

Public Consultation Report ESIA, Metro Line 3, Phase 3 August 2012



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TABLE OF CONTENTS	PAGE
1 INTRODUCTION	1
2 EXECUTIVE SUMMARY	1
3 APPLIED PUBLIC CONSULTATION PRINCIPLES	2
4 DESCRIPTION AND ANALYSIS OF THE PUBLIC CONSULTATIONS	4
4.1 Scoping meeting for section 3C (Stage 1), 25 October 2011 at Mostafa Mahmoud Mosque Charity Organization,	5
4.2 Scoping meeting for section 3B (Stage 1), 25 October 2011 El Bohi, El Bohy Mosque in Imbaba	5
4.3 Public Consultation for section 3B (Stage 2), El Bohi, El Bohi Mosque	6
4.3.1 Preparation and Advertising	6
4.3.2 Presentations and Result of Open Discussions during the PC:	9
4.3.3 Participant's Profile	10
4.3.4 Open discussion:	13
4.4 Scoping meeting for section 3A (Stage 1), 28 October 2011 Zamalek, Engineers Syndicate Club	14
4.5 Public Consultation for section 3A (Stage 2), Zamalek, Engineers Syndicate Club	14
4.5.1 Preparation and Advertising	14
4.5.2 Presentations and Result of Open Discussions during the PC	17
4.5.3 Participant's Profile	19
4.5.4 Open discussion	22
4.6 Public Disclosure Session (Stage 1), 28 th of December, 2011 at Engineers Syndicate Club.	24
APPENDIX 1: ARGUMENTATION PAPER EL BOHI	26
APPENDIX 2 : LIST OF PARTICIPANTS DURING EL BOHI PUBLIC CONSULTATION (STAGE 2)	29
APPENDIX 3: ARGUMENTATION PAPER ZAMALEK	33
APPENDIX 4: LIST OF PARTICIPANTS DURING ZAMALEK PUBLIC CONSULTATION (STAGE 2)	36
APPENDIX 5: PRESS CLIPS FROM STAGE 2 CONSULTATIONS IN AUGUST 2012	39

TABLE OF FIGURES

Figure 1: Poster El Bohy	7
Figure 2: Fact Sheet El Bohy	8
Figure 3: Distribution of Participants according to Gender	10
Figure 4: Distribution of Participants according to Occupation	12
Figure 5: Distribution of the Participants according to their Organization.....	13
Figure 6: Poster Zamalek.....	15
Figure 7: Fact Sheet El Bohy	17
Figure 8 : Distribution of Participants according to Gender.....	20
Figure 9: Distribution of Participants according to Occupation	21
Figure 10: Distribution of the Participants according to their Organization.....	22

TABLE OF TABLES

Table 1 :Percentage Distribution of Participants by Organization and Gender.....	12
Table 2: Comments and Questions raised in the Public Consultation held on the 7 th of August 2012 in El Bohy Street- Imbaba.....	13
Table 3 Main Point Discussed.....	18
Table 4:Percentage Distribution of Participants by Organization and Gender	21
Table 5: Comments and Questions raised in the Public Consultation held on the 9 th of August 2012 in Zamalek Station.....	23

1 INTRODUCTION

The EIB requires that public consultation is carried out in the ESIA process allowing the promoter to identify and address public concerns and issues, and to provide the public with an opportunity to receive information and make meaningful input into the project assessment and development.

The requirements are developed in accordance with the UN ECE Aarhus Convention¹.

on access to information and public participation, in particular promoting public availability of the non-technical summary of the impact assessment study and conduct of meaningful, transparent, and culturally appropriate public consultation of affected communities and provide disclosure of appropriate information in a suitable form.

Furthermore does the Egyptian Environmental Affairs Agency's (EEAA) demand that the ESIA guidelines are governing public consultation². The EEAA guideline corresponds to the EIB requirements and will as such be covered when fulfilling the EIB requirements.

In line with the Aarhus Convention, the EIB Guidelines and the Egyptian law, the project therefore emphasises that transparency and public access to government information are important in their own right and can bolster democratic government. Information sharing on the Cairo Metro line better enables the community to contribute to policy formulation, assist government regulation, participate in program administration, provide evidence to support decision making and evaluate service delivery performance. A free flow of information between government, business and the community can also stimulate innovation to the economic and social advantage of Egypt.

The public consultations have taken part in two stages. The report incorporates and builds upon the initial stakeholder participation activities organized by the consultant EQI in October and December 2011 (stage 1). These included:

1. three (3) scoping meetings held in October 2011 in Zamalek, Imbaba and Mohandessin, and
2. a public disclosure meeting on the findings of the ESIA held in December 2011 in Zamalek.

These initial engagement activities are included in this public consultation report, where 2 additional consultations were implemented on 7th and 9th of August 2012 (stage 2). The results presented in the EQI study of stage 1 consultations are marked accordingly.

2 EXECUTIVE SUMMARY

The Public Consultation Report comprises all three scoping meetings, two consultation meetings and a disclosure meeting which were implemented from October 2011 until August 2012 for the Metro Line 3, Phase 3.

¹ For more information on the Aarhus Convention at the following link:

<http://ec.europa.eu/environment/aarhus/>

² For more legal information, please refer to the ESIA Gap Analysis, chapter 3.5.6.

The previous implemented public consultations – under EQI, Phase 1 named scoping meetings – revealed general acceptance and appreciation of the Metro Line 3, Phase 3 with exception of two “hot spots”, where still complaints and mayor resistance by the affected population emerged. These are located in Imbaba/El Bohi/ El Kawmra area, where the proposed elevated alignment could cause problems in its acceptance by the El Bohi residents and in Zamalek, where the last consultation during stage 1 showed mayor resistance against “negative social intrusion” from Metro users, outside of the Zamalek residential area.

The newly implemented public consultations were planned in close cooperation between the consultant and the National Authority for Tunnels (NAT). As a result, a mutual agreed Stakeholder Engagement Plan was presented, which outlined inter alia the need for two additional consultations on El Bohi area and in Zamalek area.

Based on the implemented survey and interviews during the project phase and achieved lessons learnt from the previous implemented scoping sessions, the report considers eight specific consultation principles, which were applied during the public consultation process in August 2012.

A short description of the previous implemented consultations in October 2011 provides an impression of the citizen’s main concerns. A more detailed description of the two newly implemented public consultation meetings in August 2012 then provide information about the:

- preparation of advertisement process and its tools,
- presentation of the project, focussing on the “hot spot” locations,
- details of the questions from the participants and answers from NAT.

Both consultations were highly appreciated by the participants and all of them agreed on the project. In Zamalek the opportunity was taken to establish a continuous dialogue with a NGO, which is active in the area and could play an important role as facilitator for channelling complaints to NAT.

An analysis of the participants profile showed for both consultations a broad socio-economic spectrum, thus enabling a balanced opinion level during the discussion process.

The appendices to this report contain the list of participants as well as argumentation papers, which were developed to facilitate NAT the exchange of arguments with the participants and press clips of some media, who attended the phase 2 consultations.

3 APPLIED PUBLIC CONSULTATION PRINCIPLES

With the new additional services for the ESIA , Cairo Metro Line 3, Phase 3 this project adapted for its consultation policy eight principles, which are listed and outlined below:

1 Advanced planning of consultation process via a Stakeholder Engagement Plan:

The objectives of this stakeholder engagement plan, which is incorporated in the Annex of the ESIA Document, is to discuss the principles of public consultation and the procedure of public consultation with the counterpart and to agree on the following:

- to disseminate key and sufficient information on the planned design, alignment and construction of the Metro line;
- to invite, listen to and demonstrate respect for stakeholder views and constructive suggestions regarding design, alignment and construction;
- to respond satisfactorily to stakeholder response and input, and
- to ensure sustained and satisfactory operation of communication channels and ombudsperson representation that respond in a timely, positive manner to legitimate stakeholder complaints and community concerns throughout the intrusive construction phase.³

2 Concentration on the key primary stakeholders and target group of the direct effected location to be consulted;

Contrary to the public consultation process during the first stage, the 2nd phase concentrated its location close to the affected population groups. This process facilitates the participants access to information and enables a better understanding of the discussion items for each participant.

3 Summarising facts and figures of the project in a fact sheet hand out document and delivery of an argumentation paper, enabling the counterpart to facilitate answers to the participants;

The advantage of the dissemination of printed informational factsheets is to: i) respond directly to stakeholder questions and requests for printed information during stage 1 stakeholder engagement, and ii) support local officials with clear, standardized information to respond to frequently-asked questions. Argumentation papers (see Appendix 1 and 3) for the counterpart facilitates discussion with the participants during the consultation process by providing a summary of Key Social and Environmental Impacts of the Construction, and NAT Plans to minimize community disruption along the elevated Line and Stations of Phase 3B in El Bohi and during the construction of the underground station of Phase 3A in Zamalek.

