

- Physical Expansion North

New Business and Finance Center

(Existing 74) 2020 Metro 149 km
2020 SUPERTRAM 130 km
2020 BUSWAY 157 km
Roads and Transport: Increasing Subway Lines

- Cairo Mega Projects
- Rarefaction of Ain Shams & Mataria Areas
- Rarefaction of Dar El-Salam & Basateen Areas
- New Governmental Quarter Parks
- Khofo Plaza
- Axis Road
- Open Sphinx Museum

2030 Metro: 49 km
2020 Metro: 149 km
2020 supertram: 130 km
2030 supertram: 50 km
2020 BUSWAY: 157 km
GCR Proposed Bus Network
Introducing Bus Rapid Transit System

Providing express public transit service through:
1- dedicated lanes allocated within the Freeways Network connecting GCR.
2- Allocating specific roads for this service.

Capacity 150-200 passengers.
- Modern dual-mode buses connecting GRS districts.
- E-payment systems.
- Promotional commercials on the bus chasse
- Flat rate
- Central and subordinate stops and parks (land ports)

Key Axises & connecting Cairo to new cities
The dual-mode bus network connecting main roads, metro and tram lines and railway stations before 2020.
Development of the Ring Road to cover the service and track roads of the single-decker bus.
Development of the Ring Road to cover the service and track roads of the single-decker bus
GCR Proposed Freeways Network
Construction of Freeways Network in GCR

Current and Projected Lengths of the Freeways Network

• The Freeways Network length was 156 km in 2009 (covering the Ring Road, El-Maryouteyah Axis and Saft El-Laban).

• GCR per capita share of the Freeways network in 2009 was 10km/mln capita.

• Total length of the Freeways network required for GCR until 2030 is 750 km long.

• The northern arch of the Regional Ring Road (148 km) and the southern arch (48 km) are currently underway (total length of 350 km).

• Road El-Farag Axis is currently being prepared for tender to be executed within three years extending for 39 km.

• The GCR per capita share of the Freeways network in 2030 will reach 32 km/mln capita.
A 250 km long regional Ring Road

Enterances to regional roads requested before 2015 of 200 km long

Existing urban Ring Road number 1 of 120 km long
Ring Road number 2 in 2020 with 25 km long
Ring Road number 3 in 2020 in the length of 34 km.
Ring Road number 4 in 2030 in the length of 48 km.
Ring Roads around New Cairo (55 km)
6 of October and Zayed (70 km) in 2020.
Existing Freeways 36 km.
Freeways requested before 2020 80 km.
Freeways requested before 2030 in 90 km long

Lengths of existing, currently underway and planned freeways and urban Ring Roads amount to 206 km.

Lengths of freeways and Ring Roads requested before 2020 amount to 260 km.

Lengths of freeways and Ring Roads requested before 2030 amount to 138 km.

Lengths of regional freeways currently underway amount to 350 km.

Regional exits are requested to be developed and constructed in the length of 180 km for 15 roads.
The Regional Ring Road 380 Km

Connecting new cities without permeating Cairo urban block
Connecting new cities and the Delta governorates.
Opens development horizons in the Eastern and Western Deserts.
Facilitation of communication between the Canal cities, Sinai and middle Delta governorates.

Part 1 – in progress (Ministry of Transportation) 164 km.
Part 2 – in progress (Ministry of Housing) 48 km.
Part 3 – (Ministry of Housing/Ministry of Defense) 108 km.
Part 3 – under consideration (Ministry of Defense) 60 km.
Rapid Transit

Supertram – Monorail

Connecting New Cities with GCR

2050

Cairo

Todd Milton 2007
Connecting new cities via the Ring Road and the metro, supertram and isolated bus lines

Urban expansion northern west

Hadayek Gezeiret El-Warraq

Imbaba and northern Giza

Vacating down town

The tourist entertainment centre - corniche

Connecting new cities via the Ring Road and the metro, supertram and isolated bus lines

First metro line (existing)

Second metro line (existing)

Third metro line (in progress)

Fourth metro line (under design)

Tramline

Bus lines
Railway and Land Connection Projects with 6th of October City

- Road El-Farag Axis, 34 km long and 65 m wide
- Isolated track for buses
- Second existing metro line
- Phase 3 of the third metro line 2007/2012
- Phase 1 of the fourth metro line
- Track for rapid tram or metro
Course of Road El-Farag Axis

First sector: (from Alexandria Desert Road until the Ring Road)
Developing of track 20 km in length and full breadth of 52.20 m (4 lanes in every direction + railway bridges)

Second sector: (from the ring road until Corniche El-Nil)
Total length of 4.2 km and full breadth of 45m/4 lanes in every
Connecting New Cairo to the Ministries Quarter via 21 km Rapid Tram

Women's College Station
Stadium Station
End of the current line
New Cairoetro line
Women's College Station
Stadium Station
End of the current line
New Cairoetro line

Proposed Governmental District

Subway line #3
Stations of Subway line #3
Stations on Heliopolis Tram Existing Pass
Heliopolis Tram Extension
Heliopolis Tram Extension
Proposed Governmental District
Connecting El-Asher City and the new Cities located on Ismailia Road via rapid metro line with the first and third subway lines and the bus lines.
Cairo / Giza Proposed Underground Garages

5 Underground Garages
Expansion of construction of multi-story garages in Greater Cairo Region until 2020

Construction of a group of multi-story garages in the heart of the city and districts suffering from shortage of parking areas:

- A group of sites are allocated in each of Cairo and Giza governorates and connecting same to the economic activities to generate lucrative revenues to be channeled into constructing garages in high-profit areas.

- New buildings should be bound to provide parking areas pursuant to the new building law and to open the existing garages.
Exchange Terminals and Stations
Expansion of the construction of transportation and Transit Centres in Greater Cairo Region until 2020

Objectives:

• Encouraging citizens to use collective means of transportation interconnected via exchange stations.

• Distribution of the heavy density of citizens flowing into Cairo over more than one point instead of Ramses station.

• Limiting the entry of private cars into the heart of Greater Cairo

• Financing these stations in collaboration with the private sector and realizing an economic revenue for the governorate through the accompanying commercial and administrative activities

Proposed land stations and terminals:

• Helwan land terminal – Helwan station
• Western Imbaba – 6 October
• Qalyoub and Aboud in Shobra El-Kheima - Qalyoubeyah
• El-Torgoman – Cairo
• El-Moneeb - Giza
Transportation and Transit Centre in GCR

External transportation and transmit stops

Internal transportation and transmit stops
El-Moneeb land terminal project:
1- Collective transportation stops
   – Central train station
   – The city bus 50 passengers
   – Governorate bus 200 passengers
   – Microbus 2500 passengers
   – Taxi and private cars 2500 passengers
   – Subway

2- Mall with a surface area of 25000m²
3- Administrative building
4- Landscape with a surface area of 1.5 feddans.
Surface and underground bus stops
VIP entry to the terminal

3D Zoning

Moneeb land terminal project
Imbaba terminal project for transportation and transmit

The exchange station and terminal site includes:

- The third subway line terminal
- Road El-Farag Axis
- Road El-Farag Axis, tram and bus line
- Rapid train station between Alexandria/Cairo/Aswan
GCR Urban Transport Services and Traffic Management
The institutional framework of the planning and management of the urban transportation services at the GCR level

The executive procedures for the establishment of the Urban Transportation Projects Planning and Administration Authority at the GCR level

Coordination with the governorates to connect main collective transportation services to internal lines to serve the districts of every governorate

Standardization of the transportation ticket of the various means of transportation within the GCR and to link it to integrate the service
Thank You

Cairo Transit systems  2050