





99M – ALEXANDRIA REGIONAL METRO ABOU QIR to MISR STATION

RESETTLEMENT FRAMEWORK (RF) FOR ABOU QIR METRO



99M – ALEXANDRIA REGIONAL METRO
ABOU QIR to MISR STATION

RESETTLEMENT FRAMEWORK (RF)
FOR ABOU QIR METRO DRAFT REPORT

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TABLE OF CONTENT

1	INTRODUCTION	7
1.1	PURPOSE OF THE RESETTLEMENT FRAMEWORK	7
1.2	RESETTLEMENT FRAMEWORK OBJECTIVES	8
2	BASELINE CONDITIONS	9
2.1	ADMINISTRATIVE DIVISIONS	9
2.2	SUMMARY OF CONDITIONS ALONG THE ALIGNMENT SECTIONS	9
2.2.1	SECTION A – ABOU QIR TO SIDI BISHR	9
2.2.2	SECTION B – SIDI BISHR TO ZAHIRIA	11
2.2.3	SECTION C – KAFR ABDOU TO MISR STATION	11
3	PROJECT DESCRIPTION	12
3.1	PROJECT BACKGROUND	12
3.2	PROJECTS’ IMPACTS	14
3.2.1	POSITIVE IMPACTS	14
3.2.2	ADVERSE IMPACTS	14
4	LEGISLATIVE FRAMEWORK FOR RESETTLEMENT IN EGYPT	16
4.1	MAIN LEGISLATIONS AND GUIDELINES	16
5	THE IFI STANDARDS	18
5.1	THE EUROPEAN BANK FOR RECONSTRUCTION AND DEVELOPMENT (EBRD) PERFORMANCE REQUIREMENT PR5: LAND ACQUISITION, RESTRICTIONS ON LAND USE AND INVOLUNTARY RESETTLEMENT	18
5.2	EUROPEAN INVESTMENT BANK STANDARD	18
5.3	WORLD BANK STANDARD	19
5.4	ASIAN INFRASTRUCTURE INVESTMENT BANK	20
6	GAP ANALYSIS BETWEEN EGYPTIAN LEGISLATION AND IFI STANDARDS	21
7	ROLES AND RESPONSIBILITIES	27
7.1	INSTITUTIONAL AND ORGANIZATIONAL ARRANGEMENT FOR LAND ACQUISITION	27
7.1.1	PROCEDURES OF LAND ACQUISITION DUE TO PUBLIC INTEREST AND RESETTLEMENT ERROR! BOOKMARK NOT DEFINED.	
7.2	RESPONSIBILITIES OF COMPETENT AUTHORITIES	29
7.2.1	NAT’S INSTITUTIONAL AND ORGANIZATIONAL STRUCTURE	30
7.2.2	RESPONSIBILITIES OF NAT PMU	31
8	COMPENSATION PROCESS	33
8.1	THE ENTITIES AND AUTHORITIES CONTRIBUTING TO COMPENSATION ESTIMATION PROCESS	33
8.2	COMPENSATION PAYMENTS	34
8.3	DOCUMENTATION	34
8.4	AGREEMENT ON COMPENSATION AND PREPARATION OF CONTRACTS	34
8.5	PLANNING AND IMPLEMENTATION	34

9	ELIGIBILITY CRITERIA FOR AFFECTED PERSONS	36
9.1	DEFINING PROJECT AFFECTED PEOPLE (PAPs)	36
9.2	ELIGIBILITY CRITERIA	36
10	METHODS OF VALUATION OF AFFECTED ASSETS AND COMPENSATION	38
10.1	POLICIES	38
10.2	ASSET VALUATION	39
10.3	COMPENSATION	39
10.3.1	FORMS AND CALCULATION OF COMPENSATION	40
10.3.2	LAND COMPENSATION	40
10.3.3	COMPENSATION FOR BUILDINGS AND STRUCTURES	41
10.3.4	COMPENSATION FOR MOSQUES	42
10.4	LIVELIHOOD SUPPORT/ ASSISTANCE FOR ECONOMIC DISPLACEMENT	42
10.4.1	LIVELIHOOD SUPPORT TO PAPs	42
10.4.2	VULNERABLE SUPPORT PROGRAM	43
10.5	ENTITLEMENT MATRIX	43
11	PUBLIC CONSULTATION AND DISCLOSURE ARRANGEMENTS	52
11.1	CONSULTATIONS DURING PROJECT PREPARATION	52
11.2	CONSULTATIONS ARRANGEMENTS DURING PROJECT IMPLEMENTATION	52
11.3	PREPARATION OF THE SOCIO-ECONOMIC SURVEY	53
11.3.1	THE SOCIO-ECONOMIC SURVEY TO DATE	53
11.4	DISCLOSURE	ERROR! BOOKMARK NOT DEFINED.
11.4.1	INFORMATION DISCLOSURE AND LOCAL ACCESS TO INFORMATION	55
12	GRIEVANCE MECHANISM	56
12.1	OBJECTIVES	56
12.2	NAT CURRENT GRIEVANCE MECHANISM	56
12.3	INSTITUTIONAL RESPONSIBILITY FOR GRIEVANCES	56
12.4	GRIEVANCE TIERS	57
12.5	GRIEVANCE CHANNELS	57
12.6	GRIEVANCE MANAGEMENT PRINCIPLES	58
13	FUNDING ARRANGEMENTS	60
14	MONITORING AND EVALUATION ARRANGEMENTS	61
14.1	INDICATORS	62
	APPENDICES	66
	APPENDIX 1: LAND ACQUISITION MINISTERIAL DECISION	66
	APPENDIX 2: LIST OF SHOP TENANTS	71
	APPENDIX 3: A MODEL OF THE LEASE CONTRACTS FOR SHOPS RELATED TO MOT	75
	APPENDIX 4: MOSQUES COMPENSATION RELATED DOCUMENTS	82
	APPENDIX 5: NATIONAL REGULATIONS RELATED TO INVOLUNTARY RESETTLEMENT	86
	APPENDIX 6: SCOPING CONSULTATION ACTIVITIES DURING THE ESIA AND RF PREPARATION	89
	APPENDIX 7: NAT CURRENT GRIEVANCE MECHANISM	94

LIST OF TABLES

Table 2-1: Metro stations distribution according to the administrative division of Alexandria districts	9
Table 3-1 Classification of the contract status of the shops located outside the railway track	16
Table 3-2: Mosques across the Abu Qir Metro	19
Table 4-1: the types of lands ownership in Egypt	17
Table 6-1: Comparison of Egyptian regulations with the IFI Standards and best practices requirements and measures for bridging the gaps	22
Table 7-1: Outline of Responsibility at Authority Concerned	29
Table 9-1: Possible Losses from Land Acquisition	36
Table 9-2: Criteria for Eligibility	37
Table 10-1: Types and Examples of Affected Assets and the Method of Valuation	39
Table 10-2: Forms of compensation and calculation methods	40
Table 10-3: Entitlement Matrix for Affected Persons	44
Table 11-1: Key comments and concerns raised during the consultations with the potential PAPs	Error! Bookmark not defined.
Table 14-1: Monitoring Indicators	62
Table 14-2: Sample indicators	64

LIST OF FIGURES

Figure 2-1: Metro stations distribution map according to the administrative division of Alexandria districts	10
Figure 3-1: Map showing other future projects expected to intersect with the current Project Phase	12
Figure 3-2: kiosks inside the current stations the railway track	15
Figure 3-3: Shops outside the railway track adjacent to the railway fence	17
Figure 3-4 : Examples of mosques within the alignment	22
Figure 3-5: Map of the Mosques across the Abu Qir Metro	12
Figure 3-6: Photos of the Mosques across the Abu Qir Metro	12
Figure 3-7: Photos of the new Sporting station sites	14
Figure 3-8: stationary informal vendors inside the railway track between Victoria station and Al Asafra	14
Figure 3-9: Mobile informal vendors outside the railway track at the crossing levels Al Asafra to Zahiria	15
Figure 7-1: Organizational chart of NAT's Projects and studies related departments	31

LIST OF ABBREVIATIONS

ACRONYM	DEFINITION
AFD	Agence Française de Développement
E&S	Environmental and Social
EEAA	Egyptian Environmental Affairs Agency
EBRD	The European Bank for Reconstruction and Development
EIB	European Investment Bank
ENR	Egyptian National Railways
ESIA	Environmental and Social Impact Assessment
ESP	Environmental and Social Policy
ESS	Environmental and Social Standards
FGD	Focus Group Discussions
GIP	Good International Practice
GM	Grievance Mechanism
GRM	Grievance Redress Mechanism
IFI	International Financial Institution
KIIs	Key Informant Interview
LAR	Land acquisition and resettlement
LSP	Livelihood Support Program
MOT	Ministry of Transport
NAT	National Authority for Tunnels
NGO	Non-Governmental Organization
PAPs	Project Affected People
PR	Performance Requirements
PMU	Project Management Unit
RAP	Resettlement Action Plan
RF	Resettlement Framework
RoW	Right of Way
SDO	Social Development Officer
SEP	Stakeholder Engagement Plan

1 INTRODUCTION

The aim of this Resettlement Framework (RF) document is to present and clarify the resettlement principles, organizational arrangements, and design criteria to be applied to the Alexandria metro project prior and during its implementation. The Government of Egypt, through the National Authority for Tunnels (NAT), will acquire the land needed for the construction and operation of the proposed Abou Qir Metro Project in Alexandria. Permanent land acquisition has the potential to result in physical displacement of households, community assets, infrastructure, as well as economic displacement. Moreover, additional land may be needed during the construction phase to use as laydown areas or other associated construction activities. Once the project final design is further defined this framework will be expanded into a specific Resettlement Action Plan commensurate with the Project's risks and impacts.

The Resettlement Action Plan (RAP) will be prepared according to IFI Standards and Good International Practice, including EBRD's Performance Requirement PR5: Land Acquisition, Restrictions on Land Use and Involuntary Resettlement. The various steps in preparing a RAP are outlined in this document. Any project activities that may give rise to physical and/or economic displacement will not take place until such specific plan has been finalized and approved by the lenders and project owner according to the applicable standards and requirements defined under Section 5 of this document. The implementation of the RAP falls under the responsibility of the project owner: the National Authority of Tunnels (NAT).

1.1 Purpose of the Resettlement Framework

The current preliminary design of the Alex Metro Project suggests that the implementation of the Project may result in temporary and/or permanent land acquisition as well as physical and economic displacement. According to EBRD's PR5 on involuntary Resettlement, AIIB's ESP Environment and Social Standard 2 on Involuntary Resettlement, EIB Standard 6 and WB ESS5 on involuntary Resettlement, a Resettlement Action Plan (RAP) is required.

As the Project design is yet to be finalized, the nature and extent of land acquisition and restrictions on land use resulting from the Project activities is not entirely known at this stage. The present RF establishes the resettlement objectives, organizational arrangements and funding mechanisms for any resettlement operation that may be deemed necessary. Once the design is finalized and the exact extent of land acquisition becomes available, this RF will be developed into a specific Resettlement Action Plan (RAP) in line with the scale and severity of impacts.

This framework covers the key project activities, and shall apply to all project affected people (PAP) including formal and informal owners or users of land and assets impacted by the Project. This RF acknowledges that resettlement often affects the most vulnerable and marginalized groups (economically, politically, and socially).

1.2 Resettlement Framework Objectives

- Align the resettlement strategy of the Project with Lenders' requirements (EBRD, EIB, AIIB, and WB)
- Outline the Project's commitment to avoid, minimize, mitigate or when unavoidable compensate for any adverse socioeconomic impacts from land acquisition or restrictions on affected persons' use of or access to land and economic activity.
- Reduce risks related to project land acquisition and resettlement, and strengthen relationships while providing confidence to affected households and communities as to how the land acquisition and livelihood restoration processes will be conducted.
- Provide the foundational principles for the resettlement process, including key compensation and livelihood restoration options, the legal context within which the future Resettlement Action Plan (RAP) will be prepared and implemented, a general categorization of impacts and losses, compensation entitlements, livelihood restoration measures, an overview of institutional arrangements and responsibilities and a resettlement schedule and initial budget as outlined in chapter 13. The detailed resettlement budget and financing plan will be prepared for the RAP.
- Take into consideration the differential effects of displacement on vulnerable groups which, based on a vulnerability assessment to be developed during the RAP, may include the poor, landless, elderly, women, children, ethnic minorities, or persons with specific mental or physical disabilities, stationary informal vendors and mobile informal vendors individuals and groups who might lose access to sources of livelihoods as a result of resettlement)
- Define a process to identify individuals likely to be impacted by the Abou Qir Metro Project activities, and assess the severity of those impacts
- Set the strategy for resettlement process development and implementation and highlight critical milestones will drive the overall resettlement planning and implementation process (e.g. confirming land footprint requirements etc.),
- Ensure that project affected people (PAP) are fairly/appropriately and transparently compensated for their loss of land (whether permanently or temporarily) assets and access to resources, affecting their livelihoods.

2 BASELINE CONDITIONS

2.1 Administrative Divisions

The metro line passes through four districts in Alexandria Governorate: Montazah Awal, Montazah Tany, Al Sharq, and Wasat, as illustrated in the following table.

Table 2-1: Metro stations distribution according to the administrative division of Alexandria districts

District	Stations
Montazah Tany	El Islah, El Maamoura, Toson, Abu Qir.
Montazah Awal	Mohamed Naguib (New), Sidi Bishr, Miami (New), El Asafra, El Mandara, El Montazah.
Sharq	Kafr Abdou (New), Al Zahiria, El Souqh, Ghebrial, Victoria.
Wasat	Alexandria/ Misr (New), Bab Sharq (New), El Hadra, Sporting (New), Sidi Gaber.

2.2 Summary of Conditions along the Alignment Sections

The project’s alignment can be split into three sections based on existing and proposed new stations:

2.2.1 Section A – Abou Qir to Sidi Bishr

The metro route begins its journey at the Abu Qir Station, making its way through Toson Station and El Maamoura Station in the Montaza Thany District. The Montaza Thany District is a 30 km urban District, southeast of the Alexandria Governorate by the coast. It is a hub for students. This can be credited to the presence of the Arab Academy for Science and Technology for higher education and College of Physical Education for Boys, which are located on the southern west point of the Toson station. Additionally, numerous schools for pre-higher education learning such as the Brigadler School and Dream Language School are located west of the track between the Toson Station and El Maamorea, with the Shaheed Elementary School located east of El Maamoura. Beyond educational facilities, numerous government services and facilities are located in the district. This includes the Abou Qir Central Hospital west of the track between Abu Qir station and El Maamoura, the Abou Qir Health Insurance Hospital, as well as the Toson Health Insurance Hospital. Additionally, government services and buildings as the Montaza Thany Police Station, Global Certification Bureau, Montaza Traffic Licenses Unit, Marine Officers Union and Drinking Water Mamoura are located west of the Section A route.

The metro route crosses through Montaza Awal District. The Montaza Awal District, which is Alexandria’s highest populated district, is home to numerous landmarks including the Montaza Palace and Montaza Garden, located east of the El Montazah station. Additionally, on the western side, a variety of schools can be found, namely, the Egyptian Alexandria Academy, as well as the Kuwait School. El Mandara, the station that follows, provides a gateway to a variety of medical facilities, such as the Mandara Specialized Hospital on the west, the Mandara Water Company and Mandara Police Station on the east with the Alexandria Electricity Company located in the mid-western point between El Asafra and Sidi Bishr stations.

Alexandria Regional Metro - Abou Qir

Final Alignment

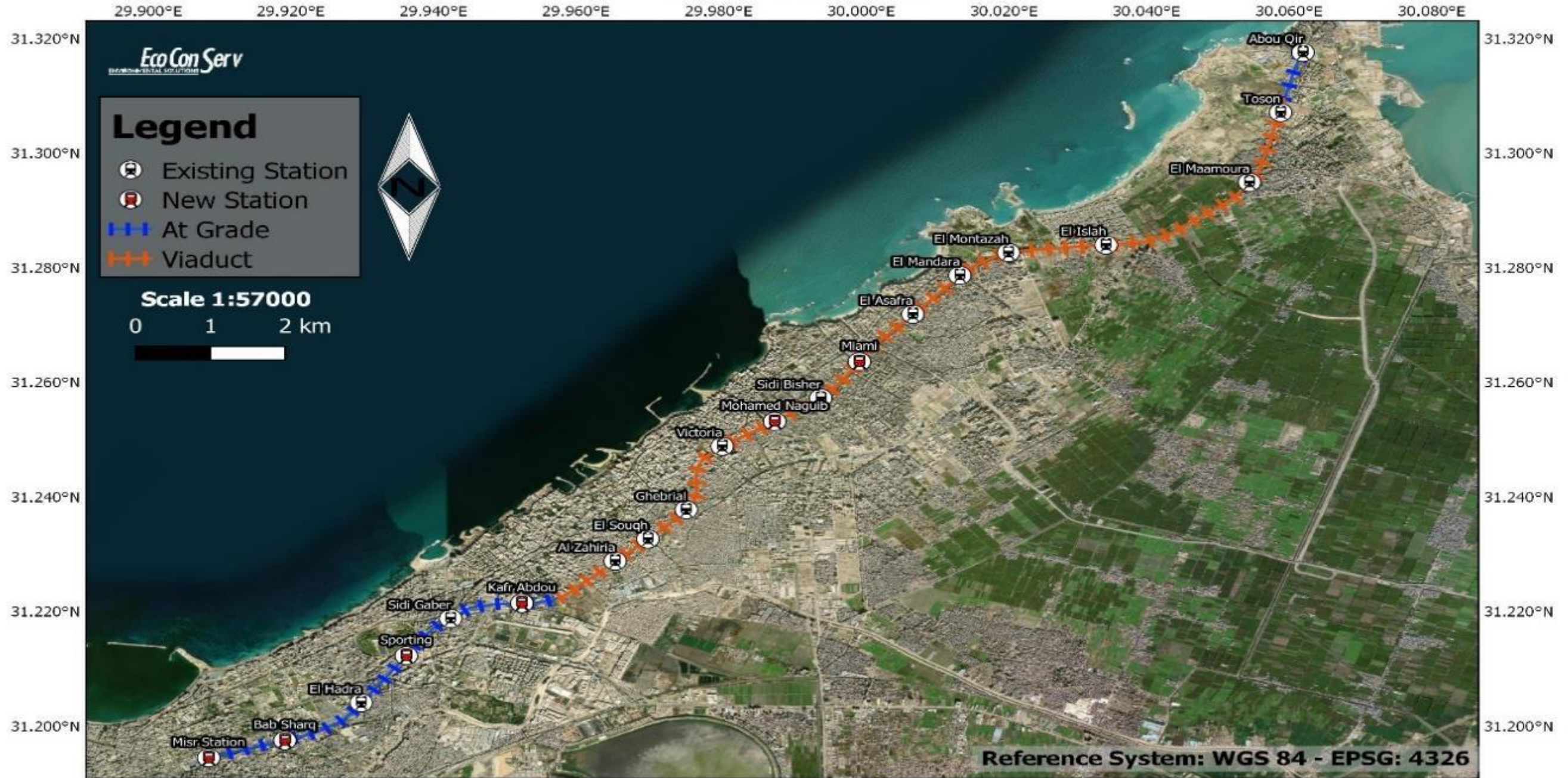


Figure 2-1: Metro stations distribution map according to the administrative division of Alexandria districts

2.2.2 Section B – Sidi Bishr to Zahiria

The Sharq District is an active region in the city, providing residents with educational facilities, culture, and governmental support. Section 3, which starts at Victoria Station, is most notably known for Victoria College, a private British school founded in 1902. The school is still active today, providing students from affluent backgrounds with a liberal arts education. The Sharq District is a concentrated hub for medical facilities and resources. The Section C metro route provides a gateway to approximately twenty hospitals. The Victoria Station is surrounded by numerous medical institutes

2.2.3 Section C – Kafr Abdou to Misr Station

The metro is expected to conclude its journey from Abu Qir at the new Misr Station, located in the Wasat District. The station is popular in Alexandria as it connects to the Sidi Gaber station, which provides residents with direct travel opportunities to Cairo, the capital of Egypt. Misr Station is also within close proximity to historical sites such as the Roman Amphitheatre, as well as the Martyr's Square, which was developed under King Farouk's rule to improve the city following the construction of the railway system.

The Wasat District is an educational hub for many students in Alexandria. The area provides pre-higher education students in particular with schools language schools, international schools and public schools. Moreover, university students also benefit from the area as the Faculty of Commerce and Faculty of Law belonging to Alexandria University are located in the area. the Wasat District is also a cultural hub with the presence of institutions such as the Alexandria National Museum, the Greco Roman Museum, Museum of Fine Arts and the Bibliotheca Alexandrina are all present east of the new proposed station of Bab El Sharq.

3 PROJECT DESCRIPTION

3.1 Project Background

Alexandria is underway to start implementing two transportation projects; the first being the development of the Al-Raml tram line, and the second to replace the existing Abu Qir railway line with an electrified 43 kilometer metro line from Abu Qir in east Alexandria to Burg al-Arab in the west. The cost of the proposed Metro line is estimated at US\$2.5 billion. The new Abu Qir metro aims to reduce traffic congestion in the coastal city streets. The existing railway line suffers from lack of maintenance and a generally poor operation condition, thus influencing the operating safety and efficiency. The infrastructure and rolling stock are outdated and unable to absorb the passengers demand.



Figure 3-1: Map showing other future projects expected to intersect with the current Project Phase

At peak time, there is a train every 10 minutes and it takes about 50 minutes to travel from Abou Qir to Misr stations. In the past few years, the number of services has dramatically decreased, from about 200 services a day to a little over 100 services today, which has greatly impacted the ridership, estimated to 71,000 passengers a day. The project will be implemented in three phases, the first of which includes relying on the current Abu Qir railway route which extends for 22 kilometers from Abu Qir to Misr station.

The European Bank for Reconstruction and Development (the “EBRD”), together with the European Investment Bank (“EIB”), Asian Infrastructure Investment Bank (AIIB) and the Agence Française de Développement (AFD) are considering providing finance to the Government of Egypt to finance the upgrade and electrification of the existing rail line connecting downtown Alexandria and north-eastern Abou Qir into a high capacity metro system.

Historically, the Abou Qir line was established as a suburban railway line under the jurisdiction of the Egyptian National Railways (“ENR”). Ownership will be transferred to the National Authority for Tunnels (“NAT”) once the line is transformed into a high capacity metro and, NAT will be responsible for the implementation of the Project and will be responsible for supervising the operation; which will be by a specialized operator (not identified yet). A Feasibility Study of the proposed Project was commissioned by NAT in December 2019 and is currently being undertaken by SYSTRA.

The Feasibility Study will define and update the detailed Project technical scope, budget, economic and financial assessment, and procurement approach and implementation schedules. The 22 km long existing Abu Qir line is a double track regional railway connecting very dense areas in the center and the eastern part of the city. It starts from Alexandria central station (Misr station) connecting the central area with Abou Qir and includes 20 stops (both terminals included) including two stations, Sidi Gaber and Victoria, for interconnection with Raml train. The Alexandria Regional Metro Phase 1 Project will comprise the replacement of the existing diesel train by an electrified metro that will run on the existing corridor between Misr Station and Abou Qir station. .

Phase 1 includes 20 stations, 15 of which are existing and 5 new stations. The project’s scope also includes the decommissioning of Al Raml railway station. The existing alignment will be followed and there are 2 proposed viaducts that cover the densely populated urban areas and multiple level crossings. From the 20 total stations proposed for the metro, there is a total of 13 elevated stations on the viaduct and 7 at grade stations. The metro line will be a dual track and will be uninterrupted by level crossings. This is considered to be the final alignment as was validated by NAT on 7 June 2021. Which will require a construction timeline about three years.

Phase 1 will be implemented entirely within the corridor of the existing Abou Qir train line and there are no expansions or extensions that will be part of this Phase. The construction works of the Abou Qir metro line will include the following elements:

- Decommissioning of the existing Abou Qir train ENR line and its associated infrastructure including the stations
- Rolling Stock with a capacity of 2,500 passengers in AW2’ conditions (7p/m²)
- Civil and Construction works for the Depot, Stations, and the Viaduct. The viaducts will be constructed following the proposed Monopile approach to mitigate the need for extra land outside the existing corridor of the train. A total of 13 stations will be located on the section with viaduct.

- Electrical and Mechanical works for the track and the infrastructural system to be implemented for the metro, and Setting up power supply for the metro
- Implementation of Signalling system and Centralized Control system throughout and across the metro line.
- Automated Fare collection system at the stations
- Track replacement and operational works
- Diversion of existing ENR tracks, and fencing of the metro track from the ENR track between Misr Station and Kafr Abdou.
- Diversion of Public utilities during the construction works if necessary

This phase also includes the following associated infrastructure as part of the project:

- Fencing of the corridor
- Depot (maintenance workshop)
- Centralized control and administrative building, and high voltage sub-station

3.2 Projects' Impacts

3.2.1 Positive Impacts

The project is expected to result in numerous positive social impacts, most importantly:

- Reduced air emissions from diesel trains, namely soot, volatile organic compounds, nitrogen oxides, and sulfur oxides that are harmful to both human health and the environment.
- Reduced greenhouse gas emissions as a result of the fuel switch from diesel to electricity.
- Increased safety and reliability of the transportation service,
- Reduced trip time as a result of increased travel speed and reducing operational delay,
- Elimination of derailment incidents and train/vehicle collisions with the removal of level-crossings.
- Attract more commuters to using the Metro rather than other modes of transportation, which will contribute to reducing car traffic congestion and air pollution,
- Generate employment opportunities during the construction and operation phases.

3.2.2 Adverse Impacts

Construction works will involve soil removal, excavation, equipment storage, and other activities that will interfere with the current land use of the Project area. Impacts due to land acquisition and involuntary resettlement vary depending on the nature of project activities and its land needs, the economic activities of the population, and the type of land ownership and use.

Unfavorable impacts potentially resulting from expropriation and resettlement activities include loss of land, if land is owned by individuals (private property) rather than State owned land, impact on livelihoods as a result of changes in land use and access restrictions or loss of different types of assets.

With regard to the resettlement impacts, it is very challenging to quantify the number of PAPs at this stage due, primarily, to the fact that the final project sites have not been determined yet for the two new stations (Bab Sharq and Sporting stations). Resettlement and livelihood restoration plans for PAPs will be prepared when such information is made available and in line with this RF and IFI/Lenders requirements. The RAP will also set out the principles to be applied around the compensation of livelihoods that will be affected by the use of land required temporarily during the construction phase. .

3.2.2.1 Permanent land acquisition/ Livelihood Impacts

Currently, ENR owns the 22 Km railway corridor and all the facilities located within. Coordination between ENR and NAT is however ongoing to transfer the ownership of the alignment according to the Prime Minister Decision No. 2360 of 2020 which considers the Abu Qir railway line with all its installations and facilities as a public interest Project. The decision also includes the right of acquisition of any real estate or land needed for the project (Appendix 1: Land acquisition ministerial decision).