4 Effective dissemination of information;

The ESIA team started the distribution of advertisements a week earlier before the implementation of each public consultation. Posters were distributed in highly populated areas in Imbaba, Warak, El Qawmiah Street and El Bohy Street. In addition to the posters, invitations were sent to different organizations and entities to be present in the public consultation. Fact sheets were distributed to shops and public/private institutions before the implementation of the consultation and during the consultation.

5 Presentation of the project and respective consultation, which is allowing time for responses;

A short presentation of NAT about the project in general and the details of the location area of the participants allows a good basis for discussion with the participants. More time has to be dedicated to the discussion process, where the questions and answers were documented in detail.

6 Analysing the participants and the questions raised by the participants and its responses in a consultation report;

³ The Great Cairo Metro authority already maintains public information and response systems for the operating of subway Lines 1, 2 and 3 – Phase 1. Hence, this document only plans for stakeholder engagement through the completion of Line 3 – Phase 3 construction.

Based on the discussion a sorrow analysis provides details about the pros and cons raised during the consultation. The analysis includes details about the kind of participants to allow a judgement about a balanced social presence in the consultation. In case if a considerable amount of participants still remain with objections against the project, additional information meetings will be provided with NAT. It is important at this stage of consultation to emphasise the existence of a complaints redress mechanism, which is available in the NAT organisation and which is open as a permanent tool for complaints during the planning, the operation and the monitoring process of the Cairo Metro Line.

7 Dissemination of all relevant documents on the web site.

Online access via NAT website (www.nat.org.eg) to the Non Technical Summary (NTS) of the ESIA, the electronic factsheets (available for download), frequently-asked questions (FAQs) and contact information for Line 3 – Phase 3 construction issues and complaints enables the population a permanent dialogue with NAT.

8 Follow up of public consultation.

It is important that NAT and the local government continue public service announcements and regular disclosure of construction plans and schedules from start to completion of Line 3 – Phase 3 construction in all affected communities. Soliciting community recommendations and cooperation to avoid or lessen expected disruptions and mitigate risks needs monitoring of specific situations and problems and responding effectively to local stakeholders' grievances. It is therefore strongly recommended that NAT establishes the two mechanisms and initiatives for sustained dialogue: the NAT ombudsperson and public liaison office and the partnership with community- based or advocacy NGOs or citizen groups in communities of greater disruption or opposition⁴.

4 DESCRIPTION AND ANALYSIS OF THE PUBLIC CONSULTATIONS

The description of the public consultation will include a short summary of the previous consultation (stage 1), implemented in October 2011 and a disclosure meeting, implemented in December 2011 by the Consultant EQI. The original text of these consultations, which took part in El Bohi, Mohandessin and Zamalek is available in the Annex 4 of the Stakeholder Engagement Plan as well as in the original EQI, ESIA document.

The selection of the stage 2 additional consultations in August 2012 was based on the indication of "hot spots", where still many complaints and mayor resistance by the affected population could be expected. After intensive consultation with NAT, the stakeholder Engagement Plan proposed to have two additional consultations: one in El Bohi, where the proposed elevated alignment could cause problems in its acceptance and one in Zamalek, where the last consultation during stage 1 showed mayor resistance by the Zamalek residents.

The results from the stage 2 consultations are presented together with the stage 1 consultations, where it was implemented in the same area. This enables a good comparison and completion of the peoples opinion and could indicate a development process on the Metro line's acceptance or rejection.

⁴ See details in the „Stakeholder Engagement Plan“, chapter 6

4.1 Scoping meeting for section 3C (Stage 1), 25 October 2011 at Mostafa Mahmoud Mosque Charity Organization,

“The meeting was attended by 88 individuals. ..The main outputs of this public disclosure can be summarized as follows:

- Survey findings reveal that 40 to 50 % of the respondents unaware of the project. However, about 75% said they think the metro project will bring about a general upgrading of the community in which it will be implemented.*
- Compensation was a primary concern for the audience for this route. This was said in light of the temporary suspension of commercial enterprises and services which will be affected by the implementation of the project and ensuing traffic diversions.*
- The impact of utilities and public facilities affected by the project during project implementation.*
- Audience mentioned the lack of sewage system in Boulaq El Dakrour and as such it should be a priority for the government not the metro in spite of the fact that the metro project was seen as an important one. “ (EQI, ESIA Chapter 5.3 Stakeholder participation – Scoping meetings and public disclosure)*

Details of this public consultation are available in the Stakeholder Engagement Plan, Annex 4. Another public consultation for the section 3C deemed to be not necessary due to the general acceptance of the Metro line 3, Phase 3 expressed in this consultation.

4.2 Scoping meeting for section 3B (Stage 1), 25 October 2011 El Bohi, El Bohy Mosque in Imbaba

The following observation was done during the public consultation in El Bohi on the 25 October 2011 at El Bohy Mosque in Imbaba, where the number of participants were 96 persons:

“It was noticed during the meeting that those residents who attended the meeting are those who either oppose the metro project, or have concerns which need to be clarified. On the other hand those residents who welcomed the metro project did not attend the meeting but wished the project proceeds at a fast pace. Residents from both sides of the spectrum (those who oppose and those who accept the metro project) requested that a brochure be designed and printed illustrating the route of the line with simple maps indicating the station locations and where the digging and traffic diversions will take place. They also indicated that the brochure should include a brief summary on the type of construction that will take place as well as timeframes for the implementation of the different construction activities. This was mentioned as a means to enhance credibility between the residents and the project.” (EQI, ESIA Chapter 5.3 Stakeholder participation – Scoping meetings and public disclosure)

Questions and answers revealed still a lack of information about the planned line and critical opinions regarding possible alternatives – either underground or in parallel streets - were raised. In addition there was a clear demand for the establishment of a grievance redress mechanism. *“A hotline was requested by attendees to respond to any complaints and concerns that may arise during implementation of the project and that may need further clarification.” (EQI, ESIA Chapter 5.3 Stakeholder participation – Scoping meetings and public disclosure)*

4.3 Public Consultation for section 3B (Stage 2), El Bohi, El Bohi Mosque

Based on the experience and lessons learnt from the stage 1 consultation in El Bohi, the consultation took place in the El Bohi Mosque on 7th August 2012 and was based on a Stakeholder Engagement Plan, which proposed a variety of information tools for the affected population.

4.3.1 Preparation and Advertising

The ESIA team started the distribution of advertisements a week earlier before the implementation of the public consultation. Posters (in this document in English) were distributed in highly populated areas in Imbaba, Warak, El Qawmiah Street and El Bohy Street.

Places where the posters were distributed are as follows:

- Bohy Youth Center (from two sides)
- Telephone Central
- Warak Club
- El bohy mosque
- El Mounira School
- Medan El Shagra (entrance of Bohy street)
- Public Services Utility Building
- El Bohy street

