



Luxembourg, 17 November 2022

Environmental and Social Data Sheet

Overview

Project Name:	CAIRO METRO LINE 2 UPGRADING AND RENOVATION
Project Number:	2017-0694
Country:	Egypt
Project Description:	The project consists of the rehabilitation of the existing metro line 2 of the Cairo metro network. The rehabilitation includes the renewal of the signalling system, and parts of the tracks.
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

(Details for projects included are provided in section: "EIB Carbon Footprint Exercise").

Environmental and Social Assessment

Environmental Assessment

The existing Cairo metro Line 2 is 21.5 km long and serves 20 stations from the north to the south-west, covering the district of Shoubra El Kheima to Cairo University and the pyramids of Giza. It is almost completely underground, except for one short section at the northern end approaching Shubra El-Kheima which is elevated. The project consists of renewing the signalling system, power supply and other electrical and mechanical systems. Also some sleepers and rail tracks will be renewed. No major civil works are included, and all work takes place within the existing metro tunnels, elevated section and depot area.

Compliance with legislation

The Egyptian Environmental Affairs Agency (EEAA), as the primary regulatory body responsible for environmental matters in Egypt, is in charge of coordinating environmental management in the country. It operates in accordance with the Law on Protection of the Environment (Law No. 4, 1994) and amendment by Law No. 5, 2009. According to this law, an EIA needs to be carried out for both new projects and the expansion of existing infrastructure, (category B and category C projects). Since the project consists of the upgrading and renewal of an existing metro line, it falls under category A (renovation of a project) and therefore requires no EIA. If the project was in the EU, the project would usually also fall outside the scope of the EIA directive 2014/52/EU amending 2011/92/UE, as the proposed rehabilitation works are done within existing tunnels and will not likely have significant adverse effects on the environment.

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net) - both increases and savings.



Luxembourg, 17 November 2022

On request of the lenders, an audit of the social and environmental impacts of current line 2 operations as well as the Project has taken place, and on the basis of this audit an Environmental and Social Action Plan (ESAP) has been drafted, covering application of all Banks standards and in particular waste management, labour, occupational health and safety standards. The Promoter undertakes to implement this ESAP, and require the metro operator ECM, work contractors and the supervisor engineer to work in accordance to the ESAP.

Negative impacts and mitigation

Construction activities will result in some community disturbance and nuisance, mainly:

- Noise, vibration and dust. Given that most work needs to be done at night, noise and vibration from the works may result in nuisance, in particular at the small section that is elevated. The contractor will be required to keep nuisance at night to a minimum, and develop a Noise and Vibrations Management and Monitoring Plan.
- Waste: The rehabilitation works will result in large volumes of waste to be produced by the project in the form of scrap steel, iron, tubes, pipes, wires, ballast, sleepers, expanded joints (track), old third rail, and electronic waste. Disposal of excavation/construction waste will be to locations licensed by the local authority, in line with art 28, 31 and 33 of the law 9/2009. A waste management plan for hazardous and non-hazardous waste will be developed and implemented by the contractor and its workers will be trained on proper handling procedures.

The project does not impact upon any natural protected areas.

Positive environmental and social impacts

The following positive impacts are expected from the project implementation:

- Reduced emission of pollutants, noise and GHG: The continued operation of the metro and increased transport capacity will allow more people to use zero emission underground public transport instead of diesel based surface transport, and thus reduce adverse impacts of transport on the urban environment and improve liveability.
- Safer: the project will improve fire safety systems in the tunnels and stations.
- More climate resilient: Improved ventilation and air conditioning in the stations and tunnels, making the infrastructure more resilient to climate change.
- Increased energy efficiency, since newer equipment will integrate better energy usage especially in the depot.

Less traffic congestion: the project will contribute to reducing traffic congestion in Cairo, by enabling people to travel by underground mass transit.

Paris Alignment

The project is considered to be aligned with the Paris Agreement according to the criteria set out in the EIB Climate Bank Roadmap (2020) because it supports public transport infrastructure and zero direct emissions mobile assets required for public transport services.

Environmental and Social Management System

The current Environmental and Social Management System (ESMS) of the Promoter and the metro operator are weakly developed. ECM did obtain ISO 9001 certification and is since 2018 in the process of developing an environmental management system with the support of NAT. In accordance to the ESAP, the Promoter and ECM will continue to enhance and implement the ESMS for the project, adhering to the requirements of ISO 14001, 9001 and 45001.



Luxembourg, 17 November 2022

Social Assessment

The project is not expected to have a significant social impact as it is implemented inside the current tunnels of metro line 2 and no expansion or spatial modification of tracks is foreseen.

An important part of the ESAP for this project is the occupational health and safety policy, given that work will have to be done while the metro line remains operational. The contractor will in collaboration with the metro operator ECM develop an operational OHS plan that adequately addresses day to day risks and impacts of the metro operation. The Plan will reflect the hierarchy of hazards control and technically as well as financially feasible mitigation measures that meet the applicable regulations.

The works contracts will comply with the national law on labour and the ILO obligations which have been ratified by Egypt. Working conditions at NAT and ECM (the metro operator) comply with Egypt's labour law and the Promoter undertakes to ensure that the Project's human resource policy is aligned with the Bank's requirements of non-discrimination and equal opportunity. The Promoter is expected to incorporate Environmental and Social standards of the Bank into contractual arrangements with future contractors for the project.

Gender equality is considered a priority matter, with cameras monitoring the stations and metro cars dedicated for the transport of women only. The new centralized control room and wireless video transmissions connecting trains with the control room will improve safety. Security officers also include female officers for better communication.

Public Consultation and Stakeholder Engagement

Since this project does not require an EIA, no formal public consultation is required. A Stakeholder Engagement Plan (SEP) for the project was drafted which focusses on timely information about upcoming works to users of the metro, as well as keeping the various institutional entities updated on work progress. ECM already has a grievance mechanism for both its workers and users of the metro and the ESAP requires ECM and NAT to apply their grievance mechanism and improve the response time.

Conclusions and Recommendations

The project is implemented inside the existing metro tunnels of line 2 and the works do not include major civil structures; the environmental and social impacts are limited. The usual mitigation measures in terms of noise, dust, project related traffic and waste management will be applied. The Promoter will undertake to implement the ESAP and SEP. The Promoter will update the Bank on the implementation of the ESAP and SEP in its progress reporting and confirm compliance of contractors and subcontractors with the ESAP, to the satisfaction of the Bank.

With these contractual conditions in place, the project is acceptable for EIB financing in E&S terms.