The specific impacts identified include:

- **Tenants kiosks and cafeterias inside the current stations**

ENR rents the shops through the Ministry of Transport (MOT) Company for Investment and Development, which is responsible for the investment sector of the MOT as well as ENR.

The inventory of kiosks and shops undertaken for the purpose of this RF within the ENR stations indicate the presence of 7 kiosks and 3 shops/cafeterias in the Victoria, Abu Qir and Sidi Bishr stations.

None of the current shop lease contracts are valid after October 2023 (Appendix 2: List of shop and contract status). The inventory however, did not include the lease contracts for the shops in the Sidi Gaber station and the Alexandria station, as final designs in this stretch are not yet completed. . A final inventory including all kiosks and stores currently rented throughout the stations will be carried out when project designs are further elaborated.



Victoria Station



Abou Qir Station

Figure 3-2: kiosks inside the current stations the railway track

The impact on the shops located inside the stations may be temporary in the event that alternative units are provided in the new metro stations. This however, depends on the final design and feasibility studies.

Since no further data exists at this stage, the impact on the shops is considered permanent for the time being.

The impact on this category will need to be updated in the RAP study according to the final design and final inventories.

▪ **Shops outside the railway track**

Site visit observations indicated the presence of many shops alongside the ENR railway track that are fence built on ENR property. These shops are rented from ENR through the MOT Company for Investment and Development.

The current project design suggests that there are 13 elevated stations along the newly constructed viaduct (Toson, El Maamoura, El Islah, El Montazah, El Mandara, El Asafra, Miami, Sidi Bishr, Mohamed Naguib, Victoria, Ghebrial, El Souqh, and Al Zahiria). This elevated section will impact the shops existing currently within the ENR railway track.

The area under the viaduct in which shops will be removed will be redesigned within Alexandria Governorate’s traffic relief plans to facilitate traffic flow¹. This will be carried out in coordination with the concerned authorities in Alexandria Governorate and in line with the future planning of these areas once the viaduct is in place. This is anticipated to provide space for relocating affected businesses.

According to the preliminary inventory carried out by NAT through MOT Company, there are (145) shops outside the railway track (Appendix 2: List of shop tenants). The inventory categorized the shops according to the status of their contract as shown in the following table.

Table 3-1 Classification of the contract status of the shops located outside the railway track

Number of shops	Contract Status	Duration of the contract
31	No longer valid	From 2009 to 2018
3	Valid	Until June 30 2021
46	Valid	Until July 2021 to Dec 2021
24	Valid	Until January 2022 to Dec 2022
2	Valid	Until March 2023
20	Valid	Until Nov 2023

¹ These plans include redesigning of streets, shops and squares and should include accommodating space for affected shops.

99M – ALEXANDRIA REGIONAL METRO ABOU QIR to MISR STATION

Number of shops	Contract Status	Duration of the contract
1	Valid	Until May 2024
16	Valid	Until August 2026
1	Valid	Until August 2030
1	Valid	Until September 2032
Total: 145	No longer valid: 31	Valid:114

While some contracts will be valid for more than 10 years ahead, the tenancy contracts reviewed contain clauses stating that ENR retains the right to restore the leased property at its discretion. Article 9 of the contracts specifically states that:

“The Authority [ENR] reserves, for itself, the right to terminate this contract without being held responsible for any disruptions or damages in case it [ENR] sold the rented property or needed it for its purposes or for the purposes of other government institutions or sub-institutions. And it shall be sufficient that the tenant be notified of that one month in advance, through a registered letter, and the tenancy value shall be paid back to him [the tenant], if it was prepaid, for the remaining [tenancy] period as of evacuation of the property.”

The corresponding stipulation in the contact template states that: “The First Party [leaser] shall have the right to terminate the contract in case ENR needs the leased property for future projects.” (Appendix 3: A model of the lease contracts for shops related to MOT).



Shops in Miami area



Sidi Bishr

Figure 3-3: Shops outside the railway track adjacent to the railway fence

▪ Mosques across the Abu Qir Metro's Route

As mentioned earlier, the Abou Qir metro is split into 3 sections, with two sections being nearly fully elevated through a viaduct from Abou Qir station until Zahiria station. The elevation of the track is due to a number of engineering and landscape/urban management factors. First, elevation of the track ensures that urban planning and development plan of the Governorate of Alexandria is not affected (primarily for traffic management). Furthermore, the elevation of the track is considered crucial in Section B where it has a very tight corridor. However, even with the track elevation, the removal of some infrastructure within the alignment is unavoidable. The only major structures that will be removed are the mosques, primarily for the construction of the new metro stations (or construction of new segments to existing stations to accommodate metro traffic). A total of 13 mosques will be removed for the Abou Qir metro project.

The feasibility phase of the Abou Qir metro line included a study to clarify the existing status of the mosques and articulate why the mosques need to be removed. The impact of each mosque on the viaduct was shown through drawings and figures, with the final deduction requiring the removal of all 13 mosques.

The mosques that will be demolished have been determined by the ESIA consultant by reassessing the initial findings of the technical consultant². The ESIA consultant reassessed the mosques situation using a qualitative analysis taking the mitigation hierarchy into consideration and prioritizing avoidance. Where avoidance is not possible, other mitigations were suggested. All results of the below, however, should be further reconsidered in a design change procedure and reassessed incorporating the technical criteria/requirements.

The following table covers the inventory of mosques that will be removed along the Abou Qir metro line. The table includes a description of each mosque, its location, and justification for why the mosque will be removed. The adopted Mitigation Hierarchy is as follows:

- Compensate – To offset unavoidable impacts by relocating the mosques or rebuilding them in a different location;
- Mitigate – The removal of the mosque can be directly mitigated (for example structural modifications to the existing mosque to accommodate the viaduct rather than removing it);
- Avoid – based on a qualitative assessment of the proposed alignment design and the location/status of the mosque, it is deemed avoidable.

² Based on the original design which has changed

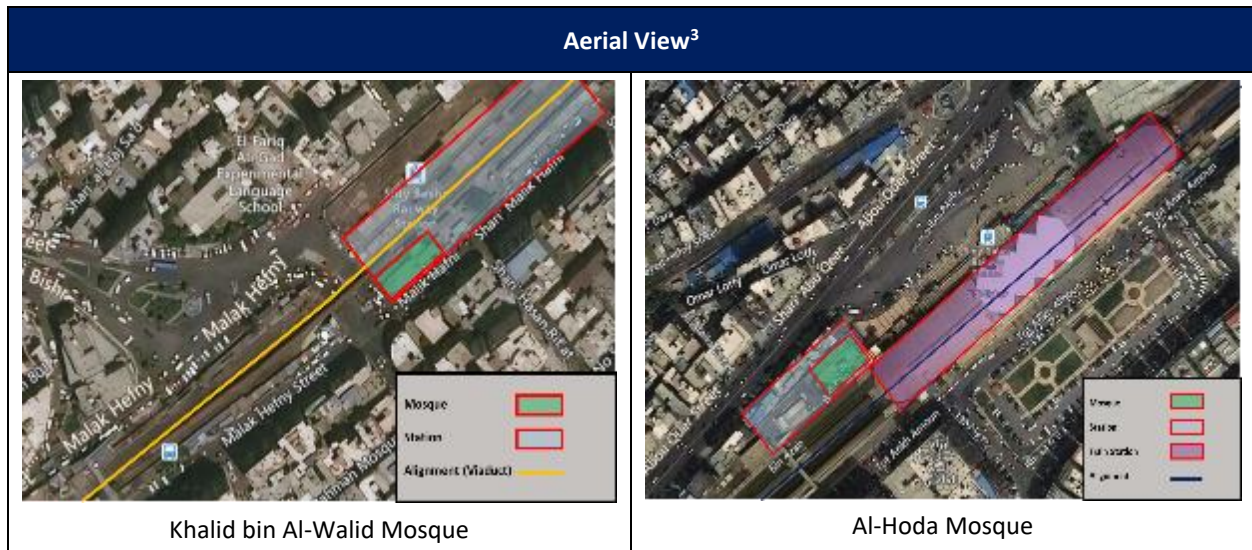
Table 3-2: Mosques across the Abu Qir Metro

No.	Mosque Name	Floors	Location	Mitigation Hierarchy	Justification
1	Al-Fatiheen Mosque	2 floors	Ghebriel, Sharq District	Compensatory Mitigation	The mosque is situated fully inside the alignment corridor and directly borders the current train track. This segment is also proposed to be a viaduct and the removal of the mosque is unavoidable
2	Ali bin Abi Talib Mosque	3 floors	El Maamoura, Montazah Thany District	Compensatory Mitigation	The mosque is within the alignment corridor and its height poses a barrier to the construction of the metro viaduct and thus its removal is unavoidable
3	Khalid bin Al-Walid Mosque	Ground floor only	Qism Raml, Wasat District	Compensatory Mitigation	During the construction of the Sidi Bishr station, removal of the Khalid ibn Al-Walid Mosque is unavoidable unless the station location changes. This is the case even now as the alignment is finalized and the station is on the viaduct, as the extents of the station and its primary columns will require the space currently occupied by the mosque.
4	Noor Al Islam Mosque - Faisal	3 floors	El Asafra, Montazah Awal	Compensatory Mitigation	Nearly half the structure of the mosque lies in the proposed location/area for Miami Station. In addition to that, it has 3 floors that will be nearly as the same height of the viaduct and too close to the viaduct superstructure
5	Dar Al Salam Mosque	Ground floor and roof	El Mandara, Montazah Awal District	Compensatory Mitigation	The proposed station for Mandara is based on the existing station and the mosque is located inside the station structure. Since the station will be entirely rebuilt as a metro station, removal of the mosque is unavoidable.
6	Al-Hoda Mosque	Ground floor only	El Mandara, Montazah Awal District	Compensatory Mitigation	It is the only feasibility location for Sidi Gaber Metro station extension, because there currently exists a train station. Current train station cannot

No.	Mosque Name	Floors	Location	Mitigation Hierarchy	Justification
					accommodate the metro station needs
7	Noor Al Islam Mosque - Bacchus	Divided into three parts. The first is 3 floors, the second is 5 floors and third is 4 floors.	El Mandara, Montazah Awal District	Compensatory Mitigation	The mosque is within the alignment of the metro due to its length it would interrupt the metro viaduct and thus its removal is unavoidable.
8	Mo'meneen Mosque	2 floors	Sidi Bishr, Montazah Awal District	Compensatory Mitigation	The mosque is located within the alignment and its height will be very close to the viaduct height which will present structural challenges/hazards during construction and potential hazards. Removal of the mosque is considered unavoidable.
9	Qaba'a Mosque	Ground floor only	Sporting, Wasat District	Compensatory Mitigation	The mosque is located within the alignment and its height/design will practically directly border the viaduct for the area as and thus the removal of the mosque is unavoidable
10	Al-Sabreen Mosque	2 floors	Mohamed Naguib, Montazah Awal	Avoidance	This mosque is located within the alignment close to the proposed location of the Mohamed Naguib station, and conflicts with the plan post completion of the metro project (fencing/structure works). However, the removal of the mosque is <u>avoidable</u> and there should be further design considerations to potentially avoid mosque removal. If deemed not possible, compensatory mitigation must be applied.
11	Badr Mosque	2 floors	Sidi Bishr, Montazah Awal District	Compensatory Mitigation	The mosque lies within the alignment corridor boundary but the key reasoning is related to the fact that its two floors, and will be around the same height as the viaduct. Thus, the mosque requires removal.

No.	Mosque Name	Floors	Location	Mitigation Hierarchy	Justification
12	Asafra People Mosque	Ground floor only	El Asafra, Montazah Awal District	Mitigation	The mosque partially lies within the alignment corridor boundary and is not in use. It belongs to another mosque in the Asafra area and has not been in use in recent years. It is recommended by the consultant, if avoidance is not possible due to project design, to mitigate the impact by enhancing the existing Asafra People Mosque capacity.
13	Al-Raheeq Al-Makhtoum Mosque	3 floors	Sidi Bishr, Montazah Awal	Avoidance	The mosque is currently within the alignment corridor and is projected to be interrupting the route of the metro fence. However, the removal of the mosque is avoidable and there should be further design considerations to potentially avoid mosque removal. If deemed not possible, compensatory mitigation must be applied.

The following figures covers examples of mosques within the alignment.



³ The alignment line shown in every figure is not to scale rather an indication of the path adopted by the alignment.



Figure 3-4 : Examples of mosques within the alignment

Alexandria Regional Metro - Abou Qir

Mosques to be Removed

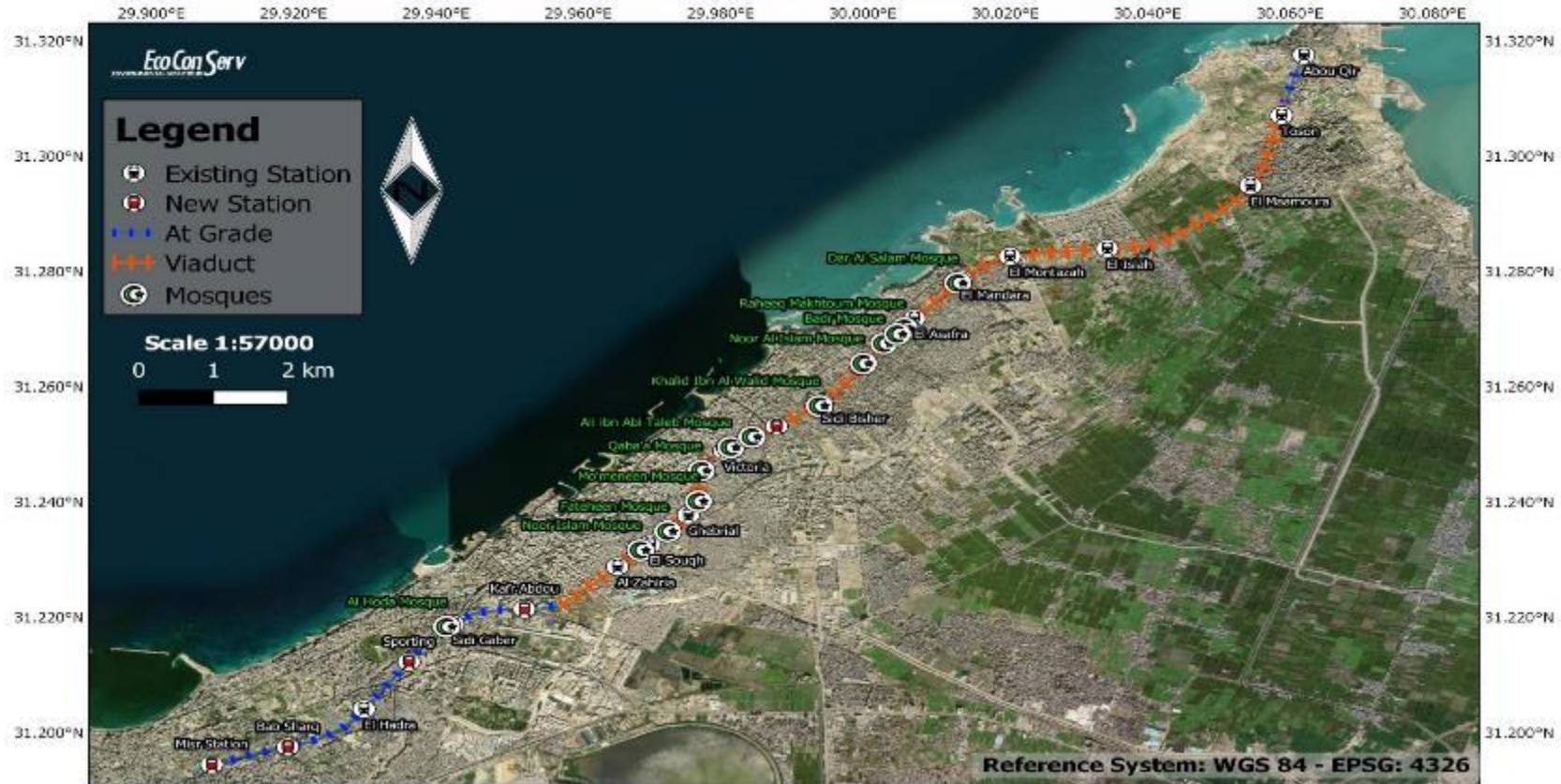


Figure 3-5: Map of the Mosques across the Abu Qir Metro

In Egypt, all privately or publicly built places of worship belong to the Ministry of Endowment. All the mosques are built without a permit on lands that were not in use by ENR. The ENR filed numerous trespassing cases regarding their ownership of the land being used by the mosques. All the mosques initially began as small prayer rooms, but eventually expanded to mosques via community members and residents gathering donations to expand these mosques. This process occurred over numerous years following the revolution, and underwent different stages, as reported to the consultant by the relevant imams. In recent years, all mosques regardless of size are affiliated with the Ministry of Endowment. As a result of this, the Ministry of Endowments has become the competent authority for compensations related to mosques whether an alternative mosque will be built or existing mosques will be expanded in consultation with the community.

The Ministry of Transport has coordinated with the Ministry of Endowments for the removal of the affected mosques in exchange for a compensation value of (25,000,000 E.P. "Appendix 1: ") allocated for the construction of other alternatives.



Al-Hoda Mosque



Qaba'a Mosque

Figure 3-6: Photos of the Mosques across the Abu Qir Metro

The consultant conducted site visits to all the mosques that will be removed, and held interviews with the imams of these mosques, the NGOs in the buildings attached to the mosques and an official in the Directorate of Endowments in Alexandria. The latter expressed the great importance and value of mosques to community members and therefore, there are certain procedures that need to be followed before mosques demolition, these being:

1. Coordination between the project owner (NAT) and the Ministry of Endowments, since it is the authority responsible for all mosques in Egypt; to obtain its approval (already done as mentioned above);
2. Officials of the Endowments Ministry will conduct consultation activities with the local community around the mosques that will be removed, through the imams of the mosques; Consultations will focus on the proposed alternatives, including the construction of a new mosque or expansion of an existing mosque, in order to reduce potential discontent and conflicts that could arise from removing the mosques;
3. Establishing alternative mosques or contributing to the establishment and expansion of existing mosques.

All the above measures will be undertaken prior to start of construction. Currently, some NGOs in the project area are working with the officials in the Endowments Directorate in Alexandria, and in consultation with the local community, searching for alternative sites to establish new mosques, and identifying mosques that can be expanded in proximity to the project area.

- **Permanent land acquisition for the new station and depot sites**

The project will include the construction of five new stations in addition to the depot land as follows:

Mohamed Naguib Station: The Mohamed Naguib station will be built within the boundaries of the current route and will not require land acquisition or change to the current land use.

Miami Station: The Miami station will be built within the boundaries of the current route and will not require land acquisition or change to the current land use.

Kafr Abdou Station and depot land: The Kafr Abdo station and the depot will be built on the Copper factory land (Al-Nahhas), which is currently owned by the Ministry of the Public Business Sector, and a ministerial decision of land acquisition was already issued in this regard. The Copper factory land is mostly empty with a number of decommissioned factories that haven't been in operation in the last decades. The old Nahass Land segment required for the metro depot based on feasibility study is 221,110 m²(± 4000 m²)⁴

Bab Sharq Station: The construction of the Bab Sharq station will require additional land from two adjacent plots of land, one of which is an Administrative building owned by the Health Directorate in Alexandria which is a State owned entity (approximately +1000 m²) and the other is a privately-owned land with no facilities, currently used as a parking lot (approximately 840 m²).

Sporting Station: The construction of the Sporting station will require additional land from two adjacent plots of land, one of which is owned by ENR (approximately 1000 m²) currently used as a warehouse) and the other is a privately owned land with no facilities, used as a car garage (approximately 915 m²).

No land acquisition was made for any of the plots of land (the private property) required for Bab Sharq and Sporting stations since station details can only be decided after the final design is in place. Once the latter is complete, a ministerial decision of land acquisition will be issued for the project.

Alexandria/ Misr Station: At the end of the metro line, a new station will be built within the boundaries of the Misr station (the main train station in Alexandria) close to the station fence. This new station will be located on ENR land. Part of this land is not utilized and the other part is occupied by old unused railway employee offices. The exact area required has not been determined yet.

⁴Rough estimate



(1) The Administrative building for the Health Directorate in Alexandria



(2) The private ownership land, used as a car garage

Figure 3-7: Photos of the new Sporting station sites

▪ **Stationary informal vendors - Livelihood Impacts**

The consultant noticed some stationary informal vendors inside the railway track at the crossing levels; at El Asafra, Sidi Bishr, Victoria, Ghebrial, Souq, and Zahiria stations;

The approximate number of stationary informal vendors inside the railway track is 12 and includes wooden kiosks used as stable (1), and small shops selling clothes / vegetables / food (11). They were observed in the area between Asafra Miami stations, and Victoria Gabriel stations. The stationary informal vendors were located inside the corridor at the time of the site visits by the consultant. These vendor acknowledged that they did not have a legal status and hence would disappear in the event of a police inspection.. They are also not active on a daily basis.



Small shop selling clothes (between Victoria and Ghebrial)



Small shop selling vegetables (Victoria)

Figure 3-8: stationary informal vendors inside the railway track between Victoria station and Al Asafra

Site visits and interviews with train station directors revealed that there are no homeless people or residents along the current Abu Qir train route. The station managers explained that the continuous presence of security officers in the stations ensures that no homeless people reside inside the stations. Additionally, workers who regularly pass along the tracks for maintenance would immediately report any homeless individuals observed to prevent any accident risks arising from moving trains.

3.2.2.2 Temporary land acquisition/ Livelihood Impacts

Construction of the line will result in temporary livelihood impacts for informal mobile vendors selling fruit/vegetables/ fish/ food ...etc. particularly present at the level crossings and at the entrances of the stations. The consultant was not able to determine a precise count, given their varying numbers, mobile nature, inconsistent location and irregular presence (not necessarily present in the same location daily, as they move from one location to another in the area). Mobile informal vendors are scattered in the areas of Dhahriya, Sidi Bishr, Souq, Victoria, and Mamoura.



El Souqh to Zahiria



Victoria and Ghebrial

Figure 3-9: Mobile informal vendors outside the railway track at the crossing levels Al Asafra to Zahiria

Appropriate livelihood restoration measures will be adopted for the mobile informal vendors who will be impacted by the project.. During consultation activities conducted between the consultant and the mobile informal vendors, the latter explained that their flexible business nature allows them to move from one place to another. They did not show any interest/concern in learning about the project since they believed they will be unaffected by its activities and that they are able to work in any crowded place, such as bus stops, at government offices and schools. Some of them even believed that the presence of a large number of workers will offer a good business opportunity for them to sell during the construction period, however this will not be encouraged by the Project to ensure the health and safety of the vendors and community at large.

As a priority, the contractor will attempt to avoid any land acquisition by utilising available ENR land at the existing stations as much as possible for storage of equipment and building materials.

In case avoidance was not possible, the contractor may need to rent a plot of land to allocate it for this purpose. This will be done according to the principle of willing buyer willing seller between the contractor and the landowner, and through an official contract for a specific period, which will be renewed if needed.

4 LEGISLATIVE FRAMEWORK FOR RESETTLEMENT IN EGYPT

Resettlement and land acquisition issues under the proposed Project will be addressed under the guidance of the laws governing the Arab Republic of Egypt to this regard, The IFI Standards and the GIP relevant to involuntary resettlement. NAT will be committed to complying with the EBRD PR5 and Best Practices to any future amendments. This chapter will discuss in details the Egyptian legal framework.

4.1 Main legislations and guidelines

The main legislations and standards that will be discussed under this section are as follow:

- Law 187/2020 on the amendment of some provisions of Law No. 10 of 1990 on the land acquisition for the public benefit
- Law 24/2018 on the amendment of some provisions of Law No. 10 of 1990 on the land acquisition
- Law 1/2015 on the amendment of some provisions of Law No. 10 of 1990 on the land acquisition
- Law 10/1990 on Property Expropriation for Public Benefit identifies
- Law 577 of year 1954 and Law 27 of year 1956 for land acquisition
- Law 27 of year 1956
- The new Egyptian Constitution
- Civil code 131 of year 1948

It is the Government of Egypt’s policy to pay compensation or offer assistance to people whose lands and properties are affected by projects undertaken by the Government. This section pertains to the means, causes, and the competent authorities entrusted with the implementation of the provisions and rules of the administrative law, civil law, in addition to the law related to the expropriation of private property for public interest. In addition, this section also covers the restrictions, the conditions of the legality of procedures applied by the administration at its disposal, and the consequences of property expropriation, in addition to the legal procedures for the possession of private property.

Amendments introduced to the 1990 Egyptian land acquisition law (Law 10/1990) through Law 24/2018 stipulate prior to the asset inventory, an appointment date will be announced publicly and “concerned parties” shall be notified in writing and “all owners and right holders” will be convened to appear before the responsible committee conducting the inventory on the project site to identify/ clarify properties and ownership rights. Under this formulation, the scope of the law has been expanded to include “right holders” in addition to formal owners however the definition of “right holders” in the context of this amendment remains unclear. It may be understood that right holders without formal ownership documents may be considered eligible for compensation, however the rights of stationary informal vendors and mobile informal vendors remains unclear. (For more details, see Appendix 5)

The regulation of the right to ownership in the constitution and the law, the new Egyptian constitution, which was issued at the end of 2012, stipulated in its article 21 that "the state guarantees the legitimate ownership of all kinds "Public, Cooperative, Private, and Endowment, and protect it, in accordance with the law".

According to the Egyptian law, the following table presents the types of lands ownership in Egypt:

Table 4-1: the types of lands ownership in Egypt

Land ownership type	Description
Public or State land ⁵	(in Arabic <i>Amlak Amiriya</i>), which is divided into the State's public domain that cannot be alienated and the State's private domain, which can be alienated generally through sale, lease, <i>Takhssiss</i> (i.e. conditional transfer on meeting certain criteria, such as keeping the land use unchanged and paying the remaining installments of the land price) or through <i>Haq Intifaa</i> ,
Private land	(in Arabic <i>Mulk harr</i>), which may be alienated/transferred freely. The constitution is in Article 24, which states that "private property is protected; and it shall not be expropriated except for the public benefit, and in return for fair compensation, to be paid in advance. All of this is in accordance with the law.

It is important to note that the Civil Code (No. 131 of 1948) recognizes (*Hiyaza*) (i.e. possession of immovable/movable property without ownership) as a legitimate channel to acquire ownership of the property in question through adverse possession, provided that the (*Hiyaza*) has been "peaceful, unchallenged and uninterrupted" for a period of 15 years. By Law, ownership through adverse possession does not, however, apply to State lands.

⁵ The large majority of land in Egypt is public or State-owned desert land that is for the most part undeveloped (estimated to be 90-95% of the national territory).

5 THE IFI STANDARDS

The IFI standards including EBRD PR5 “Land Acquisition, Restrictions on Land Use and Involuntary Resettlement”, EIB Standard 6 "Involuntary Resettlement" and WB ESS5 on “Land Acquisition, Restrictions on Land Use and Involuntary Resettlement” apply to this project. Their main objectives are avoiding, minimizing, and mitigating negative social impacts resulting from land taking or affecting the sources of livelihoods as a result of a development project.