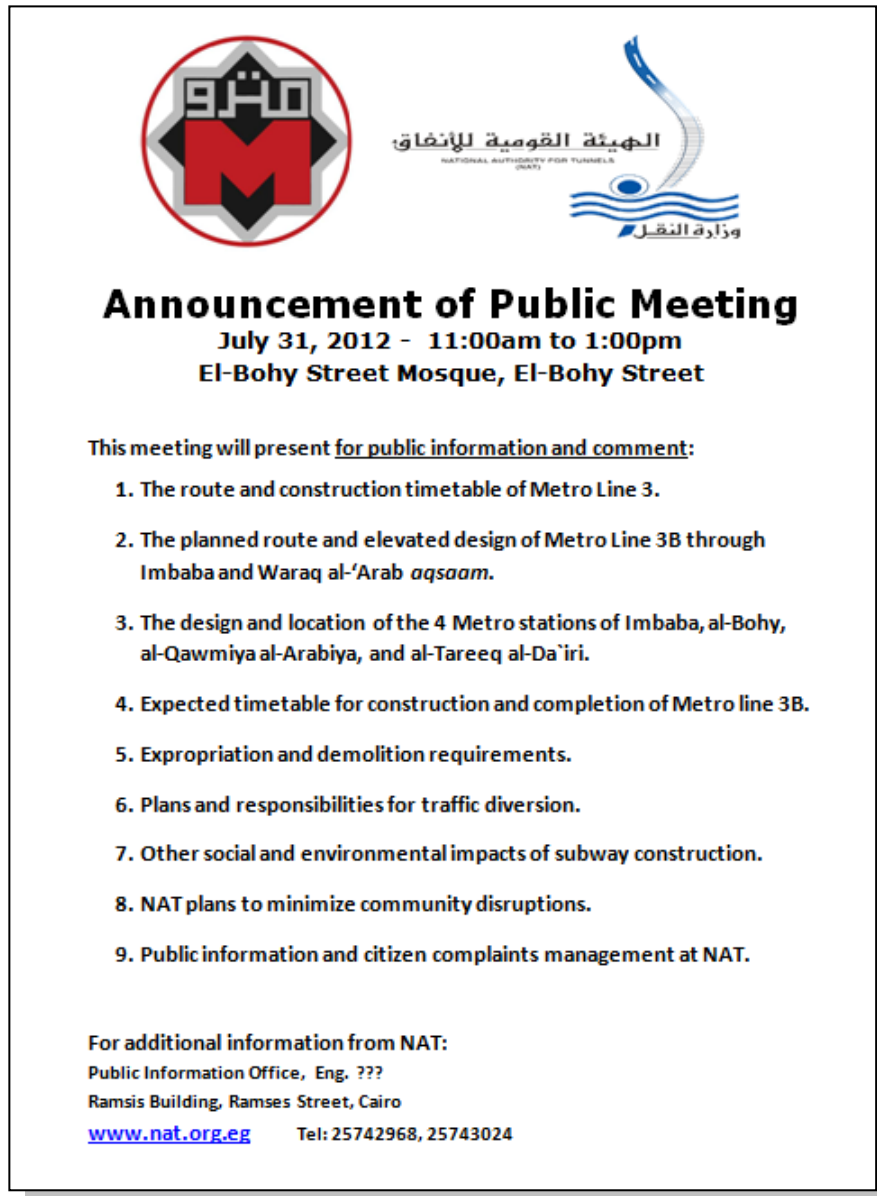


Figure 1: Poster El Bohy

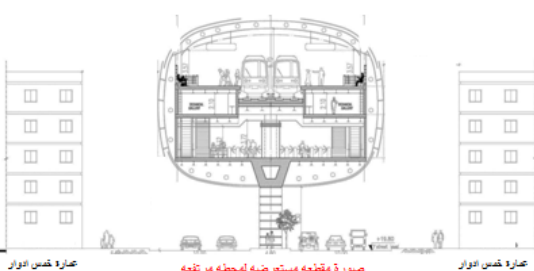
In addition to the posters, invitations were sent to different organizations and entities to be present in the public consultation. The list of invitees shows the following:

- Giza governorate
- Imbaba District
- EEAA
- Giza municipality
- Giza Youth center
- Some ministries that might be involved

Fact Sheets were prepared with the objective to inform the population and the participants.

Each factsheet clearly described: i) location of station and alignment of line, ii) general description and timetable of planned construction of that station and line segments, iii) planned temporary and permanent expropriations and resettlements specific to this area (if any), iv) cross-section drawing of elevated Metro station and line (if applicable), v) planned traffic diversions and traffic impacts, vi) responses to key questions heard during Stage 1 engagement specific to this locale, vii) contact information / hotline for inquiries and complaints. 150 copies of each factsheet were printed by the consultant for distribution and electronic version of each factsheet will be available online for download.

Metro line 3 phase 3 (B)



صورة مقطعية مستعرضة لمحطة من تقاطع

محارة خضن الدوار

محارة خضن الدوار

♦ **Elevated Line and Elevated Stations:**


- The four (4) stations of Imbaba, El-Bohy, El-Qawmeya, and Ring Road - and the metro line connecting them -- are all elevated. See drawings.
- From Imbaba Station on El Mozarea St., the elevated line continues north on El-Bohy Street then turns west on El-Qawmeya El-Arabiya Street and continues to the Ring Road. The elevated line is constructed in the middle of El-Bohy Street until El-Bohy Station. North from El-Bohy Station, the line moves to the east side of the school, hospital and youth club on El-Bohy Street. On El-Qawmeya El-Arabiya Street, the elevated line and elevated station are constructed in the middle of the street. The Ring Road station is built directly above the ring road with additional side-roads below the Metro station to allow metro passengers to enter and leave Ring Road transportation.

♦ **Construction Timetable:**

	Start Construction	End Construction
Imbaba Station	October 2013	October 2015
El-Bohy Street Line and Station	January 2014	January 2016
al-Qawmeya Street Line and Station	April 2014	April 2016
Ring Road Station	July 2014	July 2016

www.nat.org.eg 25743024 25742968 ت 25742968

Metro line 3 phase 3 (B)



صورة مقطعية مستعرضة لمحطة من تقاطع

♦ **Property and Building Impacts:**

The design and alignment of Phase 3B seek to have very few and limited impacts on buildings and properties in El-Mounira and Waraqa al-Arab asseam. The only properties to be significantly impacted by the construction of Metro Line 3, Phase 3B are:

- One (1) Apartment Building on El-Matar Street will be removed. Residents of this building have already been notified.
- The El-Bohy Street market will be removed.
- El-Bohy School will be closed for one (1) year while the elevated line is constructed immediately next to and above the school, to ensure the safety of children.
- El-Bohy Street Hospital and Youth Club will also be closed for one (1) year while the elevated line is constructed immediately next to and above these properties, to ensure public safety.
- El-Bohy Mosque: A new mosque will be constructed on El-Bohy Street, north of the present mosque, before subway construction begins on El-Bohy Street. The present mosque must be removed for El-Bohy Station.

No other properties in El-Mounira or Waraqa al-Arab asseam are expected to be affected by the construction of Subway Line 3B.

♦ **Road Closings and Traffic Diversions:** The construction schedules for the 4 stations in El-Mounira and Waraqa al-Arab asseam are shown on the other side of this Factsheet. NAT and the construction contractor will work closely together to minimize traffic problems caused by construction. Plans for traffic diversion on El-Bohy Street, El-Matar Street, and El-Qawmeya Streets are being carefully studied before finalizing. After construction begins, NAT and the contractor will closely monitor the traffic on these streets to quickly address recurring problems.

♦ **Citizen Information and Complaints:** To enhance communications with and responsiveness to citizens and communities during subway construction, NAT will establish a new office for public health and safety monitoring, information and communications, and complaint resolution. This new office will be fully operating before the start of subway construction in El-Mounira and Waraqa al-Arab asseam. Contact information for this new office will be announced when the office is officially opened.

www.nat.org.eg 25743024 25742968 ت 25742968

Figure 2: Fact Sheet El Bohy



Advertisement in El Bohy Youth Center



Advertisement in El Bohy Street



Informing people about the PC



Poster outside the meeting room

Furthermore were an argumentation paper prepared by the consultant and discussed with NAT (see Appendix 1), which summarized the arguments for the discussion with the participants during the consultation process with the citizens from El Bohi.

4.3.2 Presentations and Result of Open Discussions during the PC:

The session began by a welcome speech presented by Eng. Tarek Abu Elwafa, Head of Planning Department in National Authority for Tunnels (NAT). Furthermore did the Deputy of Giza Governorate, General/ Mahmoud Ashmawy present a speech about the importance of the Metro and how it is crucial to solve the problem of traffic in Cairo and Giza. Eng. Tarek Abu Wafa thereafter provided a comprehensive presentation about the project that covered the following points:

- The importance of solving traffic problems in Cairo and Giza
- Metro line as the most appropriate solution for the traffic
- The Metro impacts on the environmental and social conditions
- The Metro as a pollutant reduction factor.

Furthermore did Eng. Emad Shaker, General Manager for the Studies Department in the National Authority for Tunnels detailed the following points:

- Expropriation activities in Imbaba
- Compensation strategy
- Complaints Redress Mechanism
- Benefits of the alleviated viaduct
- Potential impacts of the project and mitigation measures

Eng. Ali Taha from Systra (Consultation Company which designed the Metro Construction Activities, Line 3, Phase 3) provided information about the traffic diversion concept in El Bohi Street, El Tawneya and Ring Road.



The Deputy of Giza Governorate, General/
Mahmoud Ashmawy

Eng. Tarek Abu Wafa (NAT)



Eng. Emad Shaker the General manager for
Studies Department ((NAT))

Woman participation in the discussion

4.3.3 Participant's Profile

A variety of organizations took part in this public consultation (see Appendix 2). In total, 76 persons attended this session. They were distributed according to gender as follows, 53 were males and 23 females. The males represented 69.7% of the total participants, while females represented only 30.3%.

Diversity in age and gender reflected their contribution and enriched the session with a wide range of opinions. It was notable that some of the participants were among vulnerable groups who are illiterate and widows who receive financial support from El Bohy mosque. The diversity between literate and illiterates, workers and unemployed enriched the discussion

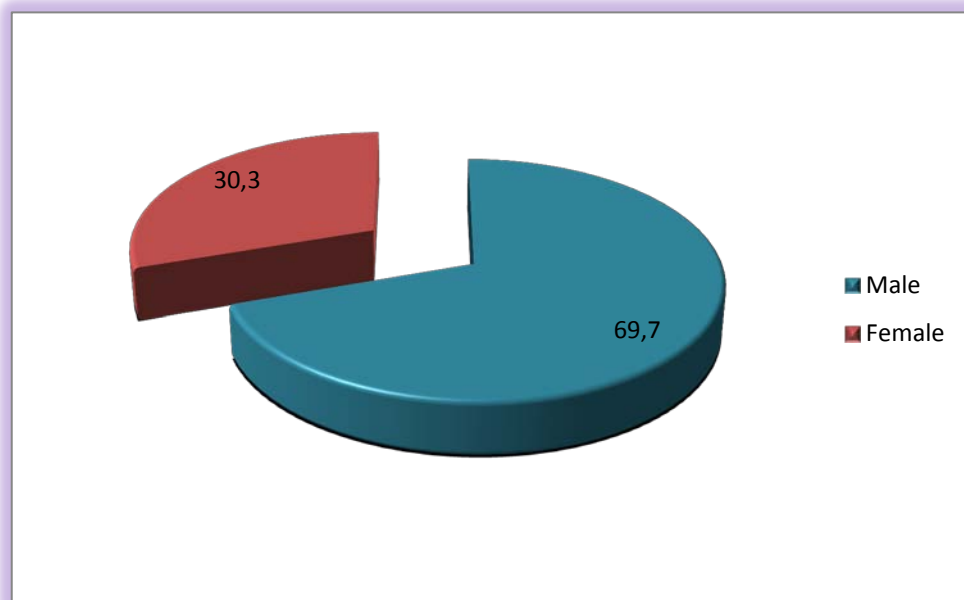


Figure 3: Distribution of Participants according to Gender



Participants who receive financial support from the mosque



Young people from private sector



Participants of different age categories



NAT representatives

The Study team paid attention to invite different social groups, thus the following categories were represented in the public consultation:

- Specialists and legislators were represented with 18.3%.
- Clerks and administrative workers were represented with 18.3%
- Poor illiterate unemployed housewives participated with 18.3% .
- In addition, workers, craftsmen, drivers attended together with students
- Farmers from the Ring Road attended also.