5.1 The European Bank for Reconstruction and Development (EBRD) Performance Requirement PR5⁶: Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

EBRD PR 5 requirements pertaining to economic displacement, relevant to this Project can be summarised as follows:

- To minimise or avoid project inducing economic displacement, whenever feasible, by exploring alternative project designs. If displacement is unavoidable, an appropriate livelihood restoration action plan should be developed.
- To mitigate adverse social and economic impacts from land acquisition or restrictions on affected persons’ use of and access to land, physical assets or natural resources by ensuring that livelihood restoration activities are planned and implemented with appropriate disclosure of information, consultation, and the informed participation of those affected.
- To improve or, at minimum, restore the livelihoods, income earning capacity and standards of living of displaced persons, including those who have no legal recognisable rights or claims to the land (present in the project affected area at the time of the cut-off date), to pre-project levels and support them during the transition period.
- To make special provisions for assisting disadvantaged or vulnerable individuals or groups (present in the project affected area at the time of the cut-off date, that may be more adversely affected by displacement than others and who may be limited in their ability to claim or take advantage of livelihood assistance and related development benefits.
- To establish a grievance mechanism to receive and address in a timely fashion specific concerns about displacement and livelihood restoration that are raised by displaced persons.

5.2 European Investment Bank Standard

The European Investment Bank’s (EIB) Standard 6 Involuntary Resettlement defines involuntary resettlement as both physical displacement and/or economic displacement as a result of a project-related land acquisition or restriction of access to natural resources. The goal of this standard is to avoid, minimize Project induced resettlement, prevent forced evictions, respect individual’s right to

⁶ Environmental and Social Policy. 2014. <https://www.ebrd.com/news/publications/policies/environmental-and-social-policy-esp.html>

adequate housing, ensure that resettlement mitigation measures are designed and implemented through meaningful consultation, and participation of PAPs.

Standard 6 describes in detail how a resettlement should be planned, the tools and studies necessary for resettlement planning (census, socio-economic baseline studies, cut off dates, eligibility criteria), compensation strategies for resettlement and income restoration (valuation strategies for immovable assets at full replacement cost plus relocation expenses for homes, and full replacement cost based on market value, productive potential, or equivalent residential quality, including any administrative charges, title fees, or other legal transaction costs for land).

The implementation of S6 requires continuous stakeholder engagement and particular attention to vulnerable groups. S6 commits to improvements in the conditions of PAPs that used to live in substandard living conditions prior to the Project led displacement.

In addition, it must be taken into account Standard 7 sets out to avoid or minimize, or otherwise mitigate and remedy, potentially harmful effects of EIB operations on vulnerable individuals and groups. Standard 7 ensures that the vulnerable groups identified during the screening phase of the Project, and a detailed analysis is conducted during Social Assessment phase of the Project to assure that vulnerable groups are not adversely impacted by the Project. It is essential to include the vulnerable groups in the Project's stakeholder engagement plan SEP in line with Standard 10.

5.3 World Bank Standard

The objectives of the Environmental and Social Standard on Involuntary Resettlement (ESS5) are to:

- Avoid or minimize involuntary resettlement and associated disruptions by exploring project design alternatives.
- Avoid forced eviction
- Mitigate unavoidable adverse social and economic impacts from land acquisition or restrictions on land use by:
 - Providing timely compensation for loss of assets at replacement cost
 - Assisting displaced persons in their efforts to improve, or at least restore, their livelihoods and living standards, in real terms, to pre-displacement levels or to levels prevailing prior to the beginning of project implementation, whichever is higher.
- Improve living conditions of poor or vulnerable persons who are physically displaced (PAPs), through provision of adequate housing, access to services and facilities, and security of tenure.
- Conceive and execute resettlement activities as sustainable development programs, providing sufficient investment resources to enable displaced persons to benefit directly from the project, as the nature of the project may warrant.
- Ensure that resettlement activities are planned and implemented with appropriate disclosure of information, meaningful consultation, and the informed participation of those affected
- The standard applies to all PAPs regardless of the total number affected, the severity of the impact and the legal title to the land. Particular attention will be paid to the needs of Vulnerable Groups subject to displacement, which include those below the poverty line, the landless, the elderly, women and children, stationary informal vendors and mobile informal vendors

(individuals and groups who might be losing their source of livelihoods as a result of land acquisition).

5.4 Asian Infrastructure Investment Bank

The objective of AIIB Standard 2 is to:

- Avoid and minimize involuntary resettlement (IR) by exploring project alternatives.
- In the event where involuntary resettlement is unavoidable, the objective aims to promote the restoration of the livelihoods of affected persons, provide resettlement assistance, compensation, entitlements and improve the standards of living of the poor and vulnerable displaced groups.
- If the Project screening reveals that there would be involuntary resettlement, resettlement planning should be conducted through survey of land and assets, a full census of people to be displaced, and an evaluation of socio-economic conditions related to IR risks and impacts. A Resettlement Plan must be prepared for submission to AIIB. Meaningful consultations with people to be displaced, host communities, and nongovernmental organizations must be carried out and a suitable grievance redress mechanism to receive and facilitate resolution of concerns of persons displaced must be established. The draft resettlement framework and draft resettlement plan, including documentation of consultations, must be disclosed in local and English languages.

6 GAP ANALYSIS BETWEEN EGYPTIAN LEGISLATION AND IFI STANDARDS

This section compares national Egyptian rules and regulations with the IFI's Standards with regards to involuntary resettlement. This part of the RF illustrates similarities and differences and further points at project implementation difficulties that are likely to arise.

Egyptian legislations is broadly consistent with the spirit of IFI Standards/ Requirements for involuntary resettlement. This includes:

- The requirement to pay compensations in case of compulsory acquisition of land
- The need to compensate for the acquired property based on full market value of the property at the data of the verdict;
- The requirement to compensate for losses, whether temporary or permanent in production or damage to productive assets; and
- The provision for pre-judicial avenues for resolution of disputes and rights of appeal.

However, there are specific areas where provisions of IFI standards extend beyond those required under Egyptian legislation. These are as follows:

Table 6-1: Comparison of Egyptian regulations with the IFI Standards and best practices requirements and measures for bridging the gaps

Topic	Egyptian legislative requirements	IFI Standards/Requirements and best practices requirements	Measures for bridging the gaps
<p>Property Valuation/compensation</p>	<p>Compensation at replacement value and asset value increases are not accounted for by Egyptian regulation. Compensation is calculated at the market price in the area. However, the resulting compensation is often below replacement value of lost income.</p> <p>No requirement to find land replacement alternatives.</p>	<p>Compensation for lost properties will be calculated based on full replacement cost, in other words, compensation should be equal to what enables the Project Affected People (PAP) to restore their livelihood at the level prior to the resettlement.</p> <p>For the IFI standards, those people whose livelihoods are negatively affected by a project should have their livelihoods improved or at minimum restored and/or adequately compensated for any losses incurred. As such, where physical or economic displacement is unavoidable, the IFI requires to develop an acceptable Resettlement Plan.</p>	<p>Compensation at full replacement cost, in accordance to the market value at the time of compensation.</p> <p>In cases of loss of land with land-based livelihoods, affected people should first be offered alternative land of better or equal quality to the extent practical, as in the case of permanent land acquisition for the new stations (Bab Sharq and Sporting stations) and depot land.</p> <p>In cases of loss of land or structures, compensation should be equivalent to replacement cost plus relocation costs. Depreciation of assets or the value of salvage materials shall not be deducted from the value of replacement cost, as in the case of mosques and shops.</p> <p>Where the option of cash compensation or alternative Mosque/ shop is provided, the valuation shall be based on the cost of providing an alternative structure. For movable structures, such as kiosks or stalls, comparable replacement sites will be offered.</p> <p>NAT, the project owner will be responsible for preparing the RAP study and paying the compensation in compliance with all applicable standards, namely the Egyptian regulations, lenders standards/ requirements and this RPF.</p> <p>Compensation will follow the below procedure:</p> <ul style="list-style-type: none"> • The Egyptian Land Survey Authority will determine the compensation value in accordance with the Egyptian law. • NAT will then conduct a census of all PAPs through the Housing Directorate in Alexandria Governorate. • A compensation committee will be formed and will consist of representatives from NAT's legal department, NAT's PMU, Alexandria Governorate's Department of Real Estate and MOT Company for Investment. • The Compensation Committee will consult with the identified PAPs on the behalf of NAT, in order to <ul style="list-style-type: none"> ○ Discuss compensation value with the PAPs ○ Identify the gap between the compensation value estimated by The Egyptian Land Survey Authority and the full replacement value. ○ Arrive at an agreement on the final compensation due. NAT will be responsible for paying the full compensation amounts estimated, including any additional compensations stemming from the difference in valuation between international and local standards (Full replacement cost).

Topic	Egyptian legislative requirements	IFI Standards/Requirements and best practices requirements	Measures for bridging the gaps
Cut-off date	There is no cut-off date under the Egyptian laws	The IFI standards identifies a cut-off date in order to prevent people influx to the project area. This measure is stipulated in order to protect the project owner and to prevent wasting of resources.	<p>The cut-off date will differ according to the project and its various components. The date will be determined separately for each component.</p> <ul style="list-style-type: none"> – The cut-off date for all assets falling within ENR property, namely the rented shops, the mosques and the copper factory land, will be the date when the ministerial decision of land acquisition for the project was published in the Official Gazette, – The cut-off date for all informal mobile and stationary vendors is the date of completion of the census and asset inventory surveys
Compensation eligibility	<p>Under Egyptian law, the only people and entities entitled for compensation are those with registered property rights, for example, registered landowners, occupants, users and those with registered third party rights or those who have legally obtained the right to register their title but whom, for some reason, have not completed registration.</p> <p>Egyptian legislation does not recognize the rights of squatters.</p>	<ul style="list-style-type: none"> • Eligibility Criteria for compensation <p>Category 1: those who have formal legal rights to land (including customary and traditional rights recognized under the laws of the country);</p> <p>Category 2: those who do not have formal legal rights to land at the time of the census, but who have a claim to land that is recognised or recognisable under national laws.</p> <p>Category 3: Those who have no recognizable legal right or claim to the land they are occupying (squatters).</p> <p>Under the EBRD PR5 all the land needed for a project is subject to compensation</p>	<p>IFI standards specifies broader categories of eligible persons than Egyptian legislation.</p> <p>Under this project all the categories (1,2,3) will be considered for compensation in accordance to IFI standards ;</p> <p>Resettlement assistance will be provided in order to improve the PAPs livelihoods or at least to restore to pre-displacement levels prior to the beginning of project implementation, whichever is higher.</p> <p>Accordingly, individuals falling under category 1 and 2, will be compensated at full replacement cost and IFI Standards/Requirements payment prior to acquisition. These will include:</p> <ul style="list-style-type: none"> – Owners of the lands required for the new stations and the depot – Mosques across the Abu Qir Metro’s Route – Kiosks, cafeterias and shop tenants inside the current stations and outside the railway track <p>Those using land but with no recognizable legal rights or claim (i.e. individuals under category 3) will be compensated for their investments on the land such that their livelihoods are either improved or at least to restored to pre-displacement levels or to levels prevailing prior to the beginning of project implementation, whichever is higher.</p> <ul style="list-style-type: none"> – Stationary informal vendors – Mobile informal vendors <p>All Project Affected Persons will be compensated for their loss of assets, regardless of their legal status. Compensation includes financial or technical support so that PAPs are able to restore their livelihood to pre-displacement levels or to levels prevailing prior to the beginning of project implementation, whichever is higher.</p>

Topic	Egyptian legislative requirements	IFI Standards/Requirements and best practices requirements	Measures for bridging the gaps
Resettlement planning and procedural requirements	There is presently no requirement to prepare a formal Resettlement Action Plan (RAP) under the Egyptian law, nor to undertake any of the component activities of a resettlement plan such as, a 'census', socio-economic survey, consultation with project affected people, monitoring or reporting. Moreover, there are no specific references in the legislation to 'involuntary resettlement'. Also, there is no explicit consultation requirement in the Egyptian law'.	When there is impact on land and livelihoods or a funded project will result in restriction of access, the project requires to prepare a formal Resettlement Action Plan (RAP). In order to prepare the RAP, it is necessary to undertake the component activities of a resettlement plan such as, a 'census', socio-economic survey, consultation with project affected people, monitoring or reporting.	NAT in cooperation with relevant government authorities and ministries (ENR/ MoT) will prepare site-specific Resettlement Action Plan in compliance with the IFI Standards ahead of construction. In addition, the consultation activities will be implemented during the project lifetime and as part of the preparation of the RAP.
Livelihood/income restoration and assistance	Egyptian regulations do not specify income restoration allowances where the PAPs incurred losses of business income. No requirement to provide transitional support or livelihood restoration.	Under the IFI Standards best practice, loss of income resulting directly from project implementation should be compensated for. IFI Standards/ Requirements makes provisions for loss of income sources or means of livelihood, whether or not the affected persons must move to another location. It requires that PAPs should be assisted in their efforts to improve their livelihoods and standards of living or at least to restore them, in real terms, to pre-displacement levels or to levels prevailing prior to the beginning of project implementation.	As Egyptian law does not discuss compensation for loss of income, rather only covers land and assets (e.g. , the following will be unable to restore their income due to the absence of an income restoration mechanism: <ul style="list-style-type: none"> – Kiosks and cafeterias tenants inside the current stations, Shop tenants outside the railway track – Stationary informal vendors – Mobile informal vendors These will be unable to restore their income due to having no mechanism for income restoration IFI standards regarding livelihood restoration will apply. Therefore, those whose income is affected, will be compensated for the loss of profit and income. Providing alternative shops for kiosks, cafeterias and shop tenants, or training programs to stationary informal vendors and mobile informal vendors to help them get job opportunities, or legalizing their status in an official way will help them restore their livelihoods Alternative livelihood locations to informal sellers will be presented so that they can re-establish their businesses.
Vulnerable groups	Egyptian regulations have not addressed how vulnerable groups affected by expropriation of property should be treated	The IFI Standards best practice stipulates the importance of paying attention to the minority rights. Support for alternative livelihoods. For all other categories of economically displaced persons, the resettlement plan describes feasible arrangements for obtaining employment or for establishing a business, including provision of relevant supplemental assistance including skills training, credit, licenses or permits, or specialized equipment. As warranted, livelihood planning provides special assistance to women, minorities or vulnerable groups who may be disadvantaged in securing alternative livelihoods.	Particular attention will be paid to the needs of Vulnerable Groups among those impacted, including those below the poverty line, the landless, the elderly, women, single-headed households and those with handicaps, stationary informal vendors and mobile informal vendors (individuals and groups who might be losing their source of livelihoods as a result of project impacts). They will be engaged in the project by inviting them to the stakeholder engagement activities and consultations. The RAP will include a vulnerability analysis. Definite identification of those groups, and their sizes and characteristics have not yet been identified at this stage but relevant

Topic	Egyptian legislative requirements	IFI Standards/Requirements and best practices requirements	Measures for bridging the gaps
			<p>surveys will be carried out during the RAP preparation to identify all vulnerable groups and the level of impact will be assessed.</p> <p>Specifically, site visits will be made to conduct meetings with and inform the vulnerable groups about the project and its positive and adverse impacts. Additionally, they are to be informed about the grievance mechanism and given the contacts of the compensation committee in order to get the needed information.</p>
Access to timely and relevant information Disclosure	Egyptian law stipulates that PAPs be provided with timely and relevant information.	IFI Standards/ Requirements on Stakeholder Engagement and Information Disclosure focuses on that “the timely disclosure of relevant project information enables stakeholders to understand the project’s risks, impacts and opportunities. Mindful of this and as foreseen in the Stakeholder Engagement Plan, the borrower will provide identified stakeholders with relevant information in a timely and appropriate manner.	<p>The project will launch comprehensive Stakeholder engagement activities that will continue throughout the project lifetime during the planning, implementation, monitoring, and evaluation of any land acquisition and livelihood restoration activities. Involvement of some community based organizations will be the key to provide satisfactory level of information.</p> <p>All the consultation activities that will take in the context of this project will be included in RAP study.</p>
Grievances & Redress Mechanisms (GRM)	<p>Egyptian law allows the creation of “Specialized Committees” to address grievances originating from misunderstandings of project policy, or resulting from conflicts among neighbors. The law allows one month to object to the decision of resettlement, four months to seek redress to the compensation value and three months in case of dispute between several individuals or parties on a single property.</p> <p>Court cases in Egypt are known to require long periods of time before settlements can be reached. With intent to address the lengthy time the Egyptian court may require to process and resolve disputes.</p>	<p>The Grievance Mechanism according to IFI standards is “The Grievance Mechanism will be proportionate to the potential risks and impacts of the project and will be accessible and inclusive. Where feasible and suitable for the project, the grievance mechanism will utilize existing formal or informal grievance</p> <p>(a) The grievance mechanism is expected to address concerns promptly and effectively, in a transparent manner that is culturally appropriate and readily accessible to all project-affected parties, at no cost and without retribution. The mechanism, process or procedure will not prevent access to judicial or administrative remedies. The Borrower will inform the project-affected parties about the grievance process in the course of its community engagement activities, and will make publicly available a record documenting the responses to all grievances received; and</p> <p>(b) Handling of grievances will be done in a culturally appropriate manner and be discreet, objective, sensitive and responsive to the needs and concerns of the project-affected parties. The mechanism will also allow for anonymous complaints to be raised and addressed</p>	<p>The project will establish a GRM that is acceptable and accessible to all PAPs. It would serve as the first stop for people who have a grievance and will have several channels for them to complain. All genuine grievances will be considered and responded to and a due procedure of handling and managing grievances will be set. Moreover, the social development officers of the project owner will document the grievances and relay them to the interested entity.</p> <p>The PAPs will be informed that they can further take the case to the court if need arises in line with the GRM.</p>

Topic	Egyptian legislative requirements	IFI Standards/Requirements and best practices requirements	Measures for bridging the gaps
Consultation	Engagement/ participation of Project-Affected People is accounted for in the national legislation but is limited to the publication of census results and the compensation amounts in the municipality for a tow-week period from the date of publication during which individuals can object and present claims. No clear requirement to consult or seek participation of communities before the start of the land acquisition.	Under the IFI standards the affected communities and individuals should be consulted and contribute to the processes of land acquisition and resettlement. Consultation with the affected PAP should be documented.	Affected groups will have access to full information about the resettlement process and options for compensation through NAT's website (http://www.nat.org.eg/arabic/), IFI websites (https://www.ebrd.com/esia.html), and will also be made available in hard copy at NAT's head office located in Ramsis Square, Cairo, Egypt and at the Alexandria Governorate building located on the Agricultural Road, Smouha Entrance. In addition, to make the package accessible along the 22Km route, hard copies will be available in Misr Station (end station), Sidi Gaber station and Abu Qir Station (end station). Participatory planning and decision making should be applied in resettlement options and compensation.
Monitoring and Evaluation	The absence of monitoring and evaluation measures in Egyptian laws illustrates differences between the two systems. The lack of legally authorized resources can constrain accountability and governance mechanisms of financed projects. The lack of equivalency between the IFI Standards/ Requirements and Egyptian policy can negatively impact on the very idea of the consultation, decision making and disclosure principles charted in the IFI standards.	According to the IFI standards the projects including resettlement or land acquisition need to follow up the implementation of the measures through monitoring and evaluation, both internally and through an independent party (e.g. CSOs, NGOs, and national human rights institutions) or to facilitate community-driven monitoring, where practical and acceptable by the communities concerned. In terms of reporting, the borrower will establish regular communication and reporting channels back to the communities and individuals impacted and concerned, whether through non-technical summaries of progress updates, engagement activities, public meetings, targeted issue-based hearings.	Monitoring of the resettlement activities during the project implementation as detailed in this RF will be performed by NAT's PMU who will report the process on a monthly basis to a third party consultant and to the lenders. As such, the project is to develop an M&E and reporting system compliant with the IFI standards.

7 ROLES AND RESPONSIBILITIES

This chapter outlines the actual land acquisition and compensation process for the Abou Qir Metro project, detailing the roles and responsibilities of relevant authorities through every stage of the process;

7.1 Institutional and Organizational Arrangement for Land Acquisition

There are numerous and diverse governmental bodies involved in procedures related to land acquisition and resettlement for the Abou Qir Metro Project. In Alexandria, as well as every governorate, an assessment committee (in which membership changes every two years) established by the decree of the Minister of Water Resources and Irrigation, is present to play a key role in matters related to land acquisition and resettlement.

i. Preparation for Issuing a Prime Ministerial Decree of Land Acquisition due to Public Interest

The following procedure is conducted in preparation for the issuance of the Prime Ministerial Decree of Land Acquisition for the Project:

- i. NAT technical consultant (SYSTRA) conducted the project study
- ii. A preliminary determination for the places of expropriation and ownership transfer that are incompatible with the project has been done
- iii. The Ministry of Transport MoT prepared and presented a memorandum to the Cabinet of Ministers to issue a decree of public interest for the Abou Qir Metro project.
- iv. NAT technical consultant (SYSTRA) conducted a field survey in order to confirm the outcomes of the desk study by collecting the study data on land acquisition for to public interest
- v. Alexandria Governorate conducts a survey for confirmation of property loss, as well as for estimation of compensation amount. The project owner (MOT)/project authority(NAT) request the Prime Minister to issue a decision of land acquisition based on the survey result. The project owner/project authority deposits the compensation amount estimated by the estimation committee belonging to the treasury of the governorate or the treasury of Egyptian General Survey Authority (ESA).

ii. Issuing a Prime Ministerial Decree of Land Acquisition due to Public Interest

A Prime Ministerial decree of land acquisition for public interest is issued with a memorandum covering the project description and necessary area for land acquisition for public interest. The decree is also published in Egypt's national gazette(Appendix 1), as well as the headquarters of a governorate office and first instance court in the jurisdiction area where land acquisition is conducted.

The expropriation procedure is carried out and implemented in accordance with the Republican Decree of public interest by the Alexandria governorate and the Survey Authority in coordination with NAT as described in “iii **Property Assessment**” below.

iii. **Property Assessment**

An owner of a property to be expropriated is informed via an official letter and requested to attend confirmation of a property. A committee is formed according to law No. 10/ 1990 and its amendments by Law 187/2020, Law No. 24/ 2018 and law No. 1/2015. The committee is responsible for identifying the properties affected by a project, as well as confirming the location and legal status of affected properties with a property owner. The results of the survey are disclosed at the governorate and municipality offices, while property owners are officially informed of the survey results via registered mail.

Compensation for property loss is calculated according to the price determined at the time of assessment by a delegated assessment committee comprising of representatives from the governorate office of ESA as lead of the assessment committee, and joined by the directorate of housing and utilities in a governorate, and directorate of real estate taxes in a governorate. Once a compensation calculation is determined, a project proponent deposits the necessary amount.

iv. **Disclosure of the Assessment Result**

The assessment result (i.e., surface area, location, owner name, compensation evaluation) is disclosed at the governorate office of ESA and governorate office for one month. A property owner is informed of the assessment result via official letter. In addition, a project description, and period and place of disclosure about assessment result are announced at Egyptian Gazette, official journal and two daily newspapers for one week.

v. **Ownership Transfer**

If there are no grievances submitted, property ownership is transferred through the signing of a document.

vi. **Grievance Redress**

The Egyptian legal framework contains a two step_grievance redress process. The first step of grievance involves property ownership. A property owner is entitled grievance related to information regarding the concerned property such as legal status for 15 days after its announcement. A project representative or governorate office are the contact window and focal point of such grievance. The second step of grievance involves the evaluation of compensation amount. Both the property owner and project proponent are entitled grievance related to the assessment result at the first instance court in a governorate where acquisition will be conducted. Grievance is treated according to the law No. 10/ 1990 and its amendments by Law 187/2020, Law No. 24/ 2018 and law No. 1/2015.

7.2 Responsibilities of Competent Authorities

The Ministry of Transportation is the entity requesting expropriation for public interest and concerned with land acquisition. The Alexandria governorate and Egyptian Survey Authority are considered the entities responsible for estimation and compensation value and land acquisition for the Abou Qir Project according to law No. 10/ 1990 and its amendments by Law 187/2020, Law No. 24/ 2018 and law No. 1/2015. In the event in which matters related to compensation/assistance are not defined by the Egyptian legal framework, the Ministry of Transportation and other concerned authorities are responsible for undertaking the below items:

Table 7-1: Outline of Responsibility at Authority Concerned

Agency	Responsibility
Ministry of Transportation MoT/ NAT	<ul style="list-style-type: none"> - Requesting the land acquisition for public interest as described in Section 7.1 Institutional and Organizational Arrangement for Land Acquisition” - Providing funds and dispersing them for mandatory and supplementary compensation - such as in cases of income loss, livelihood stabilization and support for socially vulnerable people, according to the estimations of the committees formed in this regard - Providing an inventory of the affected shops and determining their legal / contractual status through the MOT Company for Investment and Development.
Governorate’s Department of Real Estate (Amlak)	<p>Conducts land acquisition and compensation payment within Egyptian legal framework.</p> <p>Provide required documents for ownership/tenure status in affected communities.</p>
Department of Urban Planning in the Governorate	Responsible for resettlement plan preparation for strategic development projects, and providing maps and relevant documents to PAPs.
Egyptian General Survey Authority	Participating in any land acquisition or livelihood restoration activities. It is the authority responsible for evaluating the property and estimating the compensation to be paid out

Agency	Responsibility
Directorate of Housing and Infrastructure in the Governorate	Responsible for conducting the PAPs census survey in Alexandria Governorate. Presenting PAPs in residential areas, according to the property and rent contracts for real estate. It also contributes to presenting alternative housing to the PAPs, according to what is available in housing projects and lands owned by the governorate.
The Ministry of Endowments	Coordinates with the Ministry of Transport the process of demolishing mosques (mosques built on ENR properties in the track of the Abou Qir railway line). Conducting consultation activities with community members and establishing alternative mosques or contributing to the establishment and expansion of already existing mosques; according to the available land for construction in the area. According to the outcomes of the consultation activities, this should be done before construction begins.
Department of Legal Affairs	Responsible for legal issues around tenure/ownerships and resolving disputes.
Department of Social Affairs in the Governorate	Affiliated to the Ministry of Social Solidarity. Responsible for reducing the impacts of resettlement on vulnerable groups (Stationary informal vendors, Mobile informal vendors) during and after resettlement takes place by conducting a survey of the socio-economic status of PAPs
Districts/ local units	Responsible for notifying the owners included in the inventory. It also participates in the procedures of implementing the land acquisition.