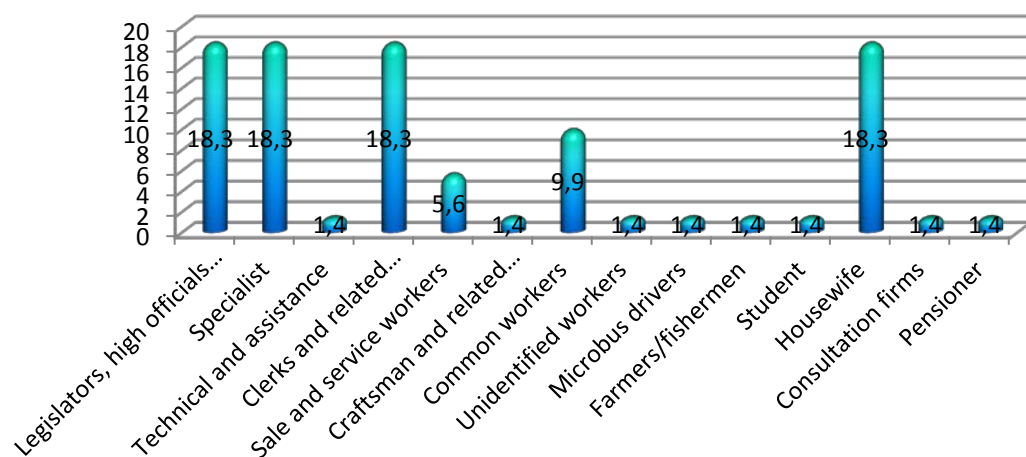


Figure 4: Distribution of Participants according to Occupation

The data revealed that 27.9% of the male participants were from the NAT, followed by 16.3% from the private sector and 14.0% from Imbaba department. Whilst 52.2% of the females were housewives, followed by 13.0% from females employed by NAT. The same percentage of females were from the administrative department.

Table 1: Percentage Distribution of Participants by Organization and Gender

Participants	Gender		Total
	Male	Female	
Administrative Department for Imbaba	14.0%	13.0%	13.6%
Administrative department for Giza North	11.6%		7.6%
NAT	27.9%	13.0%	22.7%
El Badr Mosque	4.7%		3.0%
Council of Giza City	4.7%	4.3%	4.5%
Cairo Governorate	2.3%	4.3%	3.0%
Agouza District		4.3%	1.5%
Cleanliness Beautification Department	7.0%		4.5%
endowment	2.3%		1.5%
Youth center	2.3%		1.5%
EEAA	2.3%		1.5%
Private sector	16.3%		10.6%
Consultation firms	4.7%	8.7%	6.1%
Housewife		52.2%	18.2%
Total	100.00%	100.00%	100.00%

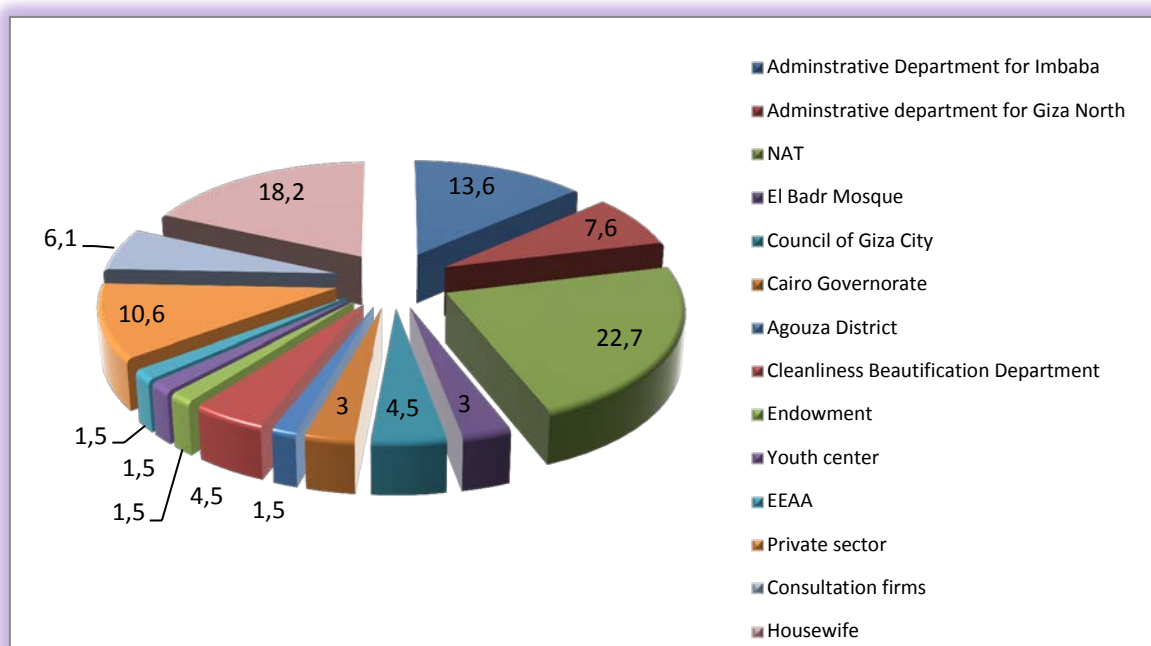


Figure 5: Distribution of the Participants according to their Organization

4.3.4 Open discussion:

The open discussion was very disciplined and continued for nearly one hour. The session was moderated by Mr Abd el Megied Abd El Razeik, Communication Consultant of Grontmij. The person in charge for the responses to the public was mainly Eng. Tarek Abu el Wafa.

Generally speaking, people were very pleased and welcoming to have the Metro line in their areas. However, the majority were afraid of expropriation activities. Therefore it was necessary to assure people that expropriation activities are limited. Another critical point was, that some of the Islamic fundamentalists (Salafi) were not pleased to have the Mosques expropriated so they asked if land acquisition might take place. A good explanation and a presentation about NAT's procedures regarding Religious Places convinced them and they became much in favour for the project. In addition, the following main questions raised, which are presented in form of a table.

Table 2: Comments and Questions raised in the Public Consultation held on the 7th of August 2012 in El Bohy Street- Imbaba

Questions and comments	Responses
Husein Abd Allah Khatab, A farmer from Warak El Arba area in the Ring Road I need to know exactly the agricultural lands that will be expropriated and what is the exact area.	Eng. Tarek Abu El Wafa Showed him a detailed map for the location of lands to be expropriated
Khaled Ahmed Mahmoud, Member in El Badr Mosque Organization. Will our Mosque be eliminated and what are the expropriation procedures?	Eng. Tarek Abu El Wafa Definitely the mosque will be eliminated and another temporary one will be constructed before the demolishing of the building. After the construction the mosque will be rebuilt in a plot of land that will be presented by Giza Governorate
Ahmed Abd El Naby, shop keeper for Kebab shop I attended another workshop before telling me that the Metro will be underground. Now you are saying that it will be a viaduct. Please inform me what is the final decision and if my shop will be affected or not	Eng. Tarek Abu El Wafa We discussed alternative with our consultants who recommended having the Metro line as a viaduct. The advantages had been explained before. Therefore, the final decision taken is a viaduct station and line that will not affect your shop
Mohamerd Tawfiq Agamy, pensioner Will el Wehda street be affected ?	Eng. Tarek Abu El Wafa No it will not be affected
Zakiah Aly Sadd, Housewife What about Luxor Street?	Eng. Tarek Abu El Wafa It will not be affected too
Ala Zerinhom Qasem, Painter for walls I want to know the distance of the route of Metro after the Ring Road, how long is it?	Eng. Tarek Abu El Wafa Showed him the map again. He mentioned that it is only 300 M ²
Nadia Ahmed Soliman Will it affect El Khalifa area?	Eng. Tarek Abu El Wafa It will not be affected too

The Public Consultation was appreciated by the participants and was closed by Eng. Tarek Abu El Wafa at about 12:00 h.

4.4 Scoping meeting for section 3A (Stage 1), 28 October 2011 Zamalek, Engineers Syndicate Club

The following observation was done during surveying and during the public consultation in Zamalek on the 28th of December, 2011 at Engineers Syndicate Club, where the number of participants were 41 persons:

“The majority of residents in Zamalek with whom the survey team spoke does not use the metro as a means of transportation and see the metro as a humiliating means of transportation because in their view the metro was not carried out bearing in mind the same parameters as the metro abroad. Because they do not use the metro they do not wish to see a station being constructed in Zamalek. The idea of digging for the construction of the station and the negative impacts of that on the traffic flow and deterioration of the conditions of the streets was a frequently reported concern. In light of this respondents suggested an alternative location for Zamalek station in Sidky Sqaure. The latter being wider and can be used as a station. Also respondents were afraid of soil subsidence because of the older buildings which are frequent in Zamalek.” (EQI, ESIA Report Chapter 4.4.10.2)

“The presentation shed light of the issues previously noted such as the fear of expropriation, appropriate compensation, relocation and resettlement, societal and community ties and changes in neighbourhoods which was a feared repercussion in the neighbourhood of Zamalek for example.” (EQI, ESIA Chapter 5.3 Stakeholder participation – Scoping meetings and public disclosure)

Meanwhile during this consultation session mainly questions regarding expropriation were raised, the issue of “social intrusion” by other people than the Zamalek residents still played a major role. Details are described in the EQI ESIA document.

4.5 Public Consultation for section 3A (Stage 2), Zamalek, Engineers Syndicate Club

The public consultation in Zamalek took place on the 9th of August in the Engineers Syndicate Club. Based on the experience and lessons learnt from the stage 1 consultation in Zamalek the consultation was based on a Stakeholder Engagement Plan, which proposed a variety of information tools for the affected population. In addition did the consultant coached NAT to be well prepared with arguments against the “social intrusion” aspect.

4.5.1 Preparation and Advertising

The ESIA team started the distribution of advertisements one week earlier before the implementation of the public consultation. Posters were distributed in highly populated areas in Zamalek. The following lists indicates the locations, where the posters were distributed.

Places where the posters were distributed are in:

- 1- Sawy Cultural Wheel
- 2- Sawy Mosque
- 3- Ismaeel Mohamed Street
- 4- University of Fine Arts
- 5- Yamam Center mall

- 6-Music Institute/ Port Said School
- 7- Bus station in 26th of July St.
- 8- 26th of July under the bridge (Sawy Cultural advertisement board)
- 9- Shagret El Dor Street close to a famous Supermarket named El Tememy



الإعلان عن الجلسة العامة
الخاصة بمشروع مترو الأنفاق الخط الثالث – المرحلة الثالثة (أ)
الخميس 9 أغسطس 2012 من 10:00 صباحاً وحتى 12:00
نادي نقابة المهندسين، أبو الفداء، الزمالك

سيعرض هذا الاجتماع هذه المعلومات للاستعلام العام والتعليقات:

1. مسار الخط والجدول الزمني لإنشاء خط مترو الثالث – المرحلة الثالثة (أ) من العبدة إلى محطة لكيت كات.
2. موقع المحطة لنقطة في الزمالك- شارع إسماعيل محمد.
3. الجدول الزمني المتوقع للبناء والانتهاء من محطة الزمالك والمرحلة الثالث (أ).
4. مميزات المحطة لحى الزمالك وعناصر رئيسية لتصميم المحطة.
5. الخطط والمسؤوليات الخاصة بتحويل حركة المرور أثناء عملية البناء في الزمالك.
6. الآثار الاجتماعية والبيئية لإنشاء مترو الأنفاق في الزمالك.
7. خطط الهيئة العامة للأنفاق للحد من التأثير السلبي على حى الزمالك.
8. الإعلام وإدارة شكاوى المواطنين في الهيئة العامة للأنفاق.

للحصول على معلومات إضافية من الهيئة العامة للأنفاق
 العنوان مبنى رمسيس، شارع رمسيس، القاهرة
 الموقع الإلكتروني: www.nat.org.eg تليفون: 25742968, 25743024

Figure 6: Poster Zamalek



Advertisement in close to Sawy Cultural Wheel



Advertisement in Ismail Mohamed Street



Advertisement in 26th of July street



Poster outside El Sawy Mosque

In addition to the posters, invitations were sent to different organizations and entities to be present in the public consultation and fact sheets were distributed to shops and private / public institutions. The list of invitees is as follows:

- Cairo governorate
- Hai El Agouza (Agouza area)
- NGOs
- EEAA

Fact Sheets were prepared with the objective to inform the population and the participants. Each factsheet clearly described: i) location of station and alignment of line, ii) general description and timetable of planned construction of that station and line segments, iii) planned temporary and permanent expropriations and resettlements specific to this area (if any), iv) cross-section drawing of elevated Metro station and line (if applicable), v) planned traffic diversions and traffic impacts, vi) responses to key questions heard during Stage 1 engagement specific to this locale, vii) contact information / hotline for inquiries and complaints. 150 copies of each factsheet were printed by the consultant for distribution and electronic version of each factsheet will be available online for download.

The consultant prepared an argumentation paper (see Appendix 3) as support for NAT during the discussion process with the participants in the consultation. This paper summarizes the findings from the ESIA regarding the impacts and the mitigation measures proposed by NAT.

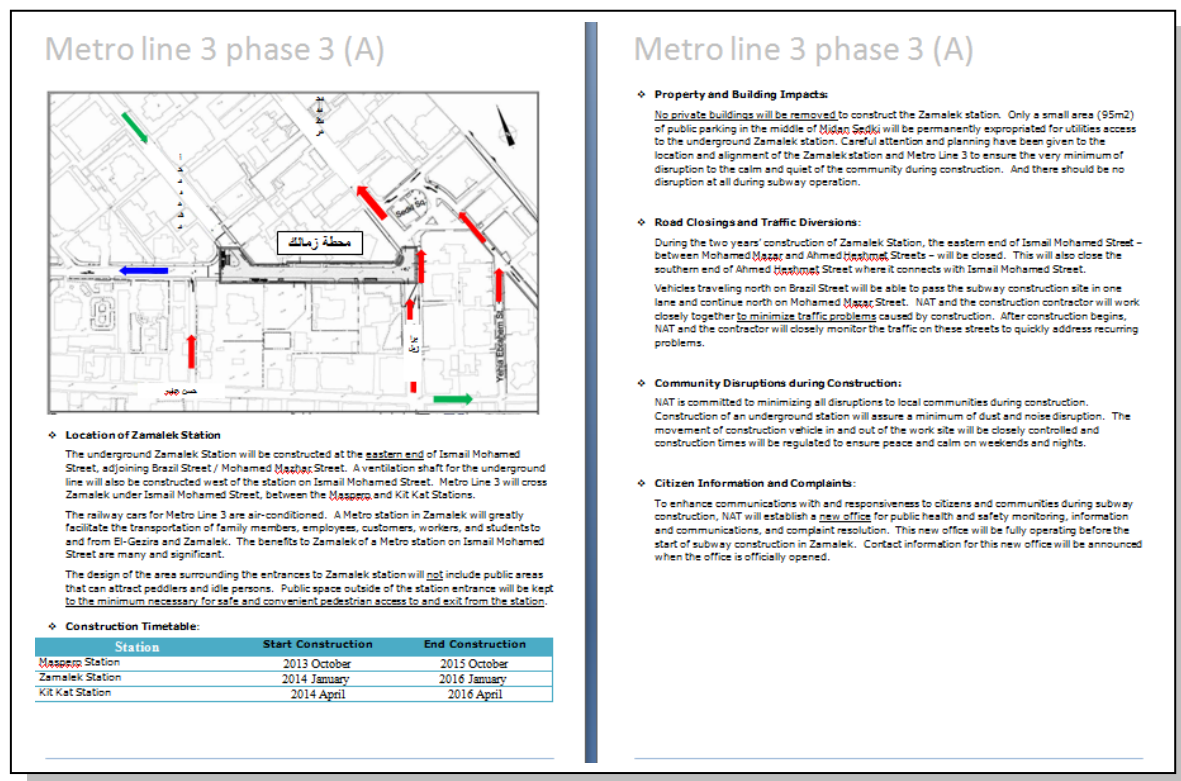



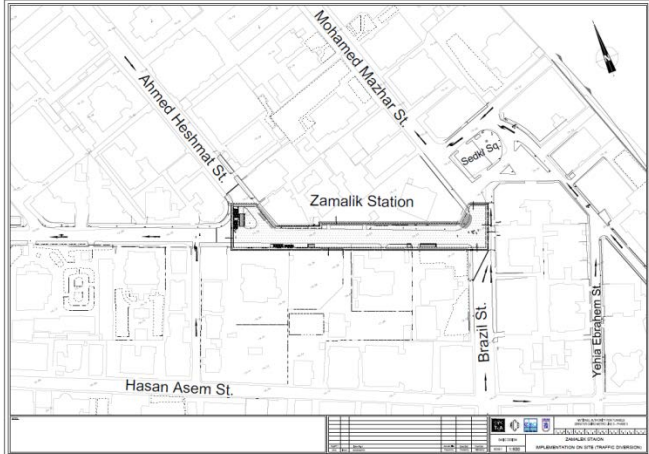
Figure 7: Fact Sheet Zamalek

4.5.2 Presentations and Result of Open Discussions during the PC

The session began by a welcome speech presented by Mr Abd El Hamid Abd El Razik the media consultant for Grontmij . Then Eng. Tarek Abu Elwafa, Head of Planning Department in National Authority for Tunnels (NAT) made a detailed speech about the modification done after the previous public consultation conducted by the EQI.