7.2.1 NAT's Institutional and Organizational Structure

NAT serves as the project's implementation agency under the oversight of the Ministry of Transport, Finance, Investment and International Cooperation. A Project Management Unit (PMU) is established within NAT under the Environmental Affairs Department to coordinate and implement project activities, and to liaise with the Bank. The organizational scheme of responsibilities for the Studies and Planning Department is outlined in the chart below:

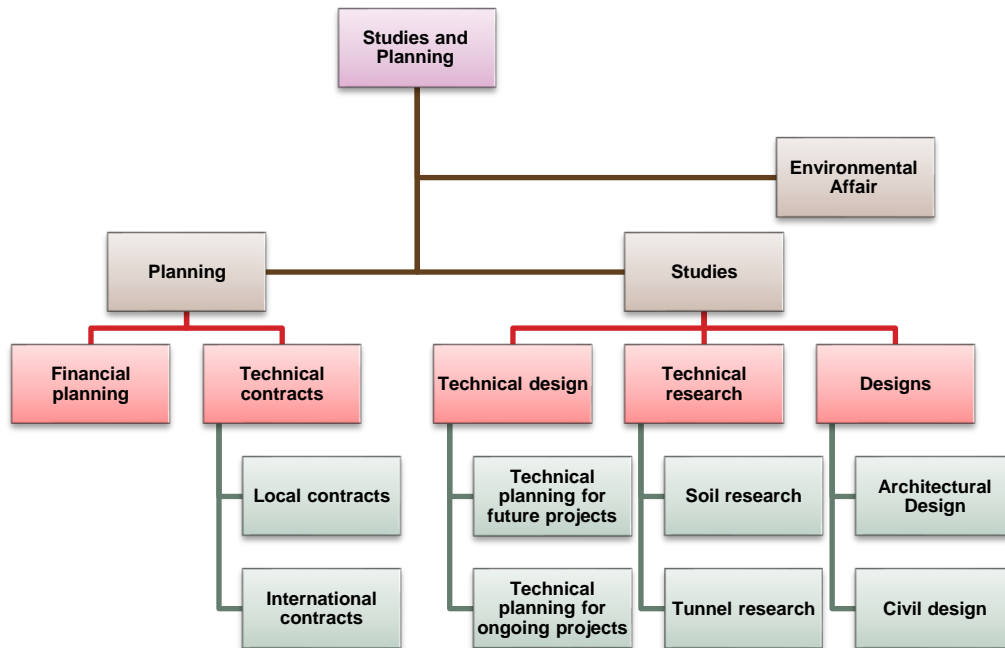


Figure 7-1: Organizational chart of NAT's Projects and studies related departments

7.2.2 Responsibilities of NAT PMU

- Environmental and social (E&S) experts will be appointed by NAT, who will be responsible for NAT's E&S commitments towards the lenders and for the preparation and implementation of the RAP amongst others.
- NAT is responsible for the implementation of all compensation for all PAPs, whether formal or informal in accordance with the Egyptian legislation on compensation as well as in accordance with the lenders standards and requirements. This includes the financing and implementation of livelihood restoration activities.
- The NAT PMU is also responsible for monitoring actions related to resettlement and livelihood restoration.
- Conduct consultations and information sharing sessions with concerned communities, PAPs and other stakeholders.
- Monitor the implementation of all the social measures associated with the ESMP.
- Operating the grievance redress system related to the project.
- Consult with PAPs to discuss and agree on the alternatives and the type of compensation that is convenient for both PAPs and NAT.
- Maintain records and documentation of the compensation process.
- Financing and providing assistance to vulnerable groups in cooperation with the Ministry of Social Solidarity office in Alexandria Governorate and the active NGOs in the governorate.
- The Social Development Officer will be the key focal point to coordinate the grievance mechanism.

99M – ALEXANDRIA REGIONAL METRO ABOU QIR to MISR STATION

- The preparation and endorsement of the RAP, including surveys and inventories.
- Monitor the implementation of the resettlement activities.
- Propose and take appropriate corrective actions as needed during the course of implementing the resettlement plans.

8 COMPENSATION PROCESS

The Compensation Process described in this section applies to all PAPs identified for the Abou Qir Metro project, including land owners, shop tenants, mosques, stationary informal vendors and mobile informal vendors. Moreover, the chapter outlines the concerned authorities determining the compensation value for the PAPs and undertaking the process.

8.1 The Entities and Authorities Contributing To Compensation Estimation Process

The compensation value will be estimated according to the Egyptian law by the Survey Authority, then NAT, through the Housing Directorate in Alexandria Governorate, will conduct a census of all PAPs, then NAT will consult with the PAPs through the Compensation Committee in order to estimate the gap in the full replacement value.

Compensations will follow the below procedure:

- The Egyptian Land Survey Authority will determine the compensation value in accordance with the Egyptian law.
- NAT will then conduct a census of all PAPs through the Housing Directorate in Alexandria Governorate.
- A compensation committee will be formed and will consist of representatives from NAT's legal department, NAT's PMU, Alexandria Governorate's Department of Real Estate and MOT Company for Investment, which is responsible for the investment sector of the Ministry of Transport as well as ENR. Responsible for estimating the value of rent compensation for the Kiosks, cafeterias and shop tenants inside the current stations and outside the railway track
- The Compensation Committee will consult with the identified PAPs on the behalf of NAT, in order to:
 - Discuss compensation value with the PAPs
 - Identify the gap between the compensation value estimated by The Egyptian Land Survey Authority and the full replacement value.
 - Arrive at an agreement on the final compensation due.

The compensation values of land and shops will be announced through official notifications to land owners and tenants, as well as published in the district authority, governorate and local units.

Any affected person may, by written notice, object to the transaction giving reasons for doing so, to the Project Team (PMU) with copies to the Governorate within a month (30 calendar days) of the first public announcement or appearance of the notice. NAT should make sure that affected persons have actually received this information and notification.

8.2 Compensation payments

NAT is responsible for paying the compensation. The Ministry of Finance is responsible for issuing the financial value of compensation for the Abu Qir metro project in favour of the National Authority for Expenditure, according to the preliminary estimates of the Survey Authority. It has already earmarked an amount of 500,000,000 E.P. as an initial estimated value for compensation (actual amount may vary). . This is in addition to an amount of 25,000,000 E.P. as compensation to the Ministry of Endowments for building new mosques or renewing existing mosques as alternatives to mosques that will be removed (13 mosques are impacted by the construction of the project Abu Qir Metro).

In the event in which the financial amount is not adequate to meet the additional requirements by the Lenders, NAT will request the additional amount for compensations related to the Abu Qir Metro project from the Ministry of Finance. The request is based on the evaluation of the Survey Directorate and the inventory of the Housing Directorate. Compensation will be paid by check, not cash.

8.3 Documentation

The Alexandria Governorate and NAT must arrange meetings with PAPs and/or their households to discuss the compensation process. For each individual or household affected, the Governorate will complete a compensation folder containing necessary personal information on the affected party and those claimed as household members, dependents, total landholdings, inventory of assets affected, and information for monitoring their future situation. This information is confirmed and witnessed by the Governorate and the project management unit (PMU). Folders will be kept current and will include detailed documentation of all assets surrendered and/or impacted. Each individual will be provided a copy of the dossier at the time of negotiations.

The documentation is necessary because it permits for the situation to be monitored over time. All claims and assets will be documented in writing.

8.4 Agreement on compensation and preparation of contracts

All types of compensation will be clearly explained to the PAPs. NAT Legal Affairs will draw up a contract, listing all property and land being surrendered and/or assets impacted and the types of compensation (cash and/or in-kind) selected by the PAP.

The PAP selecting similar alternative structures has an order form, which is signed and witnessed. The compensation contract is read aloud in the presence of the affected party and the respective of appropriate organizations' representative, Governorate/District officials and other community leaders prior to signing.

8.5 Planning and implementation

The responsibility of providing compensation to all PAPs is the responsibility of the project owner NAT/PMU through a Compensation Committee.

99M – ALEXANDRIA REGIONAL METRO ABOU QIR to MISR STATION

This committee consists of:

- Department of Amlak in the governorate
- Department of Land Surveying
- Head of state property or his representative in each governorate,
- NAT/ PMU, Social Development Office, Head of Environmental Unit, the engineer responsible for projects and legal member from the NAT's Legal Affairs Department.

The committee will conduct meaningful consultations with PAPs and communities, organized throughout resettlement planning, implementation and disclosure of relevant information procedures in alignment with the IFI Standards including EBRD PR5 PR10, EIB S6 S10, WB ESS5 ESS10 and AIIB requirements.

9 ELIGIBILITY CRITERIA FOR AFFECTED PERSONS

9.1 Defining Project Affected People (PAPs)

Project affected people (PAPs) are defined in this framework as individuals who may be subjected to adverse economic, social, or cultural impacts by the Project. . These impacts may constitute anything from the loss of physical assets such as land, commercial properties, homes, personal belongings, sources of income, and cultural/historical/religious sites, to nonphysical assets such as social capital and cultural networks and activities. Moreover, adverse impacts also include the loss of access to physical and non-physical assets and involuntary restriction of access to resources. . The below table outlines possible key losses that may arise from resettlement. .

Table 9-1: Possible Losses from Land Acquisition

Land	<ul style="list-style-type: none"> ▪ Urban land (rented or owned) ▪ Access to land
Structures	<ul style="list-style-type: none"> ▪ Formal commercial activities (Shops rented from ENR) ▪ Mosques built on the ENR's property ▪ Small informal commercial activities ▪ Other physical structures (rented or owned)
Livelihoods/ Income	<ul style="list-style-type: none"> ▪ Income from wage earnings ▪ Income from affected commercial activities (Formal and informal)
Environmental	<ul style="list-style-type: none"> ▪ Access to natural resources ▪ Negative environmental impacts resulting from land acquisition or from other project impacts

9.2 Eligibility Criteria

The IFI standards specifically propose three general categories for eligibility as illustrated in the below table.

Table 9-2: Criteria for Eligibility

Displacement Category	Entitlement
<p><u>The first criterion for eligibility will be those with legal title</u> Individuals who have formal legal rights to land (including customary and traditional rights recognized under the Egyptian laws)</p> <p>Based on field observations, stakeholder consultations and socio-economic surveys, the following PAPs have been identified:</p> <ul style="list-style-type: none"> ▪ Owners of land designated for the new Bab Sharq, Sporting stations and the depot ▪ Kiosks, cafeterias and shop tenants inside and outside the current stations/railway track across the Abou Qir Metro’s Route 	<ul style="list-style-type: none"> ▪ Compensation for loss of land and assets at full replacement cost. ▪ In case of physical relocation, provide assistance during relocation (i.e. moving allowances) and residential housing ▪ Support after displacement, until livelihoods and standards of living are restored to pre-displacement levels. ▪ Livelihood restoration assistance in addition to compensation measures (e.g. credit facilities, training, job opportunities).
<p><u>The second criterion for eligibility will be the legal status.</u> Individuals/entities who do not have formal legal rights to land, but have a claim to such land or assets (provided that such claims are recognized under Egyptian laws or become recognized through a process identified in the resettlement plan) e.g. the 13 mosques impacted by the Project.</p> <ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪ Compensation for loss in land and assets at full replacement cost. ▪ In case of physical relocation, provide assistance during relocation (i.e. moving allowances) and residential housing ▪ Support after displacement, until livelihoods and standards of living are restored to at least pre-displacement levels. ▪ Livelihood restoration assistance in addition to compensation measures (e.g. credit facilities, training, job opportunities). ▪
<p><u>The Third criterion for eligibility will be,</u> Individuals who have no recognizable legal right or claim to the land they are occupying (i.e. Stationary informal vendors, Mobile informal vendors)</p>	<ul style="list-style-type: none"> ▪ Compensation and livelihood restoration assistance as appropriate.

10 METHODS OF VALUATION OF AFFECTED ASSETS AND COMPENSATION

10.1 Policies

IFI Standards require that resettlement and compensation plans provide prompt and effective compensation at full replacement cost for losses of assets attributed directly to the financed project. Replacement cost is the method of valuation of assets that helps determine the amount sufficient to replace lost assets and cover transaction costs. In applying this method of valuation, depreciation of structures and assets should not be taken into account in determining their value.

Where Egyptian law does not meet the standard of compensation at full replacement cost, compensation under Egyptian law is supplemented by additional measures necessary to meet the replacement cost standard defined in IFI Standards and best practice.

Land and assets will be valued and compensated according to the IFI Standards and best practice, Egyptian regulations and practical operations, the standards of land acquisition and involuntary resettlement to be applied for the Project are described as follows:

- Land and property acquisition shall be avoided or minimized as much as possible by examining all possible alternatives from engineering as well as environmental and social perspectives.
- PAPs shall be meaningfully consulted in appropriate timing in order to reflect their opinions and preferences on resettlement plans and options, whereby their participation for planning and implementing the resettlement plan shall be promoted.
- Compensation shall be provided in a timely manner based on the agreement with PAPs, and will be finalized before the date of evacuation.
- Compensation on loss of assets shall be equal to the replacement cost. In the case of impact on livelihoods, standards of living, income opportunities, the compensation should be sufficient to at least restore to pre-displacement levels or to levels prevailing prior to the beginning of project implementation, whichever is higher.
- All PAPs living, working, doing business in the project area at the time of cut-off date will have entitlement of compensation and/or assistance⁷.
- The cut-off date for all assets falling within ENR property, namely the rented shops and the mosques, in addition to the copper factory land, are date when the ministerial decision of land acquisition for the project was published in the Official Gazette,
- The cut-off date for all informal mobile and stationary vendors is the date of completion of the census and asset inventory surveys

⁷ Cut-off date is generally the date when detailed census assessment begins, according to PS5.

- All affected people will be eligible for compensation and rehabilitation assistance, irrespective of the tenure status.
- Necessary institutional arrangements will be in place to ensure preparation and implementation of resettlement is undertaken in a timely manner.
- Adequate financial arrangement shall be ensured and enforced within the time frame of covering the cost of land acquisition, resettlement, and rehabilitation.
- Appropriate mechanisms for monitoring, reporting, and evaluation shall be developed and ensured within the resettlement management system.
- Appropriate mechanism for grievance shall be established.

10.2 Asset Valuation

The valuation of losses in assets depends on the type of the lost asset (land/ structures). Market value should be assessed to estimate the replacement cost. This should consider any associated costs to bring the asset to its pre-displacement value (if required in the compensation). The valuation process is to be undertaken by a competent and independent body experienced in IFI requirements

Table 10-1: Types and Examples of Affected Assets and the Method of Valuation

Type Of Lost Asset	Replacement Cost
Urban Land	Equivalent to the pre-displacement market value of land of equal size and use, with similar or improved public infrastructure facilities and services and located in the vicinity of the affected land, plus the cost of any registration and transfer taxes.
Mosques / Shops/ Other Structures	Equivalent to the market cost of the materials to build a replacement structure with an area, and quality similar to, or better than those of the affected structure, or to repair a partially affected structure. In addition to the cost of transporting the building materials to the construction site, the cost of any labour and contractors' fees, plus the cost of any registration and transfer taxes. NAT is the project owner and is responsible for preparing the RAP study and paying the compensation in accordance with the Egyptian regulations, lenders standards/ requirements. NAT will be responsible for paying the difference in value.

10.3 Compensation

The decision on which type of compensation provided should be jointly agreed upon between the project owner and the PAPs. Replaceable assets will be subject to availability. Moreover, livelihood restoration

assistance needed to restore the livelihood⁸ and standard of living of PAPs under the project to pre-project levels will be provided (i.e. short-term jobs, subsistence support, moving allowance, salary maintenance, food assistance, etc.).

10.3.1 Forms and Calculation of Compensation

Although the type of compensation may be an individual’s choice, compensation in kind (such as land-for-land) is preferred,. Compensation refers to both compensation for expropriated assets and livelihood restoration of income.

Compensations for property and assets are estimated according to the prevailing prices at the time of the expropriation decision, and an additional (20%) twenty percent of the value of the estimate is included in the compensation based on low No. 24/ 2018).

Table 10-2: Forms of compensation and calculation methods

Types of Compensation	Calculation Method
Cash Payments	Compensation will be calculated and paid in local currency. Rates will be adjusted for inflation
Similar alternatives structures	Compensation may include alternative structures equivalent to those which were affected, such as shops and mosques.
Other Assistance	Assistance may include moving allowance, transportation and labor, title fees, or other related costs.

10.3.2 Land Compensation

Both land and assets are valued and compensated for according to the following Standards/ Requirements and as appropriate for the project:

- Compensation cost values are based on full replacement cost, as of the date that the full replacement is to be provided or at the date of project or subproject identification, whichever is higher.
- Full market prices for land to be determined based on their value as determined by the local market, plus costs such as taxes, stamp duties, legal and notarisatation fees, registration fees, travel costs and any other such costs such as may be incurred as a result of the transaction or transfer of the land.
- The Project will assure security of tenure.

⁸ Livelihoods should be improved or at least restored to pre-displacement levels or to levels prevailing prior to the beginning of project implementation, whichever is higher.

The depot: El Nahas land, roughly estimated at 221,110 m² (\pm 4000 m²) should be compensated with land of equal size and location, with similar or improved public infrastructure facilities and services if available and if not, other compensation measures will be provided. The land is included in the ministerial decision of land acquisitions that was issued for Abou Qir Metro project. The Survey Authority is currently estimating the compensatory value of the land.

The new station (Bab Sharq): The construction of the Bab Sharq station will require additional land from two adjacent plots of land. The two plots of land were not included in the ministerial decision of land acquisitions that was issued for Abou Qir project. As such, a compensation value estimate has not been provided.

- The first is administrative building owned by the Health Directorate in Alexandria (approximately +1000 m²). Compensation for this building requires coordination between NAT and the Health Directorate in Alexandria, in order to account for the employees and services provided to citizens via the building. Additionally, there may be a possibility of providing alternative offices through the Health Directorate in which NAT is responsible for payments related to the cost of equipping the offices.
- The second is a privately owned land with no facilities. It is currently being utilized as a parking lot (approximately 840 m²).

The new station (Sporting): The construction of the Sporting station will require additional land from two adjacent plots of land, one of which is owned by ENR (approximately 1000 m²).

- The first land is currently being used as warehouse. It is included in the ministerial decision of land acquisitions that was issued for the Abou Qir Project, and its ownership will be transferred to the authority directly as it is owned by the Ministry of Transport, and thus considered an internal transfer of ownership.
- The second is a privately owned land with no facilities. It is currently being utilized as a car garage (approximately 915 m²). The land was not included in the ministerial decision of land acquisitions that was issued for Abou Qir project. As such, a compensation value estimate has not been provided.

10.3.3 Compensation for Buildings and Structures

Compensation for buildings and structures will be paid for by replacing shopse, kiosks and other impacted structures.

Kiosks, cafeterias and shop tenants inside and outside the current stations/railway track across the Abou Qir Metro's Route: There are 114 shops whose rental contracts are valid. The Compensation Committee will consult with the shop tenants (the valid contracts) regarding the available alternatives to compensate the tenants, particularly owners of the lease contracts with a longer validity date. The following alternatives can be offered:

- Shops belonging to MoT in other areas near to the location of the current shop.

- Shops belonging to Alexandria Governorate, which may be temporarily rented until the end of the construction period, who are eligible to receive priority in renting shops in the area below the bridge.

10.3.4 Compensation for Mosques

A total of 13 mosques will be removed, the following procedures are followed to estimate mosque compensation:

- coordination between (NAT) and the Ministry of Endowments, since it is the authority responsible for all mosques in Egypt; to obtain its approval (already done as mentioned above);
- Officials of the Endowments Ministry will conduct consultation activities with the local community around the mosques that will be removed, through the imams of the mosques; Consultations will focus on the proposed alternatives, including the construction of a new mosque or expansion of an existing mosque, in order to reduce the incontinence and conflicts that could arise from removing mosques;
- Establishing alternative mosques or contributing to the establishment and expansion of existing mosques. This will be done before construction begins.
- Following the completion of the Abou Qir Metro Project, empty lands in the areas where a viaduct is established may be used for the construction of the alternative mosques.

10.4 Livelihood Support/ Assistance for economic displacement

It is clear from the gap analysis between Egyptian legislation and the IFI standards and best practices requirements in Chapter 6 that Egyptian Law does not include compensation for assistance and/or support for loss of livelihoods/income, only land and assets. This may have implications for vulnerable groups and increase the severity of the impact of resettlement. As such, the procedures for compensation must be developed through a Livelihood Support Program (LSP) and agreement on other livelihood support measures of and assistance, to be approved before construction begins, and to be explained and defined in the RAP study.

10.4.1 Livelihood support to PAPs

The goal of the livelihood support program will be to restore, and whenever possible improve the livelihoods of PAPs in re-establishing and strengthening current livelihood practices in the short and medium term, and develop transferable skills and create self-reliance in the long term.

This program considers the following elements:

- Identification of all PAPs who will be economically affected by the project.
- Detailed estimations for their monthly income to be defined in cooperation with the Governorate and the District Authority in order to calculate the needed compensation. The proposed value will be consulted with the PAPs.

According to the socioeconomic survey undertaken for this RF study, the approximate number of stationary informal vendors inside the railway track is (12) include wooden kiosks used as stable and small shops selling clothes / vegetables / food. Based on the site visit, the stationary informal vendors are

permanently located inside the corridor and their compensation requires an accurate inventory by the Housing Directorate in Alexandria Governorate during the preparation of the RAP. Livelihood restoration assistance will include some of the following:

- Provision of skills training
- Access to jobs
- Provision of personal documents
- Provision of micro loans.

NAT has current experience in supporting livelihoods through the implementation of compensation for the Metro line 3, which is based on a cooperation protocol between NAT, the Slum Development Fund, ENR, and the Ministry of Social Solidarity. They all work to support vulnerable groups affected by the project by paying cash compensation to groups not covered by the Egyptian laws. This is applied according to the case study conducted by the Social Solidarity for each case (PAP) separately.

10.4.2 Vulnerable support program

The Project will develop and implement an assistance program aimed at assisting those who, by virtue of gender, ethnicity, age, physical or mental disability, economic disadvantage or social status, stationary informal vendors and mobile informal vendors (individuals and groups who might be losing their source of livelihoods as a result of land acquisition) may be less able to participate, and more adversely affected and have limited ability to take advantage of resettlement.

10.5 Entitlement Matrix

Entitlement shall be categorized based on the proposed eligibility to the loss. Since the detailed activities under this project have not yet been specifically identified. This entitlement matrix may serve as a generic tool for identifying the possible losses arising from the expected projects and the respective entitlement benefits of the PAPs.

Table 10-3: Entitlement Matrix for Affected Persons

Type of Losses	Level of Impact	Entitled Person(s)	Compensation Policy & Standards
Urban Land (Residential and/or Commercial)			
Loss of urban residential or commercial non-arable land or access to it	Permanent loss (complete or partial)	Individuals who have formal legal ownership rights to land	<ul style="list-style-type: none"> Provide cash compensation at full replacement cost or replacement land of a similar quality, size and location, with similar or improved public infrastructure facilities and services. This will apply for the lands described in “Section 10.3.2 Land Compensation”, namely: : <ul style="list-style-type: none"> The depot (El Nahas land) The new station (Bab Sharq) The new station (Sporting) <p>In the case that there are structures on the land, NAT will provide cash compensation at replacement cost for the materials used to rebuild the structures or to partially repair an affected structure.</p> <p>An initial compensation budget was allocated for the Project (Discussed in further details in Section 13 Funding Arrangement) after the land acquisition decree was issued (Appendix 1). However, the detailed budget and implementation plan will be prepared and included in the RAP.</p>
Loss of urban residential or commercial land or access to it	Permanent loss (complete or partial)	Individuals who do not have formal legal ownership rights	<ul style="list-style-type: none"> In the case where there are structures on the land which have been built by the users, provide cash compensation at replacement cost for the materials used to rebuild the structures or to partially repair an affected structure. Moving allowance for movable assets or assistance to move them. <p>Provide development and transitional assistance in locating new replacement lease land</p>

Type of Losses	Level of Impact	Entitled Person(s)	Compensation Policy & Standards
		to land but have temporary or leasing right ⁹	
Loss of urban residential or commercial land or access to it	Permanent loss (complete or partial)	Individuals who do not have any recognizable legal right or claim to the land ⁹	<ul style="list-style-type: none"> In case that there are structures on the land which have been built by the users, provide cash compensation at replacement cost for the materials used to rebuild the structures or to partially repair an affected structure. Provide landless PAPs with resettlement and transitional assistance to secure alternative commercial or residential land and to restore their livelihoods. Moving allowance for movable assets or assistance to move them.
Loss of urban residential or commercial land or access to it	Temporary loss (complete or partial)	Individuals who have formal legal ownership rights to land	<ul style="list-style-type: none"> NAT will include in the ESHS land acquisition Technical Specifications/ Requirements Section in the EPC Contract Works that: “temporary land acquisition outside ENR land during construction will be allowed only as commercial transaction (lease or rental) – no expropriation will be implemented for temporary land acquisition”. In case the temporary land acquisition blocked access to residents and commercial buildings, the Contractor is obliged to provide alternative access roads that is suitable for residents, especially vulnerable groups (elderly, children, women and disabled people).
Structures or Buildings (Places of worship, Commercial)			

⁹ According to available data, this category does not exist. However, since the exact PAPs have not been identified yet at this stage, it could be applicable after the exact land acquisition process begins. This will be confirmed by the RAP.

99M – ALEXANDRIA REGIONAL METRO ABOU QIR to MISR STATION

Type of Losses	Level of Impact	Entitled Person(s)	Compensation Policy & Standards
Loss of structures or access to them	Permanent loss (complete or partial)	Individuals/ or entity who do not have any recognizable legal right or claim to the land (squatters); But they have a right to the building because the rituals of prayer are held in it and it has become affiliated with the Ministry of Endowments	<ul style="list-style-type: none"> Provide cash compensation at replacement cost for the structures if they were built by the users. This will apply to the 13 mosques that will be removed for the Abou Qir metro project. The Ministry of Transport has coordinated with the Ministry of Endowments for the removal of the affected mosques in exchange for a compensation value of (25,000,000 E.P.), allocated for the construction of other alternative or expansion of an existing mosque, in order to reduce the incontinence and conflicts that could arise from removing mosques. <p>An initial compensation budget was allocated for the Project (Discussed in further details in Section 13 Funding Arrangement) after the land acquisition decree was issued (Appendix 4). However, the detailed budget and implementation plan will be prepared and included in the RAP.</p>
Standing Trees¹⁰			
Loss of standing trees, or access to them	Permanent loss of standing trees, or plants	Individuals/ companies who have formal legal ownership rights to the land on which the trees are planted	<ul style="list-style-type: none"> Provide cash compensation for loss of trees, or plants at replacement cost. This may apply to the El Nahas land that will be used to construct the depot.
Livelihoods/ Income or Access to Income (Commercial, Business)			

¹⁰ The project's entitlement matrix does not include agricultural land. Trees and plants were added in the event that any trees or plants present in the lands such as the depot land were compensated.