Furthermore Eng. Emad Shaker from the NAT presented the potential social and environmental impacts. Eng. May Fawzy Faried the Senior Studies Department Architect presented the importance of the project to the community in Zamalek. Following are some more details

Table 3 Main Point Discussed

Eng. Tarek Abu Wafa	Main points discussed
	<ol style="list-style-type: none"> 1- Introduction about the NAT 2- Detailed information about routes in Zamalek 3- Environmental problems as a result of lack of transportation facilities that are environmentally friendly 4- The importance of solving traffic problems in Cairo and Giza 5- Metro line as the most appropriate solution for the traffic 6- The Metro impacts on the environmental and social conditions 7- The Metro as a pollutant reduction factor.
Eng. May Fawzy Faired the senior studies department Architect	Main points discussed
	<ol style="list-style-type: none"> 1- Having a metro in Zamalek is crucial as the Metro should have an exit per each 1000m 2- The importance of Metro line in Zamalek explained by the following: <ol style="list-style-type: none"> a. Reduction of traffic jam in the area b. Reduction of traffic load on the entrance and exits c. Put solutions to potential future load on traffic d. Facilitate commuting to and from the area
Eng. Emad Shaker, General Manager for the Studies Department in the National Authority for Tunnels	Main points discussed
<p>See Appendix 3</p>	<ol style="list-style-type: none"> 1- Potential impacts of the project and mitigation measures 2- Reduction of CO² as a result of implementation for the project 3- Mitigation measures for noise, dust, wastes...etc.

:



Poster put in visible place in the entrance



Eng. Tarek Abu Wafa (NAT) and respective participants



Eng. May Fawzy Faired (NAT)

Eng. Emad Shaker ((NAT)

4.5.3 Participant's Profile

As in El Bohi, also in Zamalek a variety of organizations (see Appendix 4) took part in this public consultation. In total, 37 persons attended this session. This number of participants is relatively low. However the following factors might prevent people to attend:

- Limited working hours during day time in Ramadan
- High socio-economic characteristic of the area
- Both high and low social status persons don't attend such meetings

Regardless of the small number of participants attended, the diversity of community was represented in residents, workers, media and NGOs.

The participants were distributed according to gender as follows, 25 were male and 12 female. The males represented 67.6% of the total participants, while females represented only 32.4%.

Diversity in age and gender reflected their contribution and enriched the session with a wide range of opinions.

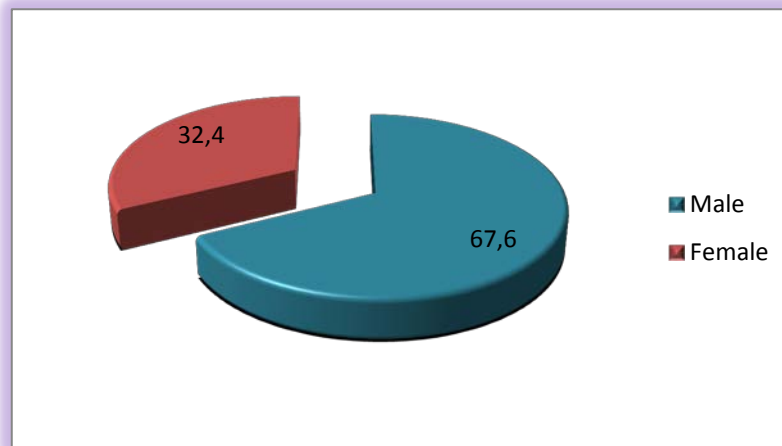


Figure 8 : Distribution of Participants according to Gender

The registration staff member notified that the workers were completely unable to write down their names. Including poor people side by side in the same meeting room was an indicator of the equity among the community regardless to their social status. However, poor workers tried to avoid the sitting close to high socioeconomic groups by sitting at the end of meeting room.



Participants from the NGOs and District



Workers from Zamalek area



Residents from Zamalek



Workers from Zamalek area

The Study team paid attention to invite different social groups, thus the following categories were represented in the public consultation:

- Specialists and legislators were represented with 27.0%
- Clerks and administrative workers were represented with 13.5% of the participants.
- Poor illiterate people participated with 24.3% .
- In addition, specialists attended with 18.9%
- One representative from media who works for a well-known newspaper.

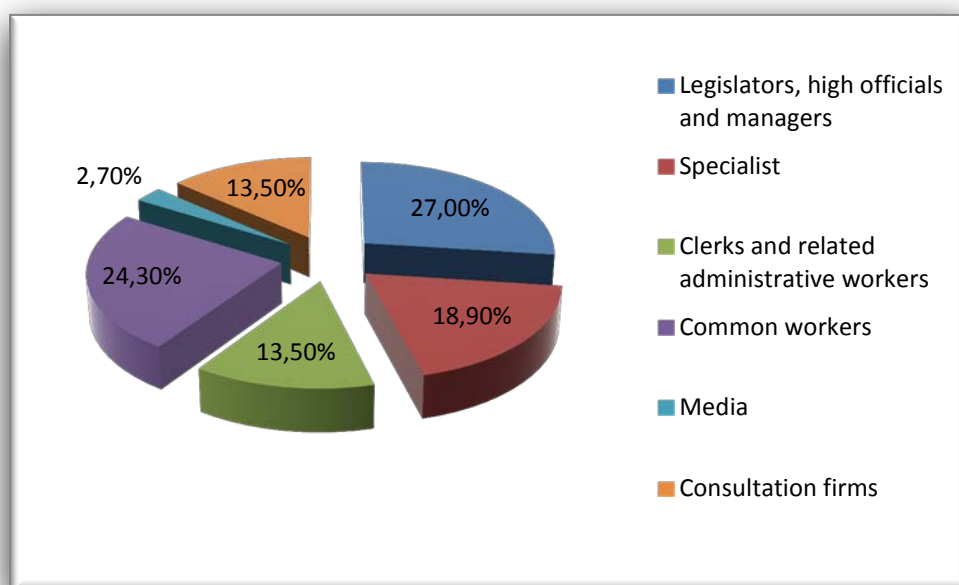


Figure 9: Distribution of Participants according to Occupation

The data revealed that 36.0% of the female sample are among managers and high official groups, while only 8.3% of the female participants were among the same category. 20.00% of the male sample were among poor illiterate workers while 33.3% of the female participants were among common workers. The consultation firms represented by 13.5% of the total sample. 16.7% of the female participants were among consultation firms (EcoConserv) and 12.0% of the male sample were from consultation firms Grontmij and Systra..

Table 4: Percentage Distribution of Participants by Organization and Gender

Participants	Gender		Total
	Male	Female	
Legislators, high officials and managers	36.00%	8.30%	27.00%
Specialist	12.00%	33.30%	18.90%
Clerks and related administrative workers	16.00%	8.30%	13.50%
Common workers	20.00%	33.30%	24.30%
Media	4.00%		2.70%
Consultation firms	12.00%	16.70%	13.50%

The private sector was represented by 29.7% of the total participants. The district (Hai) of West Cairo and Agouza were represented by 3 people. EEAA was also represented by 3 people.

One NGO attended the meeting. As well, this NGO was much in favour to take part in the stakeholder engagement activities through conducting Info Meeting in the premises of the NGO to inform people that their worried were responded to.

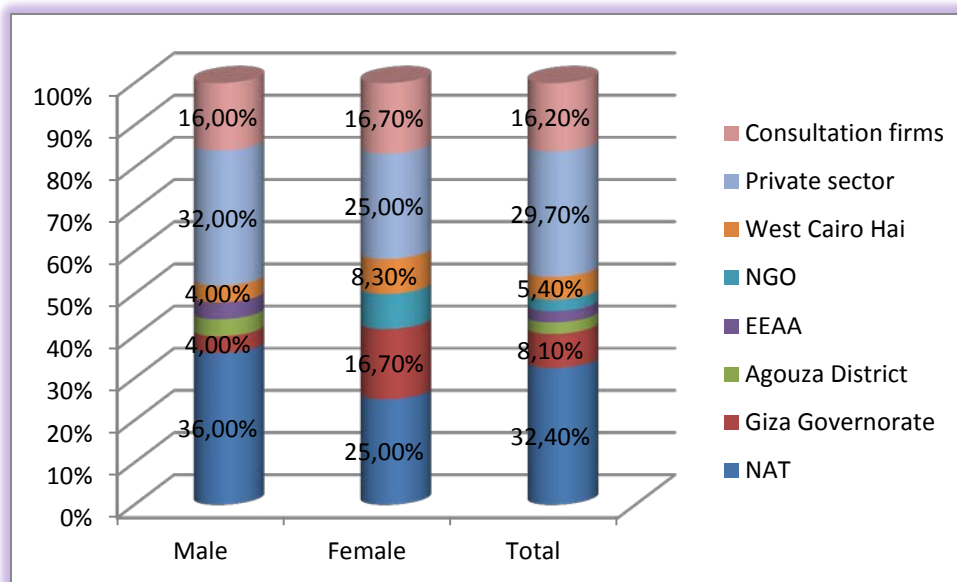


Figure 10: Distribution of the Participants according to their Organization

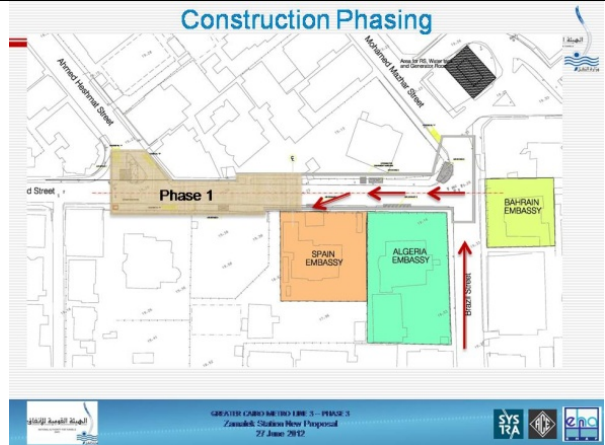
4.5.4 Open discussion

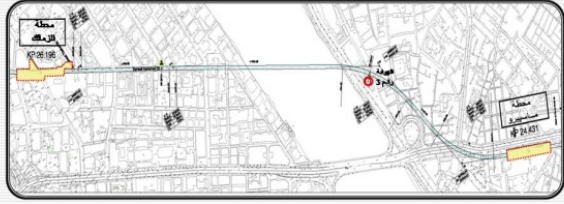
The open discussion was very disciplined and continued for nearly forty five minutes. After the discussion was finished, some workers asked the consultants several questions to make sure that the metro line will achieve its maximum use.

The session was moderated by Mr Abd el Megied Abd El Razeik, Communication Consultant of Grontmij. The person in charge for the responses to the public was mainly Eng. Tarek Abu el Wafa.

Generally speaking, people were very pleased and welcoming to have the Metro line in their areas even the resident of Zamalek after responding to their worries raised during the first PC applied by the EQI. In addition, the representative from the NGO was now – after participating now in two consultations - in favour that the Metro line will pass through Zamalek and asked Ecoconserv and Grontmij representatives for another explanatory meeting with Zamalek citizens to convince also those who might still have reservation against the Metro line. It was made clear to the NGO representative that the information will not end with this consultation, but is an on-going continuous process, so that additional information meetings with NAT can be arranged any time.

Table 5: Comments and Questions raised in the Public Consultation held on the 9th of August 2012 in Zamalek Station

Questions and comments	Responses
Ramy Annis, resident of Zamalek / Sales Manager	Eng. Tarek Abu El Wafa: The routes are shown in the maps as follows :
Can you explain the traffic routes during construction and the enter or exit for the stations?	
During Implementation. How will be the situation?	<p>We will put fences 3 m high made of tins, all mitigation measures to reduce noise dust, wastes will be followed</p> <p>Working hours will be 24 hours</p> <p>Wastes will be moved during night in order to finish on time.</p>
How the digging will be done?	Using different types of modern tunnelling equipment on 20-30 meters beneath the surface will not affect the surface at all.
The project will be implemented on January 2014	Bidding and tendering will start in October and the project in Zamalek will start probably by January 2014
Mr Nady a cleaning supervisor	Eng. Tarek Abu El Wafa:
Metro is a very important project that we are really thankful to you to have it here in order to save us from the other types of tiring means of transport	Thanked the participant
Mostafa Ahmed Computer programmer resident in Zamalek	Eng. Tarek Abu El Wafa:
Will the area of Zamalek will be affected due to the construction and which parts will be affected	He explained on the maps the route and the potential affected areas

	
<p>Will areas be closed due to digging ?</p>	<p>No because the digging will be on the depth of 30 m. We use different types of digging machinery .</p>
<p>After the open discussion</p>	
<p>Will the surface be affected due to the digging. What in case of Earthquakes?</p>	<p>Grontmij consultant Deep digging will not affect the surface. There have never been witnessed an earthquake in Egypt which did affect the Metro.</p>
<p>Will the project support El Moneib area?</p>	<p>Social consultant There is a metro station in El Moneib now. So you will benefit from the new line as it will be connected in some crossings</p>
<p>Was the public consultation announced in advance and where was it announced?</p>	<p>Grontmij consultant Posters were distributed in strategic places in Zamalek, especially close to the planned construction area. Beside the posters, fact sheets – which are also here in the consultation are available – were distributed to private / public institutions and shop owners.</p>
<p>What will happen, if there are complaints? Can there be arranged another meeting, where unclear issues can be explained again?</p>	<p>Grontmij consultant As it was already explained by NAT in the presentation, there will be a grievance redress mechanism installed within NAT, so that any complaint can be handled. The public consultation is a process which will not closed by this event. There are further possibilities to continue the dialogue with the public during the planning and operation process of the Cairo Metro line construction.</p>

The Public Consultation was appreciated by the participants and was closed by Eng. Tarek Abu El Wafa at about 12:00 h.

4.6 Public Disclosure Session (Stage 1), 28th of December, 2011 at Engineers Syndicate Club.

The project implemented in Stage 1 a general public disclosure meeting, explaining the complete project to the citizens of the affected area of Metro line 3, Phase 3.

Previous to this meeting, an advertisement in Al Gomhorriya newspaper was done indicating the time and date of the public disclosure and inviting all to attend. Beside the local citizens, also the concerned local administration, the governorate, media and EEAA were invited attended the meeting. A total of 91 persons attended this public disclosure meeting.

The output of this meeting revealed a general acceptance of the Metro Line 3, Phase 3 but again demonstrated reservations due to the elevated design in phase 3B which could demand an alternative design: *“Eng. Tarek replied that all alternatives were investigated for the metro route since 2007 and prior to suggesting that the metro be elevated to run through a bridge, there was a plan to have it run its course underground. However, with that course in place there would have been a removal of 600 apartments. Eng. Tarek said he believes that solving the problem of 20 families as is the case now with the metro route running elevated through a bridge is better than trying to solve the problem of 600 families had the old route been implemented. He went on to add that this study which was undertaken to reduce the number of removals and demolitions cost 1.5 Euros.”* (EQI, ESIA Chapter 5.3 Stakeholder participation – Scoping meetings and public disclosure)

Still the issue of expropriation was a main concern for the participants, but could be explained satisfactory during the session. *“Eng. Tarek mentioned that concerning Law 10/1990 it EGALS that is responsible for taking the appropriate measures for expropriation and in providing the lists of residents who will be relocated indicating the area owned by each tenant and tenants have up to 60 days to correct the area if the tenant finds that the area next to his or her name does not correspond to the actual size of land.”* (EQI, ESIA Chapter 5.3 Stakeholder participation – Scoping meetings and public disclosure)

APPENDIX 1: ARGUMENTATION PAPER EL BOHI

Key Social and Environmental Impacts of the Construction, & NAT Plans to minimize community disruption along the Elevated Line / Stations of Phase 3B

Advantages of Elevated Line Construction:

Construction of the elevated line and stations of Phase 3B offers important advantages over underground construction:

1. Significantly reduced vibration of nearby buildings,
2. Reduced pre-construction time required for utility diversions (very significant on El-Bohy Street where many utility lines are concentrated) and reduced disruption from utility service cuts,
3. No subsidence risk to older buildings from underground tunnelling,
4. Greatly reduced risk of building collapses,
5. Greatly reduced waste generation, i.e. removal of excavated soil from tunnels, thus reducing construction traffic, noise and dust generation.
6. Accelerated construction schedule. Above-ground lines and stations can be built more quickly than underground tunnels and stations, thus reducing the duration of disruption during construction.

Disruptions from Elevated Line Construction: Construction of the elevated viaduct and stations of Metro Line 3B – from Imbaba Station on El-Matar Street, to El-Bohy and El-Qawmiya Stations, and ending at the Ring Road Station – will pose challenges to social and community well-being and the environment in El-Mounira and Waraaq El-Arab. Four (4) principal forms of disruption and impact are expected during construction in this area: traffic, public safety, dust, and noise. These disruptions and impacts may continue for up to two (2) years from the start of pre-construction (utilities diversion) to the completion of the elevated stations. Each of these expected impacts are described below, listed in the order of priority. For each impact and disruption, proposed plans and steps to mitigate these impacts and disruptions are also presented.