99M – ALEXANDRIA REGIONAL METRO ABOU QIR to MISR STATION

Type of Losses	Level of Impact	Entitled Person(s)	Compensation Policy & Standards
Loss of source of income or access to source of income	Permanent loss of Livelihoods/ income source or access to it	Tenants who have formal legal rental contracts in formal registered businesses	<p>All shop tenants with valid contracts both within the stations and outside the corridor forming the fence:</p> <ul style="list-style-type: none"> A 3-months' notice - at least - to be given to the tenants. Provide a permanent alternative location, either similar alternatives as compensation for: <ul style="list-style-type: none"> Kiosks, cafeterias and shop tenants inside the current stations and outside the railway track across the Abou Qir Metro's Route: there are 114 shops whose rental contracts are still valid Cash compensation for lost net income during the period of transition (6 month period /until the reestablishment of business/economic activities in another location). If the transitional cash compensation 6 month period expires without the PAPs having restored their living standard, then the period could be extended to another 3 months. However, this extension is to be granted on a case-by-case basis. Therefore, it is recommended that a Social Officer has to make a case study for each PAP prior to the decision. <p>The detailed budget and implementation plan for compensation of shop tenants shop tenants with valid contracts will be prepared and included in the RAP.</p>
Loss of source of income or access to source of income	Permanent loss of income source or access to it	Tenants or workers in informal not registered businesses, or no longer valid lease contracts Such as: Stationary informal vendors	Those falling under this category of stationary informal vendors inside the railway track (approx. 12) and include wooden kiosks used as stable and small shops selling clothes / vegetables / food. Based on the site visit, the stationary informal vendors' locations are permanently located inside the corridor and their compensation

99M – ALEXANDRIA REGIONAL METRO ABOU QIR to MISR STATION

Type of Losses	Level of Impact	Entitled Person(s)	Compensation Policy & Standards
			<p>requires an accurate asset inventory by the Housing Directorate in Alexandria Governorate to be conducted during the RAP.</p> <ul style="list-style-type: none"> • Provide Livelihood restoration assistance, such as the following: <ul style="list-style-type: none"> - Provision of skills training - Access to jobs - Provision of personal documents - Provision of micro loans. <p>In cooperation between the authority and some government agencies concerned, such as the Ministry of Social Solidarity and the Slum Development Fund</p> <ul style="list-style-type: none"> • Provide transitional cash compensation until new employment is secured based on minimum wage per month in the respective district (6 month period / until the reestablishment of business/economic activities in another location) • Priority shall be given to severely affected PAPs in the provision of any relevant employment in the activities related to the sub-project. • Provide a permanent alternative location, and help legalize their situation from informal to formal through cooperation with the governorate to provide small shops that match the rental value with the economic situation of the PAPs • Provide assistance in moving and finding similar and affordable rental structure (this may include moving allowance and rental allowance for a transitional period).
Loss of source of income or access to source of income	Temporary loss of income source or access to it	Tenants or workers in informal unregistered businesses Such as Mobile informal vendors	<ul style="list-style-type: none"> • Provide a temporary alternative location, and help legalize their situation from informal to formal through cooperation with the Alexandria governorate to provide small place in one of the traditional markets in the area that match and/or exceed the economic situation of the PAPs • Provide Livelihood restoration assistance, such as the following: <ul style="list-style-type: none"> - Provision of skills training

99M – ALEXANDRIA REGIONAL METRO ABOU QIR to MISR STATION

Type of Losses	Level of Impact	Entitled Person(s)	Compensation Policy & Standards
			<ul style="list-style-type: none"> - Access to jobs - Provision of personal documents <p>The detailed budget and implementation plan for compensation of stationary and mobile informal vendors will be prepared and included in the RAP.</p>

11 PUBLIC CONSULTATION AND DISCLOSURE ARRANGEMENTS

11.1 Consultations during project preparation

During the project preparation and as indicated in the PRE-ESIA consultation chapter, the first scoping meeting should start as early as possible in the ESIA process to ensure the full engagement of stakeholders. The consultation activities will be designed to comply and meet the IFIs Requirements and will include affected communities, NAT, MoT, EEAA, other government Ministries, agencies and NGOs. Consultation and participatory activities will be considered during this early phase of the ESIA to ensure that the assignment is clearly shared and verified with various groups of stakeholders.

During and following the scoping meetings, all views and concerns raised are documented. Any issues raised during the scoping meetings are considered in the ESIA study.

A public Consultation will be organized by an ESIA consultant in close cooperation with NAT and other key relevant organizations.

More details about the scoping stakeholder consultation activities and the key outcomes obtained can be found in Appendix 6.

11.2 Consultations arrangements during project implementation

During project implementation, when resettlement impacts are involved and a RAP needs to be prepared, consultations with affected persons will be carried out by NAT/ PMU, and/or the concerned authorities in implementing the project through the independent consultant that is contracted for the RAP preparation process. Prior to or during the consultation, the PAPs should be well informed of the following information:

- Project Components
- Project Impacts
- Public consultation and disclosure of information
- PAPs' legal rights and entitlements
- Compensation policies
- Resettlement activities
- Grievance and Redress Mechanism
- Implementation schedule
- Organizational responsibilities

It is crucial that the PAPs and other primary stakeholders are involved in the project from the very early stages, and that relevant and adequate information about the project and its activities is provided to them in a timely manner, since this would:

- Support in identifying the project impacts and the affected individuals, households, and communities (especially the most vulnerable groups)
- Allow for the collection of more accurate data for the socio-economic survey
- Ensure the delivery of entitlement and services is more transparent
- Reduce the potential for conflicts and minimize the risk of project delays
- Support the formulation and design of resettlement programs and rehabilitation measures that meet the needs and priorities of affected people

11.3 Preparation of the Socio-economic Survey

A socioeconomic survey was undertaken for the purposes of this RF. During the preparation of the RAP a detailed and compressive socioeconomic survey will be conducted. These surveys should examine the nature of the impacts, the socio-economic and cultural setting, local organizations, social risks, total land holdings and affected assets as well as the indicators that would ensure that the project affected people, at minimum, regain their former quality of life or, preferably, are enabled to improve it. Information should be collected from PAPs and related household members or dependents. This information will be documented in writing, used in the preparation of the RAP and in determining the appropriate compensation and assistance for each affected individual/ household. The figure below demonstrates the objectives of the socio-economic survey.

Box 11-1: The Socio-economic Survey Objectives

The Socio-economic Survey Objectives

- Introduce the project to the PAPs
- Collect census data to identify PAPs on individual and household levels
- Description of the affected households including information about livelihoods, production and labor systems, standards of living, an analysis of their legal rights and informal entitlements, and any issues of potential conflict
- Collect census data to identify vulnerable and severely affected PAPs
- Collect census data on the overall socio-economic environment of the affected communities
- Statement of the magnitude of the expected loss (total or partial) of assets and the extent of physical or economic displacement
- Identify stakeholders
- Identify impacts of the project on the livelihoods of the PAP (i.e. property, structures, income...etc.)
- Identify any concerns or worries the PAPs may have
- Identify the resettlement preferences of the PAPs

11.3.1 The Socio-economic Survey to date

During the preparation of the ESIA study, the consultant carried out a preliminary asset inventory, census and socio-economic survey with tenants of kiosks and shops existing inside the current stations (which

are considered the property of ENR) and with some of the stationary and mobile vendor inside the railway track at the crossing levels.

Tenants kiosks and cafeterias inside the current stations: The consultant's inventory showed the number of which are (7) kiosks and (3) shops/ cafeterias (formal PAPs).

Stationary informal vendors: Wooden kiosks used as stable (1) and small shops selling clothes/vegetables/food (11). They are found in the area between the Asafra Miami stations, and Victoria Gabriel stations at the crossing levels (informal PAPs).

Mobile informal vendors: no census or asset inventory has been undertaken. For the RAP, a sampling methodology will be developed to determine the impacts on this category.

Findings of the socio-economic survey

The following ratios will be calculated according to the total number of formal and informal PAPs, which according to the census conducted for this RF is 22 PAPs however this number could change when the detailed surveys will be undertaken for the RAP.

- The average family size is comprised of 5 people per household.
- 45% of the total number of those surveyed were the formal tenants of the kiosks and cafeterias inside the stations while stationary informal vendors inside the railway corridor represented 55%.
- With regard to the legal status of the tenants inside the stations, all of the tenants have a legal status. The consultant was not provided documentation of the legal status, but was provided with verbal confirmation.
- All the PAPs are males and most of them are head of households, they represent about 92% of the total number of PAPs.
- The elderly represent about 9% of the total no. of PAPs.
- In regard to the PAPs education, 13% of the PAPs read and write, 78% have intermediate education, and 9% have high education.
- The majority of PAPs rely solely on formal or informal economic activities, with a low percentage being categorized as employees or have access to other sources of income.

The average monthly living expenses reported by those interviewed is a maximum of L.E. 3,000. However, the average monthly income from occupation practiced within the corridor is about 2500. This process enables meaningful consultations between the project proponent and project-affected groups and local NGOs is required to take place. Before the public consultation on the draft ESIA, the draft technical summary in Arabic should be disclosed to all concerned parties.

In alignment with Lenders requirements (EBRD, EIB, WB, AIIB) for Category A projects; disclosure is mandatory and all disclosure requirements will be applicable. EBRD Access to Information Policy stipulates that the Bank disclose ESIA and RPF for Category A projects 120 calendar days prior to Board consideration for public sector projects.

NAT will strictly follow legal requirements for disclosure of information. In addition, NAT will disclose environmental and social information and inform interested stakeholders on the RAP and Project development. The stakeholder engagement plan SEP to be prepared for this project include a chapter on disclosure activities, in addition to its inclusion in the ESIA.

11.3.2 Information disclosure and local access to information

NAT/PMU will take steps to ensure that affected persons and communities can obtain relevant information related to the project in general and the land acquisition and resettlement arrangements in particular in line with the Project Stakeholder Engagement Plan (SEP). The RAP documents will be available to the public, in English and Arabic. Additionally, summary contents of the RF and RAP, including compensation rates for all categories of land and assets, eligibility criteria for all modes of assistance, and information regarding the project grievance procedures will be posted in an accessible and prominent place accessible to project affected persons.

Consultation and community engagement activities should take place according to The IFI Standards and Best Practices. The Stakeholder Engagement Plan (SEP) to be prepared should include a consulting plan for groups affected by the land acquisition and displacement including potential vulnerable groups

12 GRIEVANCE MECHANISM

12.1 Objectives

The objective of a grievance mechanism procedure is to ensure that all comments and complaints from any project stakeholder are considered and addressed in an appropriate and timely manner.

Both NAT and contractors must be committed to avoiding, reducing, limiting and if necessary, remedying any adverse impacts caused by their activities on local populations and on their social and physical environment. One of the tools for identifying, preventing and managing unanticipated impacts is a Grievance Mechanism (GM).

The grievance mechanism will deal with suggestions, concerns, and grievances related to any issues arising from Project specific activities. The grievance mechanism is not designed to obstruct access to other judicial or administrative processes that are available under Egyptian law.

12.2 NAT Current Grievance Mechanism

NAT has an existing Grievances Mechanism. The process of receiving and managing grievances is shown in (Appendix 7). The Current grievance mechanism is a participatory tool for the internal and external stakeholders, while it is a mandatory process for NAT. The procedure described in this document is extended to communities, all workers onsite, including permanent workers, casual workers, service providers, consultants, suppliers, subcontractors and external stakeholders, accessible to all workers, and at no cost and without retribution.

Although there are grievance mechanism for workers at the construction site (related to the contractor and is supervised and monitored by NAT), NAT's complaints channels are available to all parties concerned with the project.

12.3 Institutional Responsibility for Grievances

The entity responsible for handling grievances will mainly be the **Grievance Committee** within the implementing agency (NAT/ PMU)

- The Grievances Committee receive the complaint.
- The Grievances Committee directs the complaint to the concerned department or to the engineering department for investigation.
- The complaint and the investigation report are routed back to the grievances committee, where a report is prepared and raised to the decision-making authority.
- Document all received grievances.
- Document, report and disseminate the outcome of received grievances.
- Ensure that each legitimate complaint and grievance is satisfactorily resolved by the responsible entity.
- Monitoring grievance redress activities.

PMU working within NAT in cooperation with the Contractor will address all grievances raised by community members, particularly the ones related to resettlement activities.

Assigning a responsible person or a team to handle the resolution of grievances is part of GRM related to IFIs Requirements. Creating a timeframe where the aggrieved person has been provided with acknowledgment of receipt of their grievance with a pledge of a resolution, in addition to maintaining confidentiality, will result in amicable implementation of the project.

12.4 Grievance Tiers

The proposed mechanism is built on two tiers of grievances:

First tier of Grievances: project level (on Site)

The Project Manager on site (contractor) is responsible to ensure that the GRM system is widely promoted and clearly explained on a local level. Moreover, they will follow up on the complaint until a resolution is reached. The turnaround time for an effective resolution should be 10 days from receiving the grievance and the E&SDOs should inform the complainant of its outcome.

The project developed a mechanism for handling project-level complaints and grievances with the aim of ensuring that project related complaints are addressed in a timely and transparent manner. The project GM is designed to accept grievances from all project stakeholders.

Grievances are documented through the grievance log, which is designed for project to ensure documentation and follow-up (see Appendix 8: Sample Grievance Form & Register). During construction the contractor is responsible for receiving, following up and resolving complaints, and NAT is responsible for monitoring.

Second tier of Grievances: On the level of NAT headquarter. If the aggrieved person is not satisfied with the decision of the first tier, he can raise the complaint to the NAT headquarter.

12.5 Grievance Channels

The following are the main channels through which grievances will be received:

- Engineering representative on-site: It has not been identified yet
- NAT Website: [Contact Us](#)
- Direct mail to the Chairman of NAT: chairman@nat.org.eg
- Planning Department: pld@nat.org.eg
- Telephone calls (Landline): +20225743070
- Hotline: (16528) There is no hotline except for general Government Complaints
- Address: Cairo, Ramses Square – NAT building - ZIP: 11794 p. B 466
- The Government Complaints/ Portal: www.shakwa.eg

All grievances should be addressed to the focal point whose contact details are as follows:

Ms. / Eng.: Magdy Madany

Address: Cairo, Ramses Square – NAT building - ZIP: 11794 p. B 466

Telephone: +20225742968

Email: magdymadany@hotmail.com

12.6 Grievance Management Principles

The following paragraphs describe a grievance mechanism that is consistent with previous levels and IFIs requirements based on the principles of transparency and availability

- **Grievance Cycle**

As part of the Metro project implementation, project-level grievances will follow the following cycle. Complainants have the full right to submit their grievance to any of the project-level as well as institutional level channels. While the institutional GM (described below) has not been used by the project yet, linkages will be established.

- **Response to Grievances**

A best practice standard is to acknowledge receipt of complaints within 2 calendar days and to respond complaints, within a maximum of 30 working days. This is also applicable for cases that do not need any corrective action. For complaints that will be resolved in a longer period due to their complexity, the following steps will be considered:

- The aggrieved person has to be informed of the proposed corrective measure within a maximum of 30 days.
- Implementation of the corrective measure and its follow up have to be communicated to the complainant and recorded in the grievance register.

Response will be made either verbally or in writing, in accordance with the preferred method of communication specified by the complainant.

All comments and complaints will be responded to either verbally or in writing, in accordance with the preferred method of communication specified by the complainant. Comments will be reviewed and taken into account in the project preparation. However, they may not receive an individual response (unless it is required). Complainant, through the use of the complaint tracking number, can follow up on their complaints through a range of methods including postal mail, e-mail, phone, customer service, and/or project location.

- **Confidentiality**

Individuals who submit their comments or grievances have the right to request anonymity, although this may render the Social Specialist unable to provide feedback on how the grievance is to be addressed. Confidentiality should be declared during the process of disseminating GM information. The aggrieved person can stay anonymous but still reachable by phone number or any channel of communication preferred.

- **Management of GM**

During construction and operation phases, grievances in relation to construction activities will be managed by the social specialist of the PMU. With regard to complaints submitted through the Institution level channels, direct communication will take place with the social specialist of the PMU.

- **Monitoring of Grievances**

All grievances should be monitored by the ENR in order to verify the process. Monitoring will be carried out for the following indicators:

1. Number of monthly received grievances (disaggregated by channel, gender, age)
2. Number of grievances resolved
3. Number of unresolved complaints
4. Timeframe for resolving complaints
5. Number and type of dissemination activities implemented
6. Number of complainants responded in a satisfactory manner
7. Timeframe for responding to complaints
8. Dissemination activities implemented
9. Level of satisfaction with solutions
10. Documentation efficiency

Quarterly Grievance Monitoring Report should be developed to keep track of all grievances submitted. The quarterly reports should include an analysis for the above-mentioned indicators. Moreover, main findings and analyses should be documented in annual report

- **Disclosure of grievances**

Grievance channels should be disclosed as well as an annual report analyzing the received complaints should be prepared. The annual report will include as indicated previously the above-mentioned indicators. Moreover, any disclosed grievances will be kept anonymous and/or only the annual report will be disclosed.

13 FUNDING ARRANGEMENTS

According to the Prime Minister Decision No. 2360 of 2020 that considering the Abu Qir railway line with all its installations and facilities from the public benefit works of the Abu Qir metro first phase. The decision also includes the right of acquisition any real estate or land needed for the project (Appendix 1: Land acquisition ministerial decision). NAT deposited an amount of 500,000,000 E.P. as an initial estimated value for compensation (additional amounts can be requested if the compensation budget exceeds the amount earmarked).

In addition to an amount of 25,000,000 E.P. "Appendix 1: " as compensation to the Ministry of Endowments for building new mosques or renewing existing mosques as alternatives to mosques that will be removed (13 mosques will be impacted by the construction of the project Abu Qir Metro).

The budget does not currently include the following categories:

- Kiosks, cafeterias and shops inside the current stations and outside the railway track
- Stationary informal vendors and mobile informal vendors

As no census or socio-economic survey has been conducted for them at the current stage, these will be undertaken during the preparation of the RAP to come up with a compensation value and help to restore their livelihoods in line with Lenders' requirements.

All funds for implementing inventory assessments and resettlement plans will be provided by the implementing agency. Funding will be processed and effected through the project's financial processing arrangements.

The resettlement plan for a financed project should include an itemized, indicative budget and the implementing agency will finance this budget through the administrative and financial management rules and manuals like any other activity eligible for payment under the financed project. This budget will be subject to the approval by the implementing agency.

The implementing agency (NAT) will have to finance the resettlement compensation and livelihood restoration. Disbursements based on budgetary requirements, established by the resettlement plan in consultation with PAPs and local leaders, will be made through the relevant Governorate and implementation agency.

14 MONITORING AND EVALUATION ARRANGEMENTS

In order to assess whether the goals of the resettlement and compensation plan are being met, a monitoring plan will be required. The monitoring plan includes indicators to be monitored, introduces milestones, and provides resources including responsible persons or institutions to carry out the monitoring activities. The arrangements for monitoring resettlement and compensation activities will be part of the monitoring and reporting process of the project, which will fall under the overall responsibility of the implementing agency.

In order to enhance the monitoring and evaluation function, the implementing agencies – NAT (PMU team) will include the following staff:

- Environmental and Social experts
- Field Supervision Engineers, and
- Public Awareness and Communication Specialist
- Procurement Experts
- Financial Management Experts

Governorates could be mandated to carry out independent monitoring of resettlement and compensation plans at periodic intervals (e.g., quarterly) during the project cycle as circumstances require.

The monitoring objective will be to make a final evaluation in order to determine:

- If affected people have been paid in full and before implementation of the subproject
- If the people who were affected by the subproject have been affected in such a way that they are now living a higher standard than before, living at the same standard as before, or they are actually poorer than before.
- Alerts the project authorities on the necessity and procedures for land acquisition for the project activities and the need to incorporate land acquisition, resettlement, loss of assets and impact on livelihood provisions in design specifications and budgets.
- Provides timely information about asset valuation and negotiation process.
- Maintains records of any grievances that require resolution.
- Documents timely completion of project resettlement e.g. payment of the agreed-upon sums, construction of new structures for all permanent and temporary losses, as well as unanticipated, additional construction damage.
- Updates database with respect to the changes that occur on the ground as resettlement and compensation activities are being implemented.

14.1 Indicators

A number of objectively verifiable indicators must be used to monitor the impacts of the compensation and resettlement activities. These indicators will be targeted at quantitatively measuring the physical and socio-economic status of the PAPs, to determine and guide improvement in their social and economic wellbeing.

Table 14-1: Monitoring Indicators

indicator	Notes	Frequency of Measurement
Input indicator		
Overall spending on land acquisition (including a breakdown of costs)	An example breakdown: <ul style="list-style-type: none"> • Cash compensation • Costs of providing assistance, by type of assistance • Consultation and engagement costs • Costs of evaluators and surveyors • Costs of legal fees • Costs of taxes and registration fees • Costs of consultancy inputs • Costs of vehicles, computers, and so on • Other costs (and type). 	Monthly
Number of client staff/external associates dedicated to resettlement and livelihood restoration	An example breakdown: <ul style="list-style-type: none"> • Members of client implementation team • Members of other departments and sectors • Social workers • Skill trainers • Resettlement consultants 	Monthly
Total number of owners and total number of formal and informal users of affected land plots	Initial data will be received through the census/survey. Updates will be made continuously as the implementation team identifies all owners/users of all land plots (for example, through the management of grievances).	Monthly
Number of formal and informal households that have to be physically displaced Number of	Data will be received through the census/survey.	Monthly

formal and informal businesses that have to be relocated		
output indicator		
<p>Number (and percentage) of land plots /businesses for which compensation agreements were signed</p> <p>Number (and percentage) of owners/users who signed compensation agreements</p>	The percentage should be calculated from the total number of affected land plots/ /businesses, as identified by the census/survey.	Monthly
<p>Number (and percentage) of land plots/businesses for which compensation agreements were refused/are still pending</p> <p>Number (and percentage) of owners/users who refused to sign compensation agreements/ are still deliberating</p>	If possible, a breakdown of reasons why compensation agreements have been declined (or have still not been accepted) should be provided (land/ /businesses).	Monthly
<p>Number (and percentage) of compensation agreements executed (compensation paid)</p>	The percentage should be calculated from the number of compensation agreements signed	Monthly
<p>Number (and percentage) of households that have been physically displaced (moved to another location)</p> <p>Number (and percentage) of businesses that have been relocated</p>	The percentage should be calculated from the number of households/businesses which were identified as having to be physically displaced/relocated (see input indicators)	Monthly
<p>Number of persons/households assisted by the implementation team by type of assistance and by category (owners/users)</p>	<ul style="list-style-type: none"> • Assistance to prepare ownership documents (monetary assistance, provision of information, legal aid, and so on) • Assistance to identify replacement land for purchase • Assistance to construct/identify new business facilities • Assistance to move or payment of moving costs • Skill training 	Monthly

output indicator		
	<ul style="list-style-type: none"> Access to employment/small loans Other assistance (and type) 	

Table 14-2: Sample indicators

Monitoring	Evaluation
To what extent are tenants and informal settlers able to restore their livelihoods, any link to vulnerability or other sources of Livelihoods/ income?	Consultation activities will be conducted with tenants and informal vendors after implementation of the RAP, within 3 months, to verify their satisfaction with the process and the need for any corrective measures.
Stakeholder engagement activities	Records of stakeholders engagement activities conducted (number of activities and proper documentation)
Livelihood restoration	Follow-up of all measures related to livelihoods restoration, starting from census survey and determining the severity of impact,
Public information dissemination and consultation procedures	Timeliness, quality, and effectiveness of consultation and information disclosure
Payment of compensation to PAPs in various categories	Conformance to compensation standards described in the RAP
Completion dates of the RAP activities.	Actual completion of resettlement activities compared with the RP time schedule
Number of grievances	Timeliness and quality of decisions made on grievances
Grievances recognized as legitimate out of all complaints lodged	All legitimate grievances rectified

Example of indicators to be used in order to determine the living standards of PAPs are:

- a) Land being used compared to before
- b) Standard of house compared to before
- c) Impact on livelihood/ income and its implications on food, medicine, education, and clothing; especially on the most vulnerable groups (women, children, the elderly, disabled)
- d) Level of participation in project activities compared to before
- e) Number of children attending schools compared to before
- f) Health standards compared to before
- g) Alternative sources of income
- h) Providing and availability of social welfare

In view of the above, the resettlement and compensation plans have overarching socio-economic goals by which to evaluate its success:

- Affected individuals, and households are able to maintain their pre-project standard of living, and even improve on it.

In order to assess whether this goal has been met, indicators capable of measuring the resettlement plan performances will have to be developed. The resettlement and compensation plans will provide measurable parameters to be monitored and provide resources necessary to carry out the monitoring activities.

Financial records will be maintained by NAT. The records will permit the verification of the final cost of resettlement and compensation per individual or household.

APPENDICES

APPENDIX 1: LAND ACQUISITION MINISTERIAL DECISION



الجزء الرابع الرسمي

التمن ٤ جنيهات

السنة	الصادر في ٤ ربيع الآخر سنة ١٤٤٢ هـ	العدد ٤٧
الثالثة والسون	الموافق (١٩ نوفمبر سنة ٢٠٢٠ م)	تابع (أ)

٢ الجريدة الرسمية - العدد ٤٧ تابع (١) في ١٩ نوفمبر سنة ٢٠٢٠

قرار رئيس مجلس الوزراء

رقم ٢٣٦٠ لسنة ٢٠٢٠

رئيس مجلس الوزراء

بعد الاطلاع على الدستور ؛

وعلى قانون نظم الإدارة المحلية الصادر بالقانون رقم ٤٣ لسنة ١٩٧٩
ولائحته التنفيذية ؛

وعلى القانون رقم ١٠ لسنة ١٩٩٠ بشأن نزع ملكية العقارات للاستفعة العامة
ولائحته التنفيذية ؛

وعلى قرار رئيس الجمهورية رقم ٢٧٩ لسنة ٢٠١٨ بالتفويض في بعض
الاختصاصات ؛

وبناءً على ما عرضه وزير النقل ؛

قرر :

(المادة الأولى)

يُعتبر من أصل المنفعة العامة مشروع المرحلة الأولى لمетро أبو قير الذي سيتم
تنفيذه في ذات مسار خط سكك حديد أبو قير - الإسكندرية في المسافة من أبو قير شرقاً
حتى محطة مصر بمحافظة الإسكندرية بجميع منشآته ومرافقه من محطات للركاب بما
تحتويه من منشآت لخدمة الجماهير ومحطات القوى الكهربائية والضغط العالي وورشة
للعمرة الجسيمة ووحدة التحكم المركزي وأي منشآت أخرى يحتاجها المشروع ،
وذلك على النحو الموضح بالمذكرة الإيضاحية والخرائط المساحية المرفقة .

(المادة الثانية)

يُستولى بطريق تنفيذ العباثر لصالح الهيئة القومية للأنفاق على الأراضي
والعقارات اللازمة لتنفيذ المشروع المشار إليه في المادة السابقة ، على النحو المبين
بالمذكرة الإيضاحية والخرائط المساحية المرفقة .

الجريدة الرسمية - العدد ٤٧ تابع (أ) في ١٩ نوفمبر سنة ٢٠٢٠ ٣

(المادة الثالثة)

يُنهي تخصيص أراضي وعقارات الجهات الحكومية الموضح بيانها بالمسكرة
الإيضاحية والخرائط المساحية المرفقة ، ويعدل تخصيصها للتفيع العام بدون مقابل
لصالح الهيئة القومية للأنفاق ،

(المادة الرابعة)

ينشر هذا القرار في الجريدة الرسمية ، ويعمل به من اليوم التالي لتاريخ نشره .

صدر برئاسة مجلس الوزراء في ٤ ربيع الآخر سنة ١٤٤٢ هـ

(الموافق ١٩ نوفمبر سنة ٢٠٢٠ م) .

رئيس مجلس الوزراء

دكتور/ مصطفى كمال مديبول

الجريدة الرسمية - العدد ٤٧ تليغ (أ) في ١٩ نوفمبر سنة ٢٠٢٠

وزارة النقل

مذكرة إيضاحية

لقرار رئيس مجلس الوزراء

بشأن إضفاء صفة للنفع العام على مشروع المرحلة الأولى لمترو أبو قير
بمحافظة الإسكندرية

لكنت دراسة خصائص النقل بمحافظة الإسكندرية على أن تطوير وسائل النقل العام بالإسكندرية هو الحل الوحيد للمشكلات المرورية ، وأوصت الدراسة بتنفيذ مشروع تطوير خط سكة حديد أبو قير - محطة مصر بحيث يتمكن من نقل حجم ركاب يقدر بنحو ٦٠ ألف راكب/ ساعة/ اتجاه .

وفي ضوء تكاليف السد رئيس للجمهورية بالبدء في تنفيذ مترو الإسكندرية في ذات مسار خط سكة حديد أبو قير - الإسكندرية الحالي وتنفيذ المرحلة الأولى في المسافة من محطة سكة حديد أبو قير حتى محطة مصر بطول ٢١,٧ كيلومتر لتحقيق الأهداف الآتية :

- ١- توفير وسيلة نقل عصرية وسريعة وأمنة وصديقة للبيئة .
 - ٢- مواجهة واستيعاب الطلب المتزايد على حركة النقل بالمناطق التي يستخدمها مترو أبو قير بصفة خاصة وبمحافظة الإسكندرية بصفة عامة .
 - ٣- المساهمة في تقليل الاختناقات المرورية بمحافظة الإسكندرية .
 - ٤- تحسين السرعة الفعلية لقطار أبو قير وتحقيق الانتظام المطلوب لمواعيد الرحلات على طول المسار من خلال تقليل زمن القاطر وزمن الرحلة .
 - ٥- تشغيل الخط باستخدام الطاقة الكهربائية النظيفة والأقل تكلفة لتخفيض مستويات تلوث الهواء والتلوث الضوضائي بالمناطق التي يمر بها المترو .
- ويبدأ مسار المرحلة الأولى من محطة سكة حديد أبو قير شرقاً ثم يمتد إلى محطات طوسون ، المعصورة ، الصلاح ، المنتره ، العنتره ، العصاره ، ميامي ، سيدى بشر ، فيكتوريا ، جوريل ، السوق ، الظاهرية ، مروراً بورشة العمرة الجسيمة بمنطقة مصانع النحاس ثم محطات سيدى جابر ، سيورتج ، الحضرة ، باب شرق وصولاً إلى محطة مصر .

الجريدة الرسمية - العدد ٤٧ تابع (أ) قى ١٩ نوفمبر سنة ٢٠٢٠ ٥

وتتضمن أعمال المشروع إنشاء ورشة للعمرة للجسمة ومحطة الضغط العالي
ووحدة التحكم المركزي على مساحة ٢٢٧٥٩٧ متر مربع على النحو التالي :
الجزء الأول بمساحة ٢١٧٥٠٠ متر مربع مملوكاً لشركة النحاس المصرية - إحدى
شركات قطاع الأعمال التابع للشركة القابضة للصناعات المعدنية - ومطلوب تزج
ملكيتها للمنفعة العامة طبقاً لأحكام القانون رقم ١٠ لسنة ١٩٩٠ وتعديلاته .
الجزء الثاني بمساحة ١٠٠٩٧ متر مربع من أملاك الهيئة القومية لسكك حديد
مصر مطلوب تعديل تخصيصها بتون مقابل لصالح الهيئة القومية للإنتفاق .
ونظراً للطبيعة الخاصة لمشروعات تنفيذ خطوط المترو التي تقتضى تعدد مواقع
العمل باعتبارها من المشروعات الطولية فإنه يتعذر حصر جميع مسالك الأراضي
والعقارات المتداخلة مع المشروع ومساحة ما يملكه كل منهم وما قد يتخلبه المشروع
من أجزاء إضافية إلا بعد صدور القرار بتقرير صفة النفع العام وبدء أعمال اللجان
المختصة في الحصر ، ومرفق طيه عدد ١٣ خريطة مساحية توضح التخطيط
الإجمالي للمشروع والمساحات اللازمة تزج ملكيتها لصالح المشروع ولوحة توضح
مسار المرحلة الأولى من مترو أبو قير والمحطات الواقعة عليها .
وتجدر الإشارة إلى أنه قد تم توفير الاعتمادات المالية اللازمة للتعبئة
التفصيلية للمالك الظاهرين بمبلغ ٥٠٠ مليون جنيه ضمن موازنة الهيئة القومية للإنتفاق
للعام المالي ٢٠٢٠/٢٠٢١ وسيتم إيداعها بخزنة الجهة المنفذة لهذا القرار خلال شهر
من تاريخ صدوره طبقاً لما تحدده اللجنة المختصة المشكلة بالمادة (٦) من القانون ١٠
لسنة ١٩٩٠ وتعديلاته .

وهي ضوء ما تقدم ، نتشرف بأن نرفق طيه مشروع قرار رئيس مجلس الوزراء
لإضفاء صفة النفع العام على مشروع المرحلة الأولى للمترو أبو قير الذي سيتم تنفيذه
في ذات مسار خط سكة حديد أبو قير - الإسكندرية في المسافة من أبو قير شرقاً حتى
محطة مصر بمحافظة الإسكندرية والاستيلاء بطريق التنفيذ المباشر على الأراضي
اللازمة لتنفيذ المشروع وذلك على النحو الموضح بعاليه .

وتفضلوا بقبول فائق الاحترام

وزير النقل

فريق/ كامل سيد الهادي الوزير

APPENDIX 2: LIST OF SHOP TENANTS

العقود داخل محطات خط أبو قير - الإسكندرية							
م	رقم العقد	السنة	الناحية	النشاط	المساحة	تاريخ بداية تفعيل العقد	تاريخ نهاية تفعيل العقد
1	16	2020	فكتوريا	صحف وجراند	2	2020/01/01	2022/12/31
2	575	2018	محطة أبو قير	بوفيه محطة أبو قير + 1 نمرة	1	2018/08/20	2021/08/19
3	1348	2021	فكتوريا	مأكولات ومشروبات	4	2021/03/22	2021/09/21
4		2020	سيدي بشر	بوفيه و 4 نقاط بيع (ميني ماركت) على ارصفة محطة سيدي بشر		2020/01/10	30/9/2023

لم يتم إدراج العقود على محطة سيدي جابر ومحطة الإسكندرية لحين موافقتنا بالرأي النهائي حيال تلك المحطات وفقا للتصميم النهائي للمسار

إجمالي عقود خط أبو قير - الإسكندرية المبرمة مع الشركة (عقود الأفراد)							
م	رقم العقد	السنة	الناحية	النشاط	المساحة	تاريخ بداية تفعيل العقد	تاريخ نهاية تفعيل العقد
1	5	2018	بين سيدي بشر والنقراشي	أجهزة كهربائية والكترونية / دور أرضي 2م67.5 + دور علوي 2م71.55	139.05	2018/12/18	2021/12/17
2	16	2020	فكتوريا	صحف وجراند	2	2020/01/01	2022/12/31
3	68	2020	بين سيدي بشر والنقراشي	قهوة و عطور و عصائر جاهزة	35	2020/09/14	2026/08/31
4	95	2005	سيدي بشر - مبنى السنترال القديم	مستحضرات تجميل وكوافير رجالي	43	2005/01/01	2009/12/31
5	158	2020	سيدي بشر	مشتل	60	2020/07/01	2021/06/30
6	183	2019	العصافرة قبلي	ملابس وموبايلات وأحذية	46	2018/11/01	2021/10/31
7	189	2005	العصافرة	طيور	8	2008/07/15	2018/07/14
8	202	2019	بين سيدي بشر والعصافرة	خردوات	12	2018/12/30	2021/12/29
9	217	2017	العصافرة	مأكولات	9	2017/03/01	2018/02/28
10	350	2019	العصافرة	أحذية	13.25	2019/02/01	2022/01/31
11	351	2017	سيدي بشر قبلي	خردوات	4	2017/10/03	2021/07/02
12	371	2005	سيدي بشر	محلات تجارية	350	2012/09/06	2032/09/05
13	380	2005	بين سيدي بشر وفكتوريا	مخزن كافيتريا	35	2005/08/11	2015/08/10
14	395	2005	حوش سيدي جابر	محلات تجارية	15	2010/12/01	2020/11/30
15	396	2005	بين سيدي بشر وفكتوريا	تجاري	15	2013/03/30	2023/03/29
16	397	2019	بين سيدي بشر والعصافرة	ملابس	20	2017/12/20	2022/12/06
17	397/1	2018	بين سيدي بشر والعصافرة	ملابس	10	2017/12/21	2022/12/06
18	472	2021	العصافرة قبلي	أسماك	30	2021/05/01	2021/10/31
19	560	2021	السوق	مصاحف	24.5	2021/03/08	2021/09/07
20	575	2018	محطة أبو قير	بوفيه محطة أبو قير + 1 نمرة	1	2018/08/20	2021/08/19
21	612	2005	فكتوريا	محلات تجارية	24	2008/02/16	2018/02/15
22	645	2005	العصافرة قبلي	محلات تجارية	1040	2006/03/23	2016/03/22
23	901	2006	المندرية قبلي	مشتل 2م104.2 + كشك زهور 2م6	110.2	2006/10/08	2011/10/07
24	936	2019	نفق الإبراهيمية	جراند و خردوات	6	2019/05/07	2022/05/06
25	965	2019	بين سيدي بشر والعصافرة	كافيتريا ومطعم	24	2019/05/04	2022/05/03
26	974	2006	بين المندرية والعصافرة	محلات تجارية	288	2009/12/10	2019/12/09
27	1151	2021	العصافرة قبلي	ملابس	8	2021/03/18	2021/09/17
28	1163	2007	الحضرة	رخام	6	2007/08/21	2012/08/20

إجمالي عقود خط أبو قير - الإسكندرية المبرمة مع الشركة (عقود الأفراد)								
م	رقم العقد	السنة	الناحية	النشاط	المساحة	تاريخ بداية تفعيل العقد	تاريخ نهاية تفعيل العقد	الموقف الحالي للعقد
29	1299	2019	نفق الإبراهيمية	خردوات	7.5	2019/05/11	2022/05/10	سارى
30	1331	2019	نفق الإبراهيمية	حلوانى	9	2019/04/29	2022/04/28	سارى
31	1337	2020	فكتوريا	مشويات	18.6	2020/02/24	2023/02/23	سارى
32	1348	2021	فكتوريا	مأكولات ومشروبات	4	2021/03/22	2021/09/21	سارى
33	1383	2021	سيدي بشر	خضروات	6	2021/03/01	2021/08/31	سارى
34	1615	2020	الحضرة - كوبرى الإبراهيمية	إتصالات وإكسسوارات محمول	2.25	2020/01/27	2021/07/26	سارى
35	1851	2020	نفق الإبراهيمية	فاكهة	3	2020/09/14	2021/09/13	سارى
36	1878	2019	العصافرة قبلى	مشغولات ذهبية	12	2018/11/01	2021/10/31	سارى
37	1910	2011	بين سيدي بشر والعصافرة	محلات تجارية	210	2011/10/11	2014/10/10	منتهى
38	1955	2020	العصافرة قبلى	محلات تجارية	9	2019/11/01	2022/10/31	سارى
39	2007	2020	سموحة	فتحات ومطبات	1	2017/08/08	2020/08/07	منتهى
40	2073	2013	فكتوريا	محلات تجارية	300	2013/10/22	2014/12/31	منتهى
41	2101	2013	العصافرة قبلى	ملابس	12.25	2012/12/15	2022/03/14	سارى
42	2102	2016	العصافرة قبلى	إكسسوار وهدايا	12.25	2016/09/15	2022/03/14	سارى
43	2318	2018	العصافرة قبلى	ملابس	9	2018/11/01	2021/10/31	سارى
44	2319	2018	العصافرة قبلى	ملابس	9	2018/11/01	2021/10/31	سارى
45	2384	2021	العصافرة	ملابس	30	2021/05/01	2021/10/31	سارى
46	2406	2018	فكتوريا	أجهزة منزلية وكهربائية والكترنيات	30	2018/10/01	2021/09/30	سارى
47	2430	2020	فكتوريا	أجهزة منزلية وكهربائية والكترنيات	18	2019/09/30	2022/09/29	سارى
48	2469	2015	العصافرة	حلويات	6	2015/08/03	2018/08/02	منتهى
49	2520	2013	العصافرة قبلى	أسماك	12.25	2012/12/13	2022/03/14	سارى
50	2551	2014	بين سيدي بشر والنقراشى	عصير قصب	12	2012/11/06	2026/08/30	سارى
51	2561	2019	سيدي بشر	أجهزة كهربائية وساعات ونظارات	12.86	2019/02/24	2022/02/23	سارى
52	2562	2016	سيدي بشر	حلى وطرقه	12	2016/03/01	2019/02/28	منتهى
53	2576	2019	العصافرة قبلى	ملابس	9	2018/11/01	2021/10/31	سارى
54	2577	2019	العصافرة قبلى	أحذية	9	2018/11/01	2021/10/31	سارى
55	2597	2014	بين سيدي بشر والنقراشى	عصائر	12	2014/03/11	2026/08/31	سارى
56	2637	2018	العصافرة قبلى	ملابس	11	2018/11/01	2021/10/31	سارى
57	2712	2017	العصافرة قبلى	مكتبة وخردوات	24	2017/06/15	2022/03/14	سارى
58	2737	2014	سيدي بشر	إكسسوار وأدوات تجميل	12.2	2014/01/01	2016/12/31	منتهى
59	2759	2020	الظاهرية	مأكولات	10	2020/09/11	2021/09/10	سارى
60	2831	2014	غبريال	قطع غيار	6	2015/02/11	2018/02/10	منتهى
61	2833	2018	العصافرة قبلى	ملابس	9	2018/11/01	2021/10/31	سارى
62	2834	2014	سيدي بشر	حلى وطرقه	7	2014/12/02	2016/02/28	منتهى
63	2840	2020	محرم بك	مخزن حديد	24	2020/11/25	2023/11/24	سارى
64	2852	2021	العصافرة	ملابس	5	2021/03/18	2021/09/17	سارى
65	2856	2021	العصافرة	ملابس	3.25	2021/03/18	2021/09/17	سارى
66	2860	2014	كوبرى الإبراهيمية	سوبر ماركت	13	2015/02/24	2018/02/23	منتهى
67	2864	2018	العصافرة قبلى	ملابس	9	2018/11/01	2021/10/31	سارى
68	2870	2018	العصافرة قبلى	ملابس	9	2018/11/01	2021/10/31	سارى
69	2898	2021	العصافرة	أسماك	13.25	2021/02/01	2021/07/31	سارى
70	2903	2021	سيدي بشر	أصلاح ولاعات	1.5	2021/01/01	2021/06/30	سارى
71	2915	2020	العصافرة قبلى	ملابس	27	2018/11/01	2021/10/31	سارى
72	2916	2020	العصافرة قبلى	أسماك	9	2019/11/01	2022/10/31	سارى
73	2929	2018	غبريال	خردوات	6	2018/08/18	2021/08/17	سارى
74	2963	2015	بين سيدي بشر والنقراشى	خردوات	12	2015/05/01	2026/08/31	سارى
75	2964	2015	بين سيدي بشر والنقراشى	موبيلات	8	2015/05/01	2026/08/31	سارى
76	2965	2019	العصافرة قبلى	ملابس	9	2018/11/01	2021/10/31	سارى

إجمالي عقود خط أبو قير - الإسكندرية المبرمة مع الشركة (عقود الأفراد)								
الموقف الحالي للعقد	تاريخ نهاية تفعيل العقد	تاريخ بداية تفعيل العقد	المساحة	النشاط	الناحية	السنة	رقم العقد	م
منتهى	2020/01/27	2017/10/28	10	مأكولات ومشروبات	بين سيدى بشر وفكتوريا	2017	3080	77
منتهى	2020/01/27	2018/01/28	10	بازار وإكسسوارات	بين سيدى بشر وفكتوريا	2018	3081	78
منتهى	2019/08/27	2016/08/28	6	ملابس	الحضرة	2016	3195	79
منتهى	2019/08/27	2016/08/28	6	ملابس	الحضرة	2016	3196	80
منتهى	2019/08/27	2016/08/28	6	ملابس	الحضرة	2016	3197	81
سارى	2022/07/10	2019/07/11	5	شنط وملابس	سيدى بشر	2019	3203	82
منتهى	2019/08/27	2016/08/28	6	ملابس وأحذية	الحضرة	2016	3225	83
سارى	2023/10/30	2016/07/01	10.22	عصير قصب	سيدى بشر	2016	3298	84
سارى	2023/10/30	2016/07/01	9.001	محمصات	سيدى بشر	2016	3299	85
سارى	2023/10/30	2018/04/11	11.641	موبايلات	سيدى بشر	2018	3300	86
سارى	2023/10/30	2016/07/01	12.421	موبايلات	سيدى بشر	2016	3301	87
سارى	2023/10/30	2019/01/01	14.021	موبايلات	سيدى بشر	2019	3302	88
سارى	2023/10/30	2016/07/01	13.621	موبايلات	سيدى بشر	2016	3303	89
سارى	2023/10/30	2016/07/01	13.621	أجهزة كهربائية	سيدى بشر	2016	3304	90
سارى	2023/10/30	2016/07/01	12.421	موبايلات	سيدى بشر	2016	3311	91
سارى	2023/10/30	2016/07/01	12.421	ملابس	سيدى بشر	2016	3317	92
سارى	2023/10/30	2016/07/01	13.021	هدايا واكسسوار	سيدى بشر	2016	3418	93
سارى	2023/10/30	2016/07/01	12.421	أجهزة كهربائية	سيدى بشر	2016	3419	94
سارى	2023/10/31	2016/07/01	13.621	أجهزة كهربائية	سيدى بشر	2017	3451	95
سارى	2023/10/30	2016/07/01	13.621	أجهزة كهربائية	سيدى بشر	2017	3473	96
سارى	2026/08/31	2016/12/01	12	جزارة لحوم	بين سيدى بشر والنقراشى	2016	3508	97
سارى	2026/08/31	2014/09/01	15	هدايا و لعب أطفال	بين سيدى بشر والنقراشى	2018	3514	98
سارى	2023/10/30	2016/07/01	13.021	مصنوعات جلديه	سيدى بشر	2017	3534	99
سارى	2023/10/30	2016/07/01	13.421	كمبيوتر	سيدى بشر	2016	3536	100
سارى	2023/10/30	2016/07/01	12.821	ملابس	سيدى بشر	2016	3537	101
سارى	2023/10/30	2016/07/01	12.821	شنط جلد	سيدى بشر	2016	3538	102
سارى	2021/10/31	2016/11/01	9	زهور	سيدى بشر	2017	3619	103
سارى	2021/09/30	2017/10/01	27	ملابس	العصافرة قبلى	2017	3620	104
سارى	2021/09/30	2016/10/01	27	خردوات وملابس	العصافرة قبلى	2017	3621	105
سارى	2021/10/31	2018/11/01	12	الكتب ونيات	بين سيدى بشر وفكتوريا	2019	3622	106
سارى	2022/10/31	2019/11/01	9	ملابس	العصافرة قبلى	2019	3695	107
سارى	2026/08/31	2017/06/01	22	عطور	بين سيدى بشر والنقراشى	2017	3703	108
سارى	2022/12/07	2017/06/08	10	محلات	بين سيدى بشر والعصافرة	2019	3726	109
سارى	2022/12/07	2017/06/08	10	ملابس	بين سيدى بشر والعصافرة	2017	3727	110
منتهى	2021/04/19	2020/10/20	9	مأكولات ومشروبات	نفق الإبراهيمية	2020	3734	111
منتهى	2021/02/19	2018/02/20	9	مأكولات ومشروبات	الحضرة	2017	3774	112
سارى	2022/03/14	2017/06/15	12	عصائر	العصافرة قبلى	2017	3783	113
سارى	2021/09/30	2017/10/01	18	ملابس	العصافرة قبلى	2017	3816	114
سارى	2026/08/31	2017/09/01	9	ملابس	بين سيدى بشر والنقراشى	2017	3817	115
سارى	2026/08/31	2018/03/01	7	ملابس	بين سيدى بشر والنقراشى	2018	3924	116
سارى	2026/08/31	2018/03/01	9	ملابس	بين سيدى بشر والنقراشى	2018	3929	117
سارى	2026/08/31	2018/03/01	10	أحذية	بين سيدى بشر والنقراشى	2019	3981	118
سارى	2021/09/17	2021/03/18	10	ملابس	العصافرة	2021	4112	119
سارى	2030/08/09	2020/08/10	200	محلات تجارية	سيدى جابر	2020	4184	120
سارى	2021/10/31	2018/11/01	18	ملابس	العصافرة قبلى	2019	4319	121
منتهى	2021/01/25	2020/07/26	6	خردوات	سيدى بشر	2020	4334	122

إجمالي عقود خط أبو قير - الإسكندرية المبرمة مع الشركة (عقود الأفراد)								
الموقف الحالي للعقد	تاريخ نهاية تفصيل العقد	تاريخ بداية تفصيل العقد	المساحة	النشاط	الناحية	السنة	رقم العقد	م
سارى	2021/07/25	2020/07/26	9	ملابس	سيدي بشر	2020	4340	123
سارى	2023/11/01	2020/11/02	6.25	مبنى ماركت	سيدي جابر	2019	4353	124
منتهى	2020/08/31	2019/09/01	28	أحذية	العصافرة	2019	4356	125
سارى	2021/08/04	2020/08/05	6	أحذية	بين سيدي بشر والنقراشي	2019	4358	126
سارى	2022/12/14	2019/12/15	8	مأكولات ومشروبات	كوبرى الإبراهيمية	2019	4368	127
منتهى	2020/12/17	2019/12/18	4	نباتات زينه وزهور	سيدي بشر	2019	4370	128
سارى	2021/10/31	2019/10/20	18	ملابس	العصافرة قبلى	2019	4382	129
سارى	2021/08/04	2020/08/05	12	ملابس وخردوات	بين سيدي بشر والنقراشي	2019	4394	130
سارى	2026/08/31	2019/03/12	10	خردوات	بين سيدي بشر والنقراشي	2020	4398	131
سارى	2026/08/31	2019/03/12	10	خردوات	بين سيدي بشر والنقراشي	2020	4399	132
سارى	2021/06/30	2020/07/01	6	خضروات	المندره قبلى	2020	4432	133
سارى	2021/07/18	2020/07/19	10	تجارى وخردوات	غبريال	2020	4445	134
سارى	2021/07/19	2021/01/20	6	أدوات الكترونية	سيدي بشر قبلى	2021	4473	135
سارى	2022/10/31	2020/02/12	9	ملابس	العصافرة قبلى	2020	4481	136
سارى	2021/07/19	2021/02/17	6	موبايلات	سيدي بشر	2021	4509	137
سارى	2022/02/20	2021/02/21	10.5	ملابس	بين سيدي بشر والنقراشي	2020	4511	138
سارى	2021/09/05	2020/09/06	6	ملابس جاهزة	سيدي بشر	2020	4513	139
منتهى	2021/05/18	2020/05/19	21	خضروات وفاكهة وخردوات	سيدي بشر	2020	4514	140
سارى	2023/11/01	2020/11/02	18	مشروبات ساخنة وبارده	محرم بك	2020	4517	141
سارى	2021/09/29	2020/09/30	4	مشروبات ساخنة وبارده	كوبرى الإبراهيمية	2020	4555	142
سارى	2026/08/31	2020/09/14	10	ملابس	بين سيدي بشر والنقراشي	2020	4618	143
سارى	2026/08/31	2020/09/14	10	خردوات	بين سيدي بشر والنقراشي	2020	4619	144
سارى	2024/05/23	2021/05/24	44	مخزن	الحضرة	2021	4744	145

APPENDIX 3: A MODEL OF THE LEASE CONTRACTS FOR SHOPS RELATED TO MOT

مساحة - ٢م ٤ بناحية - فكتوريا - الاسكندرية
منطقة - غرب الدلتا

M.A.T.
METRO ALEXANDRIA REGIONAL
مركز ات المترو الاسكندرية

عدد ايجار رقم ١٢٤٨ لسنة ٢٠١٨
بمساحة ٢م ٤ بناحية فكتوريا - الاسكندرية
منطقة غرب الدلتا

بانه في يوم... التاريخ... الموافق: ٠١/١٥/٢٠١٩
حزر هذا العقد بين كل من:

أولاً: شركة ام اوتى للاستثمار والمشروعات (ش.م.م.) إحدى شركات الهيئة القومية لسكك حديد مصر - منشأة وفقاً لأحكام القانون رقم ٨ لسنة ١٩٩٢ بإصدار قانون ضمانات وحوافز الاستثمار بنظام الاستثمار الداخلي .
وبمطلبها في التوقيع على هذا العقد السيد المهندس / ايمن جاب الله بصفته مساعد العضو المنتدب للإدارات الإستثمارية والكانن مقرها في : ١٣ شارع المعهد الاشراكي- روكسي- القاهرة .

ويشار إليها فيما بعد بـ "المؤجر" أو "الطرف الأول"

والمعتمد في (رقم اليوم) : ٥٠١ شى نوت منح امون - سموحه - سينى جابر - الاسكندرية
بقر الطرف الثاني أن محله المختار هو (النور ٩ - امام أبو عيشة سور ماركيت - شار احمد عبد الوهاب - الرأس السوداء - الاسكندرية) وأن جميع المكاتبات و الاعلانات والاحطارات والاندارات المرسله عليه تعتبر صحيحه ومنتجة لكافة اثرها القانونية ويلتزم الطرف الثاني باخطار الطرف الأول بنى تغيير يطرأ على محله المختار في هذا العقد بموجب خطاب موسى عليه يعلم لوصول خلال ١٥ يوم من تاريخ التغيير للعنوان وفي حالة عدم الإخطار تعتبر جميع المكاتبات والاعلانات والاحطارات والاندارات المرسله اليه على محله المختار صحيحه ونافذ ومنتجة لكافة اثرها القانونية .
محمول ٤٤٥٦٨٨١٢

ويشار إليه فيما بعد بـ "المستأجر" أو "الطرف الثاني"

التشهير
قطاع النقل - شى نوسمعة والصفرى

شركة ام اوتى للاستثمار والمشروعات " المصرية لمشروعات السكك الحديدية والنقل / سابقاً " إحدى شركات الهيئة القومية لسكك حديد مصر و المملوكة له بالكامل انشئت بغرض تعظيم إيرادات الهيئة القومية لسكك حديد مصر ويشار إليها فيما بعد بالقضية : تنعيلاً للقرار الجمهورى رقم ١١٤ لسنة ٢٠٠٥ ونظراً لأن قانون الهيئة يمنع التصرف في اراضى الهيئة سواء بالبيع أو التمليك ونظراً لأن الطرف الاول " المؤجر " له حق إدارة واستغلال الأصول المملوكة للهيئة بموجب العقد والنظام الأساسى للشركة و عقد الإدارة والتشغيل المبرم بين الهيئة والطرف الاول فقد إتجهت إرادة الطرف الاول إلى أسلوب المزايدة أو المفاوضة في إيجار الأراضي المملوكة للهيئة وفقاً للقواعد التي تنظمها لوائح الطرف الاول و المعدة لهذا الغرض وحيث لاقى ذلك رغبة الطرف الثاني في استئجار هذه الأرض محل العقد .

وبعد أن أقر الطرفان بأهليتهما القانونية للتعاقد والتصريح إتفا على مسأ يلى :-

توقيع الطرف الثاني	تاريخ العقد	المشروع: سكك حديد مصر - شى نوسمعة والصفرى	تاريخ العقد
	٠١/١٥/٢٠١٩		٠١/١٥/٢٠١٩

مساحة - ٢٤١ متراً - قطرية، الإسكندرية
منطقة - قرية العنقا



الشروط الفنية / موضوع التعاقد

البند الأول

بعد التمهيد السابق و محضر المفاوضات المؤرخ في ٢٠١٨/١/١٦، والمعتمد من السلطة المختصة بتاريخ مذات التاريخ جزءاً لا يتجزأ من هذا العقد و متمماً ومكملاً لأحكامه وبنوده .

البند الثاني / محل و وصف التعاقد .

بموجب هذا العقد، ومحضر المفاوضات المؤرخ في ٢٠١٨/١/١٦، والمعتمدة من السلطة المختصة بوجز الطرف الأول إلى الطرف الثاني التالي لذلك قطعة أرض (محل) يانها كالتالي :

مساحة محل العقد : ٢ م ٤

وصف محل التعاقد : محل

بمساحة مسيطة : فيمكتوريا - الإسكندرية

القريبة للمستطسة : غرب الدلتا

نشاط العقد : (مأكولات ومشروبات) .

البند الثالث / نوع التعاقد مدته

نسوق التعاقد - تجديد تعاقد بناء على المفاوضات المحررة بتاريخ ٢٠١٨/١/١٦ لتجديد العقد رقم ١٣٤٨ لسنة ٢٠١٥ مدة المنطقة - اتفق الطرفان على أن تكون مدة العقد (ثلاث سنوات) تبدأ من ٢٠١٨/١/١ وبتنهي في ٢٠٢٠/١٢/٣١ ولا يجوز تجديده إلا بعقد جديد .

سعر المخر - اتفق الطرفان على أن تكون القيمة الإيجارية للمتر المربع/سنوياً مبلغ وقدره ١٧٢٠ جنيهاً (فقط ألف وسبعمئة وعشرون جنيهاً مصرياً لا غير)

طريقة السداد - يلتزم الطرف الثاني بسداد قيمة الإيجار مقدماً كل ٦ شهور وبمصر الشركة .

الشروط المالية / الموضوع

البند الرابع / القيم المالية

القيمة الإيجارية

اتفق الطرفان على أن تكون القيمة الإيجارية للمتر المربع/سنوياً مبلغ وقدره ١٧٢٠ جم (فقط ألف وسبعمئة وعشرون جنيهاً مصرياً لا غير) بإجمالي قيمة إيجارية للسنة الأولى مبلغ وقدره ٦٨٨٠ جنيهاً مصري (فقط ستة آلاف وثمانمئة ولثمانون جنيهاً مصري لا غير) وإجمالي قيمة لعاقدية عن كامل مدة العقد مبلغ وقدره ٢٢٧٧٢ جم (فقط إثنان وعشرون ألفاً وسبعمئة وثلاثة وسبعون جنيهاً مصرياً) -

يلتزم الطرف الثاني بسداد القيمة الإيجارية على النحو التالي :-

طريقة السداد : كل ٦ شهور مقدماً وبمصر الشركة .

جدول السداد :

رقم السداد	تاريخ السداد	المشروبات الكحولية والعصير : لى	رقم السداد	تاريخ السداد
2				

معاملة رقم ٢٠١٨/١٦ - لشهرينا - الاستشارية
منطقة - ابره القلعة



سنة المنفذ	المبلغ	الاسم	من	الى	السلع المستحق	رقم الصفح	تاريخ الاستحقاق
الاولى	١٤٥٠	الاول	٢٠١٨/٧/٢٠	٢٠١٨/٧/٢٠	٢١٤	٢٠١٨/٧/٢٠	٢٠١٨/٧/٢٠
		الثاني	٢٠١٨/٧/٢٠	٢٠١٨/٧/٢٠	٢١٤		٢٠١٨/٧/٢٠
الثانية	٧٤٦٨	الاول	٢٠١٨/٧/٢٠	٢٠١٨/٧/٢٠	٢٧٤	٢٠١٨/٧/٢٠	٢٠١٨/٧/٢٠
		الثاني	٢٠١٨/٧/٢٠	٢٠١٨/٧/٢٠	٢٧٤		٢٠١٨/٧/٢٠
الثالثة	٤٢٢٥	الاول	٢٠١٨/٧/٢٠	٢٠١٨/٧/٢٠	٤١٢٤	٢٠١٨/٧/٢٠	٢٠١٨/٧/٢٠
		الثاني	٢٠١٨/٧/٢٠	٢٠١٨/٧/٢٠	٤١٢٤		٢٠١٨/٧/٢٠
الإجمالي							٢٢٧٧٢

الدفعة المقدمة

قام الطرف الثاني عند التوقيع على هذا العقد بسداد دفعة مقدمة من القيمة الاجبارية تقدر بمبلغ ٢٢٧٧٢ جم (فقط اثنان وعشرون ألفاً وسبعمئة وثلاثة وسبعون جنياً مصرية) والذي يعادل القيمة الاجبارية عن كامل مدة العقد بجزء من الإجمالي رقم ٧٤٤٩٩ بتاريخ ٢٠١٨/١/١٦ بمبلغ ٦٨٨٠ جنيهه والإجمالي رقم ٧٥٧٥٢ بتاريخ ٢٠١٨/٢/٢٠ بمبلغ ١٤٨٩٢ جنيهه.

طريقة السداد

يأتم الطرف الثاني بسداد القيمة الاجبارية مقدماً اول كل ستة شهور وخلال ٥ ايام عمل من تاريخ الاستحقاق ولا تبرا دعة الطرف الثاني من سداد القيمة الاجبارية (لا يحصل على الاصل الدال على السداد من الطرف الاول ويتم السداد بعقر الطرف الاول).

الريادة السنوية

تفق الطرفان على ان تزداد القيمة الاجبارية بنسبة سنوياً تعادل ١٠% محسوبة على اساس اخر قيمة اجبارية وبدأ احتسابها اعتباراً من السنة الثانية.

التأمين النهائي

قام الطرف الثاني عند التوقيع على هذا العقد بسداد مبلغ وقدره ١٢٢٦٦ جم (اثنتان اثنان وثمانون وتسعة وسبعون جنياً مصرية) كتأمين نهائي وهو يعادل ١٠% من إجمالي قيمة العقد وذلك بتاريخ ١٥/٥/٢٠١٨ بمبلغ ٧٥٠ جنيهه والإجمالي رقم ٥٢.٧٧ بتاريخ ١٤/١٢/٢٢ بمبلغ ٦٩٤ جنيهه وجزء من الإجمالي رقم ٧٤٤٩٩ بتاريخ ٢٠١٨/١/١٦ بمبلغ ٦٩٤ جنيهه.

يحتفظ الطرف الاول بمبلغ التأمين النهائي على نهاية المدة الاجبارية وذلك كضمان لبقاء الطرف الثاني بتنفيذ التزاماته الواردة بهذا العقد على ان يظل التأمين النهائي لدى الطرف الاول ويرد الي الطرف الثاني بعد التأكد من قيام الطرف الثاني بتسليم الارض محل العقد الى الطرف الاول وقيامه بتنفيذ كافة الالتزامات الواردة بهذا العقد.

يكون للطرف الاول الحق في خصم مبالغ أي تلفيات حدثت في العيون محل العقد في نهاية مدة التعاقد وذلك خصماً من قيمة التأمين النهائي وتقدر قيمة التلفيات بمعرفة لجنة إستلام العين محل العقد على ان يخل بذلك بحق الطرف الاول في طلب التعويض في حالة عدم وفاء قيمة التأمين النهائي لقيمة التلفيات الموجودة بمحل العقد.

غرامة التأخير

في حالة تأخر الطرف الثاني عن سداد القيمة الاجبارية للعيون الموحدة لمدة تزيد عن ٥ ايام عمل على الأكثر من تاريخ استحقاقها، يحق للطرف الاول احتساب غرامة تأخير بنسبه ١,٥% شهرياً بما يعادل (١٨%) سنوياً عن كل شهر تأخير وتخصم اعتباراً من تاريخ استحقاق قيمة كل قسط وتعتبر كسور الشهر شهراً كاملاً وفي حالة تكرار التأخير تقسمين متتاليين او ثلاث مرات متفرقة بحق للطرف الاول فسخ التعاقد ومصادرة التأمين النهائي وأي مبالغ اخرى مسددة لحساب التعاقد كما يمتد تحصيل هذه الغرامة حتى تاريخ السداد وما يترتب على ذلك من اثار قانونية.

3

رئيس اللجنة
محمود صابر

مدير ادارة التخطيط والعمليات
محمد عبد الحليم

مدير ادارة التخطيط والعمليات
محمد عبد الحليم

مدير ادارة التخطيط والعمليات
محمد عبد الحليم

مساحة - نموذج - بنجاحية - تقنويها - الإستراتيجية
منطقة - أريد التماس



الشروط الخاصة

البند الخامس / المعايير الفنية للجهاية

يشترط الطرف الثاني بأنه عاين محل العقد للمعاينة التامة الفنية لكل جهاية شرعاً وقانونياً ولعريف عليه من جميع جوانبه المختلفة وأنه حاز رضاه وقبوله ووافق على إيجاره بحالتها الراهنة ووفقاً لمعاييره له على الطبيعة وليس له الحق في الاعتراض عليه كلياً أو جزئياً حالياً أو مستقبلاً أو قبل توقيع العقد أو بعده أو طوال مدة تنفيذ العقد وإن القيمة الاجبارية المتفق عليها تمت على أساس هذه المعاينة ويقر بأنه صالح للعرض الذي أجبر من أجله وإن يمتنع عن استعماله بطريقة تتناقض مع شروط هذا العقد.

البند السادس / الالتزامات

التزامات الطرف الثاني (المستأجر) :-

- 1- يقر المستأجر بأن المسطح محل التعاقد تحت تصرفه وفي حيازته الهادئة والمستقرة وذلك شفاً لمحضر التسليم الموقع عليه من المتعاقد (الطرف الثاني) ولا يحق له طلب تسريح التعاقد أو إيقاف الإيجار لأي سبب من الأسباب .
- 2- يكون المستأجر مسؤولاً مسؤولة كاملة عن كافة ما يجرى على محل العقد منذ إنجازه له كما يكون مسئولاً عن حماية محل العقد ولتزم بالتفاهم بكل ما يكفل عدم الإضرار به أو بالغير ويكون وحده مسئولاً مسؤولة مبنية وجارية عن أي أضرار تحدث بسبب ذلك سواء منه أو من تابعيه .
- 3- يلتزم المستأجر بإدخال كافة المرافق اللازمة لممارسة نشاطه على نفقته الخاصة تحت إشراف الهيئة ولا يتأهل من حقوق الطارء الأول اهل الطرف الثاني في توسيل هذه المرافق لأي سبب من الأسباب كما يلتزم الطرف الثاني بمسئولية استهلاك هذه المرافق " الكبرياء ، لتلمياء ، الغاز ، الصرف الصحي ، التليفونات وأي خدمات أخرى مستحقة المسداد إن وجدت للجهايات التي تقامها مع تسليم مخالصة بالمسداد للطرف الأول عند نهاية مدة العقد .
- 4- يلتزم المستأجر بمراعاة كافة الالتزامات الآتية التي تفرضها إدارة مشروعات البيئة و بعدم فتح أي نوافذ أو مسارات علي شريط المسكة الحديد إلا بعد أخذ التوافقات الآتية من الهيئة القومية لسكك حديد مصر .
- 5- يلتزم المستأجر بعمل الخصائص الفنية المطلوبة لمحل العقد " البنية الدورية والتجهيزات الآتية " على نفقته الخاصة ودون ادنى مسئولية على الطرف الأول وتحت إشراف الهيئة القومية لسكك حديد مصر ويتعهد بأن تشكل الأرض محل العقد بعناية جيدة وسالمة للاستعمال طوال مدة التعاقد .
- 6- يلتزم المستأجر بتأجير الفوازين والنواع المختلفة لممارسة نشاطه بمحل العقد ويتحمل وحده ما يترتب على عدم التزامه بهذه الفوازين و التوافق دون ادنى مسئولية في ذلك من الطرف الأول .
- 7- يتعهد المستأجر بالسماح للطرف الأول و موظفي الهيئة القومية لسكك حديد مصر المختصين بالتفتيش على الأرض " محل العقد " والعمل للتحقق من قيامه هو وعامله بمراقبة نشاطه وفقاً لشروط هذا العقد .
- 8- يلتزم المستأجر بعدم استغلال محل العقد استغلالاً يخل بالامن العام أو الصحة العامة أو السكنية العامة كما يلتزم بالحفاظ على الخدمات العامة والمرافق العامة المخصصة لخدمة محل العقد وفي حالة مخالفته لأي التزام من الالتزامات المشار إليها يتم إزالة المخالفة بمجرد معرفة كما يجوز إزالة المخالفة بمجرد معرفة الطرف الأول أو الهيئة وعلى نفقة الطرف الثاني ويكون العقد مفسوخاً من تلقاء نفسه ويحق للطرف الأول مصادررة التامير الجاهل وأي مبالغ مستددة لمصاحب العقد دون الحاجة لائتاز أو ائجاز أو تلبية أو اتخاذ أي اجراءات اخرى أو استصدار حكم من المحكمة المختصة بالتعويض .
- 9- يلتزم المستأجر بعدم استغلال محل العقد في الأنشطة تؤدي إل تلوث البيئة أو تؤدي إل احداث ملوثات سمعية أو بصرية أو تخزين أية مواد سامة أو قابلة للاشتعال .
- 10- يلتزم المستأجر بتسليم العين الموجرة إل الطرف الأول بعد انتهاء مدة العقد أو عند الإنهاء المبكر لأي سبب من الأسباب بالعناية التي كانت عليه قبل الاستلام وفي حالة إقامة منشآت على محل العقد تؤول ملكية هذه المنشآت للطرف الأول وتسلم له بعناية جيدة تمكنه من إعادة

توقيع المفاوض
محمد توفيق
محمد توفيق
محمود توفيق
التصديق
التصديق
التصديق
4

مساحة : ٢٠٠٠٠ م٢ مساحة - تقريبا : ١٠٠٠٠ م٢
منطقة - غرب الدلتا



- مخالفة الطرف الثاني النشاط المحدد بالعقد أو قهامة بإدخال شريك أو التنازل للتغير أو التاجر من الباطن لكل أو جزء من محل العقد دون الحصول على موافقة كتابية مسبقة من الطرف الأول و وفقاً للقوانين واللوائح و الإجراءات المعمول بها في هذا الشأن
- تأخر المستاجر في سداد القيمة الإيجارية لتسطين متتاليين أو ثلاثة المساط متفرقة .
- في حالة قيام الطرف الثاني بزيادة المسطح محل العقد أو تشييد أدوار عليا عليه أو تغير معالم محل العقد وعدم إزالة المخالفة خلال ١٥ يوم من تاريخ إخطار المستاجر بذلك يكون للطرف الأول فسخ التعاقد وإتخاذ الإجراءات القانونية اللازمة لإزالة المبانى المخالفة وإصدار قرار إزالة بمعرفة الهيئة دون أدنى مسئولية على دون ادنى مسئولية على الطرف الأول أو الهيئة في ذلك .
- طلب المستاجر فسخ العقد دون مرور أو عذر بطلنة الطرف الأول وبعد موافقة الطرف الأول الكتابية على ذلك وفي هذه الحالة يلتزم المستاجر بدفع القيمة الإيجارية حتى تاريخ مضمرة استلام العين محل العقد بمعرفة اللجنة المشكلة من أملاك الهيئة القومية لسكك حديد مصر على أن يتم مصادرة التأمين وجميع المبالغ المستددة لحساب العقد .

انار الفسخ

فى حالة تحقق أى من الحالات السابقة :

- ١- يتم مصادرة مبلغ التأمين.
- ٢- يلتزم الطرف الثاني بتسليم الطرف الأول محل العقد
- ٣- تكون جميع المتقولات الموجودة بالعين محل العقد ضماناً للوفاء بأى الإلزامات ماديه تكون للطرف الأول لدى الطرف الثاني.
- ٤- يلتزم المستاجر بدفع القيمة الإيجارية حتى تاريخ مضمرة استلام العين محل العقد بمعرفة اللجنة المشكلة من أملاك الهيئة القومية لسكك حديد مصر أو الطرف الأول .
- ٥- أن يؤثر الفسخ على حل الطرف الأول في مخالفة الطرف الثاني بأية مبالغ تكون مستحقة عليه اوبى تعويضات أخرى يربها الطرف الأول من جراء هذا الفسخ نظير ما فاتته من كسب وما لحقه من ضرر .
- ٦- لا يجوز للطرف الثاني الرجوع على الطرف الأول بالتعويض عن الأضرار المادية والأدبيه جراء هذا الفسخ .
- ٧- تتولى ملكية جميع المنشآت المقامة على محل العقد للطرف الأول .

المسند المتعلق : هذه حاجة الهيئة أو الشركة

لتعريف الأول حتى في فسخ التعاقد في حالة حاجة الهيئة أو الشركة (الطرف الأول) لهذه المساحة في المشروعات المستقبلية يقر الطرف الثاني بقبوله عدم الرجوع على الطرف الأول بأى مطالبات أو تعويضات مستقبلية .

مطامح المشروعات ذات المصنف العائلى / الضرائب و الرسوم

يلتزم المستاجر بسداد كافة أنواع الضرائب و الرسوم و الدمغات المقروضة بمقتضى اللوائح و القوانين المعمول بها في جمهورية مصر العربية أو التي قد تفرض على محل العقد مستقبلاً طبقاً للقوانين الصادرة في هذا الشأن والتي تستحق عن تنفيذ العقد و الانتفاع بمحلته وعلى سبيل المثال وليس الحصر " ضريبة الدمغه و الضرائب العامه و ضريبة القيمة المضافة و الضرائب العقارية "

البيدات الخادى نشر / المراسلات

يفر كل من الطرفين سراحة بإتخاذة محلاً مختاراً له العنوان المذكور بصدر هذا العقد وان كافة المراسلات و الخطابات و الإعلانات و الإخطارات التصلبية و الغير قضائية التي ترسل له على هذه العنوانين تعتبر صحيحة و نافذة ومنتجة لكافة آثارها القانونية على أن يخطر كل طرف الطرف الآخر بأى تعديل أو تغيير يطرأ على عنوانه خلال ١٥ يوم من تاريخ تغيير العنوان وإلا اعتبر العنوان السابق صحيح و منتج لكافة آثاره القانونية .

٦	رؤس مافا	المشروعات القومية و العصرية على	رؤس مافا	رؤس مافا
		١٥٠٠٠٠ م٢ مساحة - تقريبا : ١٠٠٠٠ م٢		

محطة - T4T بناحية - قنطرة - الإسكندرية
منطقة - قرب القنطرة



المادة الثانية عشر / القانون الواجب التطبيق

يخضع هذا العقد لأحكام القانون المدني والنواح المنظمة لعمل الطرف الأول وتفسر بموجبها .

المادة الثالثة عشر / تسوية المنازعات

تختص محكمة القاهرة للأمور المستعجلة بنظر دعوى الطرد الخاصة بهذا العقد ذلك دون الإخلال بما لمحكمة شمال القاهرة وجزئتها من اختصاص بشأن أى منازعة أخرى تكون بصدد هذا العقد وذلك دون الإخلال بحقوق الهيئة القومية لسكك حديد مصر في اتخاذ الإجراءات القانونية التي خولها له القانون .

المادة الرابعة عشر / نسخ العقد

تحرر هذا العقد من ثلاث نسخ أصلية لكل منها ذات القوة في الإثبات وقد تم التوقيع عليه من أطرافه واستلم الطرف الثاني نسخة واحتفظ الطرف الأول بنسختين للعمل بموجبها عند اللزوم.

مدير إدارة القنطرة
[Signature]

القائم بأعمال

مدير عام المشروعات المتوسطة والصغيرة

عبد خالق موسى

[Signature]

الطرف الثاني (المستأجر)



الطرف الأول (المؤجر)

الاسم : المهندس / أيمن جاب الله

الصفة : مساعد الخبير المتدرب للإدارات الإستثمارية

التوقيع :



شتم الشركة

المطابق لشركة مكتب المتوسطة والصغيرة

التوقيع :

[Signature]

القرار استلام نسخة عقد

الاسم :

التوقيع :

التاريخ :

[Signature]

7	دروس مينا	المشروعات المتوسطة والصغيرة - مصر	رابع لؤلؤا	توقيع العميل
	[Signature]	[Signature]	محمود صابر	[Signature]

APPENDIX 4: MOSQUES COMPENSATION RELATED DOCUMENTS

ARAB REPUBLIC OF EGYPT
MINISTRY OF TRANSPORT
Minister's Office

جمهورية مصر العربية
وزارة النقل
مكتب الوزير

17 JUN 2020
ر.م. الصلح ٢٤٧٤
م. م. م. م.

السيد الدكتور مهندس / عصام والي
رئيس مجلس إدارة
الهيئة القومية للإنفاق

تجبة طيبة وبعد ...

إحفاً لكتاب السيد الفريق / وزير النقل رقم ٥٨٦٣ بتاريخ ٢٠٢٠/٥/٣١ للسيد الدكتور / وزير الأوقاف والبلغ صورته لسيداتكم بشأن المساجد المطلوب إزالتها لمعارضتها تنفيذ مشروع مترو أبو قير على الكثافة بمحافظة الاسكندرية والمخطط قوام الوزارة بتنفيذه في نفس مسار خط سكة حديد أبي قير الحالي كمرحلة أولى مع امتداده إلى مدينة برج العرب في المرحلة الثانية وذلك في ضوء توجيهات السيد رئيس الجمهورية الصادرة في هذا الشأن ، والمتضمن عدم التزام وزارة النقل بتوفير أراضي بديلة أو توفير مبالغ ثمن الأرض البديلة للمساجد في ضوء وقوع هذه المساجد داخل إملاك هيئة السكة الحديد واستعداد الوزارة توفير المبالغ المطلوبة لبناء مساجد بديلة للمساجد التي سيتم إزالتها أو تطوير مساجد أخرى فور توفير الأراضي البديلة لهذه المساجد أو تحديد المساجد المطلوب تطويرها وذلك على النحو الوارد بالكتاب المشار اليه بعاليه .

أرسل لسيداتكم رفق هذا صورة كتاب السيد الاستاذ الدكتور / وزير الأوقاف رقم ١٧٠ بتاريخ ٢٠٢٠/٦/١٥ بشأن الاجراءات التي تم اتخاذها والمطلوب في هذا الشأن .

وبالعرض على السيد الفريق / وزير النقل أشر سيدته (م / وجدى شحات ، مخاطبة ه الأفاق لتبديل المبلغ وتسهيله لوزارة الأوقاف ومتابعة هدم المساجد والتخفيف على الأرض) .

فالمرجو التفضل بالإحاطة والتوجيه لاتخاذ اللازم والإفادة بما يتم استكمالاً للعرض على السيد الفريق / وزير النقل في هذا الشأن .

وتفضلوا سيداتكم بقبول فائق الاحترام...

رئيس الإدارة المركزية
لشئون مكتب الوزير
إ. م. م. م.
(إسماعيل محمد مصطفى)

قطار عالي
تخطيط ودراسات
شؤون قانونية
متابعة

صورة للسيد المهندس / لؤي محمد رمضان - رئيس مجلس إدارة الهيئة القومية لسكك حديد مصر
صورة للسيد المهندس / وجدى شحات - مساعد الوزير لشئون سكك الحديد وشؤون الأفاق ووسائل نقل المسافرين

٦١١٨ ١٩٤٣/٥

NAT
FIELD

١٧٠
٢٠٢٠/١٥
٤٣

مكتب الوزير
١٦ يونيو ٢٠٢٠
وزارة الأوقاف
الوزير

السيد السيد الخريق / كامل عبد الهادي الوزير
وزير النقل

المحترم

السلام عليكم ورحمة الله وبركاته ،،،

وبعد :

فبالإشارة إلى كتاب سيادتكم رقم (٥٨٦٣) بتاريخ ٢٠٢٠/٥/٣١ م ، بشأن كتابنا لسيادتكم رقم (٨٧ ص. ز + م) المؤرخ ٢٠٢٠/٤/١٢ م ، والمرفق به مذكرة السيد المهندس / رئيس قطاع الخدمات المركزية ، بخصوص المساجد المطلوب إزالتها لمعارضتها تنفيذ مشروع " متر أبو قير عالي الكثافة " بمحافظة الإسكندرية ، والمخطط قيام وزاراتكم الموقرة بتشيده في نفس مسار خط سكة حديد أبي قير الحالي كمرحلة أولى مع امتداده إلى مدينة برج العرب في المرحلة الثانية ، وذلك في ضوء توجيهات السيد / رئيس الجمهورية في هذا الشأن ، وإيماءً لكتابكم سالف الذكر باستعداد وزاراتكم الموقرة لتوفير المبالغ المطلوبة لبناء مساجد بديلة للمساجد التي سيتم إزالتها أو تطوير مساجد أخرى .

وابتجابه لطلب معاليكم باستبعاد لمن الأرض كونها في زمام أملاك السكة الحديد فقد تم ذلك بالفعل والتصر التقدير على قيمة المباني فقط ، ولصالح النفع العام فإنني إضافة إلى ذلك قد خفضت مقايصة الإدارة المركزية للشئون الهندسية المرفقة لتكلفة المباني ٢٢٪ تقريباً ليصبح إجمالي المبلغ المطلوب موافاتنا به من وزاراتكم الموقرة بشأن الثلاثة عشر مسجداً المبينة بالمذكرة المرفقة (٢٥,٠٠٠,٠٠٠) خمسة وعشرين مليون جنيه بدءاً من التكلفة المقدرة بالمذكرة المشار إليها بمبلغ (٣٢,١٠٥,٠٠٠) اثنين وثلاثين مليوناً ومائة وخمسة آلاف جنيه ، وفور موافاتنا بالمبلغ المطلوب على الكود المؤسسي لوزارة الأوقاف رقم (١٣٤٠٠١٠١) سيتم تفويض وزاراتكم في هدم المساجد بمعرفتها .

ونفضلوا بقبول فاتق الاحترام والتقدير ،،،

وزير الأوقاف
محمد مفتاح جمعة

مع فائق الاحترام والتقدير

٢٣ من نوال ١٤٤١ هـ
١٥ من يونيو ٢٠٢٠ م



وزارة الأوقاف

الإدارة المركزية للشئون الهندسية

مذكرة للمعرض على

معالي الأستاذ الدكتور الوزير

الموضوع : بالإشارة إلى تأشيرة معاليكم على الخطاب الوارد من سيادة الفريق أ. ح / كامل عبد الهادي الوزير - وزير النقل والمواصلات ، بشأن المساجد المطلوب إزالتها لمعارضتها تنفيذ مشروع " مترو أبو قير عالي الكثافة " بمحافظة الإسكندرية ، وإحاطاً بالمذكرة المعروضة على سيادتكم في ذات الشأن بتاريخ ٢٠٢٠/٤/١٢ م ، ردًا على خطاب معالي وزير النقل رقم (٢٩٧٩) بتاريخ ٢٠٢٠/٣/٩ م ، وإيماءً إلى ما ورد بخطاب معاليه رقم (٥٨٦٣) بتاريخ ٢٠٢٠/٥/٣١ م .

نتشرف بأن نعرض على معاليكم الآتي :

أولاً : بالنسبة للمساجد الحكومية :

أفادت مديرية أوقاف الإسكندرية بعد حضور الاجتماع التنسيقي الذي تم بمقر الهيئة القومية للإنفاق أن المساجد التي تعترض إقامة المشروع هي مساجد :

م	اسم المسجد	المساحة	عدد الأدوار	تقدير قيمة المباني جنيه
١.	الفاتحين - غربال	١٥٠ م	-	١٢٧٥٠٠٠
٢.	علي بن أبي طالب - سيدى بشر	١٨٠ م	٢	٢١٠٠٠٠٠
٣.	خالد بن الوليد - الملك الحنفى	١٨٠ م	-	١٥٣٠٠٠٠
٤.	نور الإسلام - مدينة فيصل	٢٠٠ م	٢	٣٠٠٠٠٠٠
٥.	دار السلام - المنيرة	١٥٠ م	-	١٢٧٥٠٠٠
٦.	الهدى	١٥٠ م	-	١٢٧٥٠٠٠
٧.	نور الإسلام باكوس	٩٠ م	-	٧٦٥٠٠٠٠
٨.	المؤمنين غربال	١٢٠ م	-	٨٢٥٠٠٠٠
٩.	قباء - فيكتوريا	٦٠٠ م	-	٥١٠٠٠٠٠
١٠.	الصابرين - سيدى بشر	٩٠ م	-	٦٧٥٠٠٠٠
١١.	بدر - شارع ٤٥	٤٠٠ م	٢	٥٠٠٠٠٠٠
١٢.	أهالى العصاره	٢٠٠ م	-	٤٠٠٠٠٠٠
١٣.	الرحيق المختوم - المعهد الدينى	١٢٥ م	٣	٢٠٠٠٠٠٠
	الإجمالى	٣٤٤٥ م		٣٢,١٠٥,٠٠٠ جنيه

وبناء على ما ورد بخطاب معالي وزير النقل بأن جميع المساجد تقع بحرم السكة الحديد تم إلغاء بند مقابل الأرض .

ونعرض على معاليكم الآتي للموافقة على مخاطبة معالي السيد / وزير النقل للتفضل بموافقاتنا بأمر دفع باسم وزارة الأوقاف من وزارة النقل والمواصلات بمبلغ إجمالي (٣٢,١٥٠,٠٠٠) جنيه وهي قيمة بناء مساجد بديلة ، وفور موافقاتنا بأمر الدفع سيتم إخلاء المساجد من العهد و تفويض وزارة النقل والمواصلات في هدم المساجد بمعرفتها :

رئيس قطاع الخدمات المركزية
م/ مسير الشال
١٦/١٥

رئيس الإدارة المركزية للشئون الهندسية
م/ مهدي عبد الله أبو ميد
١٦/١٥

مدير عام المشروعات والتصميمات
م/ إيمان فاروق

APPENDIX 5: NATIONAL REGULATIONS RELATED TO INVOLUNTARY RESETTLEMENT

Title of legislation	Summary and how this legislation applies to this project
Law 187/2020	<p>In addition to the amendments that have been referred in Law 24/2018 of Articles (2, 6, 13) the law stipulates Article 12 of Law No. 10 of 1990 regarding land acquisition for the public benefit shall be replaced by the following article:</p> <p>Article (12): If the forms or the ministerial decision have not been deposited according to the procedures stipulated in the previous articles within three years from the date of the public benefit decision in the official gazette; the decision shall be considered as if it was not for land acquisition for which the forms or the decision related to.</p> <p>The proposed amendment aims to address some of the drawbacks that have emerged because of the application of Law No. 10 of 1990 regarding land acquisition for the public benefit, which lead to obstructing the procedures of property dispute for the public benefit.</p> <p>The law also comes within the framework of creating a new constitution that aims to protect private property, through fair compensation paid in advance in accordance with the law; As this phrase was not found in the previous constitution.</p>
Law 24/2018	<p>Replace the provisions of Articles 2 (fourth paragraph), 3, 5 (second paragraph), 6 (second paragraph), 7 (first paragraph), 13, 15 (first paragraph) of Law No. 10 of 1990 regarding expropriation of real estate for the public benefit</p> <p>The public benefit report shall be attached to the decision of the President of the Republic or his authorized representative, accompanied by</p> <ul style="list-style-type: none"> - A note stating the project to be executed. - A drawing of the overall planning of the project and the real estate necessary for it. <p>The compensation is estimated according to the prevailing prices at the time of the expropriation decision, and additional (20%) twenty percent of the value of the estimate included in the compensation. Existing expropriation procedures.</p> <p>The decision for the public benefit shall be published with a copy of the memo referred to in Article (2) of this law in the Official Gazette. In addition, affixed in the place prepared for advertisements at the headquarters of the local administration units, in the mayor or police headquarters, and in the primary court located in the property department, and on the front of the property subject to expropriation in a visible manner.</p> <p>Prior to the asset inventory, an appointment date will be announced publicly and “concerned parties” shall be notified in writing and “all owners and right holders” will be convened to appear before the responsible committee conducting the inventory on the project site to identify/clarify properties and ownership rights</p>
Law 1/2015	<p>On the amendment of some provisions of Law No. 10 of 1990 on the land acquisition due to public interest. The amendments provided:</p> <ul style="list-style-type: none"> - The first section of article 7 of the law states that: After depositing the compensation, the entity in acquisition charge shall prepare lists with the real

Title of legislation	Summary and how this legislation applies to this project
	<p>estate subject to acquisition, areas, locations, names of owners and property holders, their addresses, and the value of compensations stipulated. These lists and respective maps showing the location of all properties, shall be sited in the head office of the entity in charge, - while article 8 after amendment stated that: "The concerned owners and holders of rights have the right to object to the information contained in such lists within 15 days from the date of posting and publishing the lists and information of the expropriated properties.</p>
<p>Law 10/1990</p>	<p>On Property Expropriation for Public Benefit identifies transportation projects as public benefit activities. It describes acquisition procedures as follows:</p> <ul style="list-style-type: none"> - The procedures start with the declaration of public interest pursuant to the presidential decree accompanied with memorandum on the required project and the complete plan for the project and its structures (Law 59/1979 and Law 3/1982 provided that the Prime Minister issues the decree); - The decree and the accompanying memorandum must be published in the official newspapers; a copy for the public is placed in the main offices of the concerned local Government unit. <p>This law has specified, through Article 6, the members of the Compensation Assessment Commission. The commission is made at the Governorate level, and consisting of a delegate from the concerned Ministry's Surveying Body (as President), a delegate from the Agricultural Directorate, a delegate from the Housing and Utilities Directorate, and a delegate from the Real Estate Taxes Directorate in the Governorate. The compensation shall be estimated according to the prevailing market prices at the time of the issuance of the Decree for Expropriation.</p>
<p>Law 577/1954</p>	<p>Law 577/54, which was later amended by Law 252/60 and Law 13/162, and establishes the provisions pertaining to the expropriation of real estate property for public benefit and improvement.</p>
<p>Law 27 of year 1956</p>	<p>Law No. 27 of 1956, which stipulates the provisions for expropriation of districts for re-planning, upgrading, and improvement, and the amended and comprehensive Law No.10 of 1990 on the expropriation of real estate for public interest.</p> <p>The first article of Law No. 27 of 1956 allows for the expropriation of districts for their improvement, upgrading, re-planning, and reconstruction. Article 24 of Law 577/54 also stipulates that in case only partial expropriation of real estate property is required, and the remaining un-expropriated part will not be of benefit to the owner; the owner shall be given the right to submit a request within 30 days (beginning from the date of final disclosure of the list of the expropriated property) for the purchase of the entire area.</p> <p>It should be noted, that the new law has not restricted the right to request the purchase of the remaining un-expropriated portion of real estate whether it is a building or land.</p>

Title of legislation	Summary and how this legislation applies to this project
<p>Egyptian Constitution (That was cancelled after the 25th of January Revolution but main issues related to private ownership was included in the new constitution declaration 2012)</p>	<p>The Constitution Chapter Two Part One: Social and Moral components</p> <p>The State shall guarantee equality of opportunity to all Egyptians and coordination between woman’s duties towards her family and her work in the society, considering her equal to man in the political, social, cultural and economic spheres without detriment to the rules of Islamic jurisprudence</p> <hr/> <p>The Constitution Chapter Two: Economical components</p> <p>Article 29</p> <p>States that ownership subject to the control of people is protected by the State, and is divided into three types: public, co-operative and private property.</p>
<p>Civil code 131 of year 1948</p>	<p>Articles 802-805 recognizes private ownership right.</p> <ul style="list-style-type: none"> - Article 802 states that the owner, pursuant to the Law, has the sole right of using and/or disposing his property. - Article 803 defines what is meant by land property - Article 805 states that no one may be deprived of his property except in cases prescribed by Law and would take place with an equitable compensation.

APPENDIX 6: SCOPING CONSULTATION ACTIVITIES DURING THE ESIA AND RF PREPARATION

The Consultant carried out stakeholder engagement activities through the community engagement plan that has been developed for different Stakeholders. The consultation activities started in November 2020 and ended in January 2021. The study team conducted multiple site visits to the project area. In addition, field observations were organized at project activities points to define various stakeholders, and the potential impacts of the project, and carried out stakeholder engagement activities through the following methods: Key Informant Interview (KIIs) (30), Focus Group Discussions (FGDs) (22), Meetings (7), and scoping sessions (2).

The Consultant conducted consultation activities with;

- local communities close to the project site
 - The potential PAPs, whether from the tenants of the kiosks inside the stations, or the **Stationary informal vendors** inside the train corridor
 - Mobile informal vendors at the crossings and inside the train corridor
 - Railway users
 - Community members and shop owners surrounding the project areas.
 - Imams of mosques which will be removed and members of the surrounding community.
- Governmental Authorities including:
 - Governor of Alexandria
 - District heads: Al-Muntazah Awal District, Al-Muntazah Tany District, Waset District and Sharq District,
 - Health Directorate
 - Dean, Faculty of Engineering - Alexandria University
 - Telecommunications
 - Electricity Transmission Company
 - Housing Directorate / Urban Planning
 - Alexandria Environmental Office
 - Alexandria Endowments Directorate
 - Roads and Bridges Directorate
 - Traffic General Directorate

The study team conducted multiple site visits to the project areas. In addition, field observations were organized at project activities points to define various stakeholders, and the potential impacts of the project. The aim of the consultation activities was to give a background on the project and its potential impacts during the construction and operation phases and to receive feedback from PAPs and local communities about the project as well as concerns, requirements, and recommendations.

Information disclosed included:

- The purpose, nature and scale of the project,
- The duration of the proposed activities,
- Potential impacts and respective mitigation measures;

The consultant conducted site visits to stations (16 stations) and railway level crossings (14 crossings); in order to limit the economic activities within the stations. A random sample was selected to conduct scoping consultation activities, and the sample came as follows:

Summary of the scoping consultation activities that were conducted in project area

Stakeholders		Number		Method
		Males	Females	
Potential PAPs	Tenants of the kiosks inside the stations	10	-	Interviews
	Squatters: Informal economic activities inside the train corridor	11	1	Interviews FGDs
Mobile informal vendors Outside the railway track		12	7	Interviews /FGDs
Railway users		59	32	Interviews / FGDs
Community members and shop owners surrounding the project areas		55	39	scoping sessions/ FGDs
Imams of mosques which will be removed		12	-	Interviews
Governmental Authorities Alexandria Governorate		-	9	Interviews / Meetings
NGOs		1	3	
ENR - MOT		5	-	Meetings
NAT		3	1	Meetings
Total		168	92	

Stakeholders meetings conducted

Stakeholder	Date	Purpose/Outcome
ENR, MOT, NAT, SYSTRA, ESIA consultant	17/6/2020	Discuss the results of the Inventory of the occupancies on the metro track, including the mosques located in the route.
NAT, SYSTRA, ESIA consultant	16/9/2020	Resettlement/ Evictions along the metro alignment-way forward and action plan
NAT, SYSTRA, ESIA consultant	17/9/2020	Site visit discussion and other requirements for scoping
ENR, MOT, NAT, SYSTRA, ESIA consultant	13/10/2020	Handing of some documents requested before
ENR & MOT, NAT, SYSTRA, ESIA consultant	20/10/2020	Clarification of occupancies on the route of the Abu Qir railway
Alexandria Governorate, NAT, SYSTRA, ESIA consultant	8/12/2020	Discussing the role and responsibilities of the concerned authorities in Alexandria Governorate in the project. Request for documents and maps. Coordination to conduct consultation activities.
Alexandria Governorate & NAT, SYSTRA, ESIA consultant	19/1/2021	Presentation of what has been accomplished from the ESIA study. Nat presentation of the proposed projects for a traffic management plan for construction.

The results of stakeholder engagement

The following table presents all stakeholder engagement activities conducted by the Consultant and the key outcomes obtained

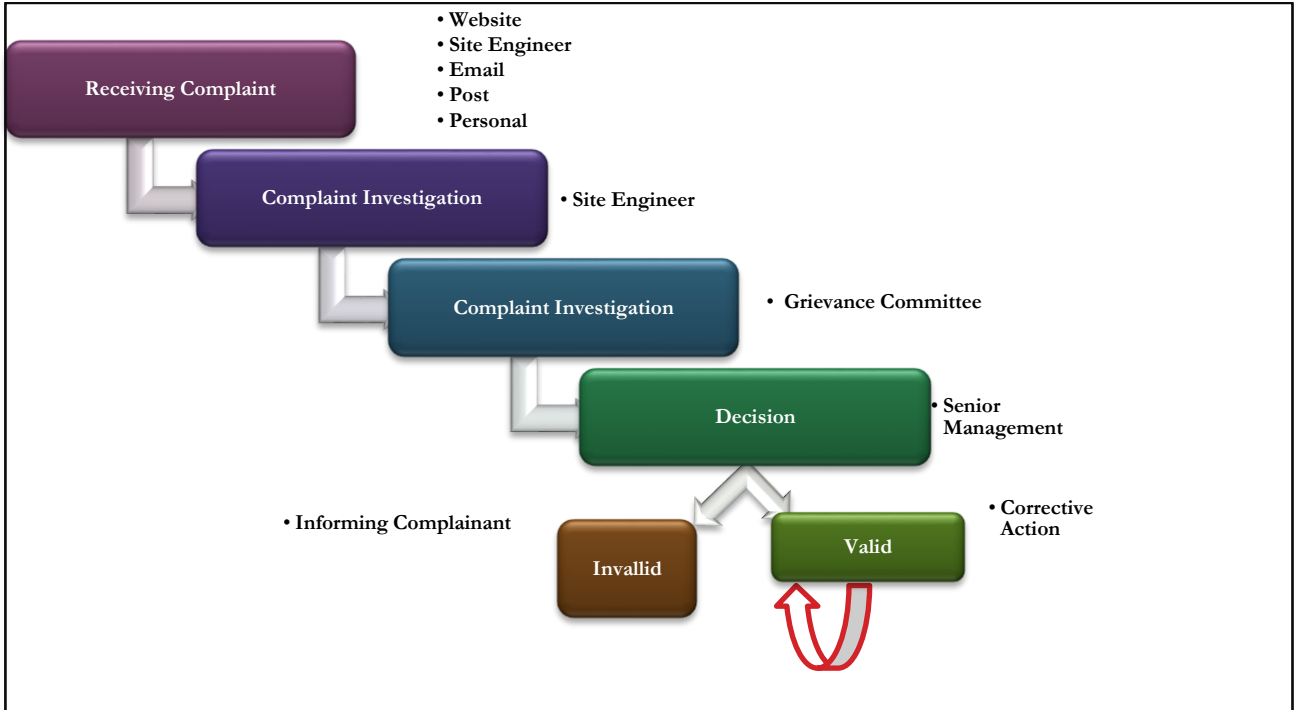
Key comments and concerns raised during the consultations

Stakeholder	Key Outcomes
<p>Governmental Authorities Alexandria Governorate</p>	<p>Governmental agencies made clear their strong cooperation with the project and the consultant, especially the authorities responsible for converting the utilities (water, sewage, electricity, communications ... etc.), as they consider the project a major civilizational move for Alexandria Governorate.</p> <p>Officials at the Roads Directorate and the General Traffic Department emphasized the importance of developing effective traffic plans before the start of construction. So that the project does not have significant impacts on traffic and increase the burden on the existing road network.</p> <p>The officials of the Directorate of Antiquities stressed the importance of coordination before the start of construction with a sufficient period of time to survey the excavation sites, and not to disrupt construction.</p> <p>Alexandria Water Company officials explained that the stage of converting the utilities will be a good opportunity for the company to renew the existing facilities in the project areas. It must also be emphasized that all crossings conflict with the existing lines of the water network. The head of the water company also added that consideration must be given to the impact of electricity for operating the project on the existing utilities, and therefore the distance between them must be taken into account.</p> <p>All officials emphasized the importance of preparing a specific schedule for construction and time periods required to converting the utilities; In order for local communities to be notified through the local media in the governorate.</p>
<p>Railway users</p>	<p>Railway users, both males and females, explained that the train is a major means of transportation for them. Despite the difficulties they sometimes face in getting on the train, it is the most appropriate means of transportation for them, due to:</p> <p>The cost of the train ticket is low and suitable for a large number of individuals; School and university students, the elderly, women selling in the markets.</p> <p>Some indicated that the train is suitable as a means of family transportation, given the average cost of transportation for all family members,</p> <ul style="list-style-type: none"> – Railway users suffer from major problems, foremost of which are: <ul style="list-style-type: none"> • Frequent delay in train times, which sometimes reaches an hour, in some cases; this forces them to take another high- cost means of transportation. • During peak hours the train is very crowded and the rush to ride the train becomes a danger, especially for the elderly and women; which makes them wait for another train to avoid the overcrowding. • Some women explained that crowded situations create an unsafe environment for them, whether they are at risk of being harassed or at risk of being robbed. • Train Services: The number of trains has decreased over the years. There are too many passengers per train. The train stops operating at 11:00 pm, which limits transportation during the late hours. • Safety concerns: The doors remain open throughout the journey risking passenger safety. The train interacts with crossings that often lead to accidents with other forms as transportation such as tok toks. Frequent quarrels and fights between young passengers. Train security are not always available. The material (glass) being used for the windows is prone to breakages. Passengers smoke on the train. • Many train users are asking what the expected cost of ticket prices will be (will it be too expensive for good service). It is important to take into account the economic status of

Stakeholder	Key Outcomes
	<p>the current users of the train, as it is a popular low-cost means of transportation.</p> <ul style="list-style-type: none"> • What alternative means of transportation will be provided instead of the train during the construction period? <ul style="list-style-type: none"> – The train schedule/route is not planned efficiently, with more trains allocated for one direction than the other. – The train users were very excited about the metro project because it would provide a very safe and vital means of transportation for the Alexandria Governorate and wished that the project would be completed as soon as, and they wished to improve the level of service and regularity of the train at the specified times, so that the service becomes excellent.
<p>The potential PAPs</p>	<p>The tenants of the kiosks and cafeterias inside the stations</p> <ul style="list-style-type: none"> – The stations include a limited number of economic activities which are limited to the tenants of the kiosks selling sweets and drinks, in addition to some cafeterias. – The consultant conducted interviews with all of them, they explained that their lease contracts are valid and their duration does not exceed one year. – They had questions about when the project would start and whether this would take place before the end of their lease contracts, and whether alternatives would be offered to them until the completion of the construction work at the stations. – None of them expressed their objection to the project, on the contrary, – they stressed the importance of a comfortable and safe means of transportation in Alexandria, especially that the train passes through very crowded areas. – They emphasized the importance of providing information about the Implementation dates before the start of the construction works in an adequate period. <p>The Stationary informal vendors inside the train corridor</p> <ul style="list-style-type: none"> – The site visits indicated that there are some informal economic activities inside the train corridor, specifically near the crossings levels and pedestrian crossing openings. – These activities are selling vegetables, fruits, household appliances, used clothes, and a nursery that sells ornamental plants and flowers. – The owners of these activities are well aware that their status is illegal and that they have been removed several times, but they return again as they are allowed to enter the train corridor again. – The owners of informal economic activities asked some questions regarding what would happen to them; would they be allowed to park outside the railway for sale? – They also made it clear that they have not settled in this place for a long time because they move from one place to another because their status is unofficial.
<p>Mobile informal vendors at the crossings and inside the train corridor</p>	<p>Mobile informal vendors are spread at the crossings levels in the areas of Dhahriya, Sidi Bishr, Souq, Victoria, and Mamoura. They sell fruits, vegetables, fish, and baked goods etc.</p> <p>They can move from one place to another. They did not show their interest in the project and made it clear that they could park in any crowded place, such as bus stops, and at government offices and schools. Some of them also indicated that the construction period and the presence of a large number of workers will be a good opportunity for them to sell.</p>
<p>Community members and shop tenants surrounding the project areas.</p>	<p>Many surrounding residents explained that the train does not represent any inconvenience to them as it is part of their daily life, and the train stations in some areas represent a crossing point from one area to another. Trains for neighboring communities represent a major means of transportation, even for schoolchildren.</p> <p>Residents and shop owners stressed the importance of taking into account the impact of the project on traffic because these areas are very crowded and do not bear the crossings being closed, which will result in traffic crises that may continue throughout the construction period.</p> <p>They also stressed their great admiration for the project because it will replace the train and</p>

Stakeholder	Key Outcomes
	<p>become a modern and fast means of transportation, which could raise the price of buildings in the area. However, the important thing is not to remove any homes or facilities for the project to be materialize.</p> <p>Community members and shop tenants surrounding the project areas asked about the following:</p> <ul style="list-style-type: none"> • Will the metro ticket cost high versus the current train ticket? • When work begins on the metro construction, the current crossings will be closed. What are the alternatives to it, and when will it be implemented? • What alternative means of transportation will be provided instead of the train during the construction period? • The streets parallel to the current train route suffer from neglect and dumping of waste. Will they be improved in the project? Will there be coordination between the project managers and the local units in this regard?
<p>Imams of mosques which will be removed</p>	<p>During the site visits, the work team visited all the mosques that will be removed for construction work in the project.</p> <ul style="list-style-type: none"> – All mosques are built on ENR properties, one of these mosques is closed for the time being, – The consultant interviewed all imams' mosques, – They all know about the project. They all confirmed knowledge that the mosques would be removed; except for two of them in Asafra and Victoria areas. <p>They explained that the idea of removing the mosque for public benefit can be accepted by community members, but the important thing is to put forward appropriate alternatives; because they do not know yet what are the alternatives for these mosques.</p> <p>The consultant conducted an interview with the officials of the Endowments Directorate in Alexandria, and they explained that the Directorate is currently working on the following procedures:</p> <ul style="list-style-type: none"> – Conducting consultation activities with community members, – Establishing alternative mosques or contributing to the establishment and expansion of mosques already existed; as appropriate and appropriate compensation from members of the local community. This should be done before construction begins.

APPENDIX 7: NAT CURRENT GRIEVANCE MECHANISM



NAT Current Grievance Mechanism (NAT 2021)

APPENDIX 8: SAMPLE GRIEVANCE FORM & REGISTER

11

SAMPLE GM FORM

Reference No:	
Full Name <i>Note: you can remain anonymous if you prefer or request not to disclose your identity to the third parties without your consent</i>	My first name _____ My last name _____ I wish to raise my grievance anonymously (note in this case a response will not be provided) I request not to disclose my identity without my consent
Contact Information <i>Please mark how you wish to be contacted (mail, telephone, e-mail).</i>	<input type="checkbox"/> By Post: Please provide mailing address: _____ _____ _____ <input type="checkbox"/> By Telephone: _____ <input type="checkbox"/> By E-mail _____
Preferred Language for communication	<input type="checkbox"/> Arabic <input type="checkbox"/> English
Description of Incident or Grievance: What happened? Where did it happen? Who did it happen to? What is the result of the problem?	
Date of Incident/Grievance	<input type="checkbox"/> One time incident/grievance (date _____) <input type="checkbox"/> Happened more than once (how many times? _____) <input type="checkbox"/> On-going (currently experiencing problem)
What would you like to see happen to resolve the problem?	
Signature: _____ Date: _____	
Please return this form to: [name], Grievance Mechanism Focal Point, [company name], Address : Tel.: _____ or E-mail: _____@_____.com.	

SAMPLE GRIEVANCE REGISTER

No.	Reference No.	Registration Date	Name of Complainant, Location and Contact Information	Gender	Occupation	Company & Site Location (if complainant is a Project worker)	Complaint Category	Details of Complaint	Frequency	Report of the Investigation	Resolution/ Management Status	How Was the Issue Resolved / Managed	Date Issued Was Re-solved	Duration to Closure	Complaint Closure Signed Off by:
	Month-Year-Case Number	When was the grievance re-ported?	What is the full name of the complainant? Where are they from? What is their mobile number or email address?	Is the complainant a male or female?	What does he/she work?	What is the name of his/her company? Which site is he/she located on?	What is the category of the complaint?	How did he/she describe the complaint?	Is the complaint filed for the first time?	Did the focal point is- sue any investigation re- ports?	What is the cur- rent status?	How was the issue resolved by the focal point?	When was the case closed?	How long did take the focal point to close the case?	Who signed off the closure of the case?

99M – ALEXANDRIA REGIONAL METRO ABOU QIR to MISR STATION