Traffic: The elevated section of Metro Line 3B will be constructed above major traffic routes in this area: El-Bohy Street and El-Qawmiya Street. And there are few alternatives to these two principal roads for public and private transportation. When construction begins, the space available for road traffic will narrow significantly on both streets. At maximum, only 2 lines – one lane in each direction – will be open to traffic on these two roads. Currently there are 4 lanes. Parking spaces on both sides of these roads will be eliminated or greatly reduced in number. Deliveries to businesses and bus/taxi/car stops to take on or let off passengers, and illegal parking will frequently impede traffic flow in at least one direction. Traffic flow on southern El-Bohy Street, between the El-Bohy Station and Imbaba Station, may be especially acute during construction.

NAT Plans to Mitigate Traffic Impacts and Disruptions: NAT will take the following steps to reduce negative impacts and disruption of traffic during subway construction:

1. Prepare a Route Management Plan for traffic deviation before construction, using Naseif al-Asaad street parallel to and west of El-Bohy Street (Plan B).

2. Conduct a traffic study for El-Bohy Street and Naseif al-Asaad streets to map and measure existing traffic flows and patterns (before construction) and parking requirements.
3. Meet with public transportation managers to identify alternative routes and deviations for public transport means.
4. Work with community groups and local leaders to prepare plans for community awareness-raising and local cooperation for reduced traffic disruption during construction.
5. Initiate during the whole construction period on-going traffic monitoring and frequent communications in partnership with a NGO to promptly identify traffic problems and acute disruptions that need attention during construction.

Public Safety and Access to / Use of Public Facilities: North of El-Bohy Station, the elevated section of Metro Line 3B will move from the middle to the East side of El-Bohy Street. This realignment avoids demolition of the school, hospital and youth center in the middle area of El-Bohy Street. The construction of the elevated line right next to and higher than these public facilities will, however, constitute a significant public safety hazard to users of these facilities. Increased noise, dust, air pollution, and the risk of falling materials or equipment during viaduct construction can be expected.

NAT Plans to Mitigate Disruptions due to Public Facilities: NAT and the contractor will together take the following steps to reduce disruption from elevated line construction and the temporary closure of these facilities:

1. Meet with the principals of these facilities at least 6 months in advance of elevated construction at their location to update them of the construction schedule and recommend plans for temporary closure during that construction.
2. Facilitate speedy construction at their location to minimize the duration of temporary closure.
3. Ensure immediate and rapid remediation, beautification, restoration, and clean-up of the area surrounding these facilities after the completion of adjacent construction to restore services.
4. Meet with facilities managers as needed to expedite the resumption of services to these facilities.
5. Arrange with the relevant institutions, that the school, hospital and youth center, affected during the construction period be temporarily closed.

Dust and Airborne Particulates: Construction of the elevated line and stations of Phase 3B will generate very significant dust and airborne particulates that are both a significant health hazard and public nuisance. This construction will be in close proximity to residential buildings and at ground and elevated levels.

NAT Plans to Mitigate Dust and Airborne Particulates: NAT will ensure that the contractor takes the following steps to reduce the problem of dust and airborne particulates during Phase 3B construction:



1. Regular and frequent water dampening of exposed soil and road surfaces to reduce dust from vehicle traffic on construction site and adjoining roads (water as dust suppressant);
2. Use steel sheets (slabs) laid on bare ground to minimize heavy vehicle traffic on exposed earth.
3. Ensure increased / more frequent street sweeping and cleaning of construction access roads and traffic roads.
4. Minimize the movement of construction vehicles outside of designated routes and areas.
5. Covering vehicle loads of earth and dust-generating materials before entering or leaving construction sites.
6. Dampening waste or excavated soils before front-end loading into trucks.
7. Minimize dust-generating construction activities at elevation.
8. Repaving streets as soon as possible after construction.
9. Prohibiting open fires and burning of wastes on construction sites.
10. Worker training and monitoring to reduce dust generation during construction activities.

Noise: Construction of the elevated line and stations of Phase 3B will add to existing, high levels of background noise in this area. This construction noise will be produced at both ground and elevated levels, and in close proximity to residential buildings.

NAT Plans to Mitigate Construction Noise: NAT will ensure that the contractor takes the following steps to reduce construction noise and its nuisance to residents:

1. Use construction equipment with lower noise profiles and require sound-reducing covers and shields on all noisy equipment.
2. Minimize noise-generating activities at elevation.
3. Cease significant noise-generating construction and heavy vehicle movements on Fridays and all other days after 9:00pm.
4. Install noise/sound barriers – sound shields, heavy canvas tenting, etc. – at elevated locations during significant noise-generating construction activities.
5. Worker training and monitoring to reduce noise generation and respect the peace and calm of residents.
6. Installation of permanent sound barriers on the sides of elevated track and stations.


APPENDIX 2 : LIST OF PARTICIPANTS DURING EL BOHI PUBLIC CONSULTATION (STAGE 2)

<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;">  <p>EcoConServ ENVIRONMENTAL SOLUTIONS</p> </div> <div style="text-align: center;">  <p>Grontmij</p> </div> <div style="text-align: center;"> <p>جلسة الاستماع الخاصة بمشروع مترو الخط الثالث- المرحلة الثالثة مسجد البوهي - شارع البوهي - المنيرة الثلاثاء ٧ أغسطس ٢٠١٢ استمارة التسجيل</p> </div> </div>					
الاسم	الوظيفة	الجهة التابع لها	البريد الإلكتروني	التلفون	م
الفتى صابر محمد	موظف في حرس أمن	إمبابة حرس أمن	-	-	١
غادر - جبر ط	موظف من حرس أمن	إمبابة حرس أمن	-	-	٢
عبد الرحمن محمد	موظف من حرس أمن	إمبابة حرس أمن	-	-	٣
نور الدين عبد الرحمن	موظف من حرس أمن	إمبابة حرس أمن	-	-	٤
أحمد طراف	موظف تأمين اجتماعه	EcoConServ	omnateam@ecoconserv.com	-	٥
ليلى محمد	عاشق من حرس أمن	إمبابة حرس أمن	-	-	٦
عصدي محمد	عاشق من حرس أمن	إمبابة حرس أمن	-	-	٧
عبد الرحمن محمد	موظف في حرس أمن	إمبابة حرس أمن	-	-	٨
عبد الرحمن محمد	موظف في حرس أمن	إمبابة حرس أمن	-	-	٩
عبد الرحمن محمد	موظف في حرس أمن	إمبابة حرس أمن	-	-	١٠
عبد الرحمن محمد	موظف في حرس أمن	إمبابة حرس أمن	-	-	١١
عبد الرحمن محمد	موظف في حرس أمن	إمبابة حرس أمن	-	-	١٢
عبد الرحمن محمد	موظف في حرس أمن	إمبابة حرس أمن	-	-	١٣
عبد الرحمن محمد	موظف في حرس أمن	إمبابة حرس أمن	-	-	١٤
عبد الرحمن محمد	موظف في حرس أمن	إمبابة حرس أمن	-	-	١٥
عبد الرحمن محمد	موظف في حرس أمن	إمبابة حرس أمن	-	-	١٦



استمارة التسجيل

م	الاسم	الوظيفة	الجهة التابع لها	البريد الإلكتروني	الهاتفون
١٧	أحمد عبد الحكيم الامير	عضو في شؤنه عاليه	الجمعية القومية للانقاذ	—	٠١٤٤٤٨٩١٤٠١
١٨	عليه السلام	مؤسس ومدير	الجمعية القومية للانقاذ	—	٠١٨٦٦٠٨١٦١
١٩	الشيخ / عبد السلام محمد علي	رئيس جمعية البر	آساته جمعية البر	—	٠١١٧١٤٤٤٤٦
٢٠	... / ...	عضو جمعية البر	" "	—	٠١٤٧١٨٤٤٩٣
٢١	عليه السلام	...	...	—	...
٢٢	محمد علي	مدير	خارج	—	٠١٠١٥٠٨٢٠
٢٣	مؤاد ابو زيد	عامل نظافه	—	—	...
٢٤	محمد علي	فني حاسب آلي	—	—	٠١١٤٩١٥٦٤٨٧
٢٥	رضا عبد الرحمن محمد	رئيس منزل	—	—	...
٢٦	...	...	...	—	...
٢٧	...	...	...	—	...
٢٨	...	...	...	—	...
٢٩	...	...	...	—	...
٣٠	...	...	...	—	...
٣١	...	...	...	—	...
٣٢	...	...	...	—	...



EcoCon Serv **Grontmij**


ENVIRONMENTAL SOLUTIONS

جلسة الاستماع الخاصة بمشروع مترو الانفاق الثالث- المرحلة الثانية


مسجد البوهي - شارع البوهي - المعبرة

الثلاثاء ٧ أغسطس ٢٠١٢

استمارة التسجيل



م	الاسم	الوظيفة	الجهة التابع لها	البريد الإلكتروني	التعليق
٢٣	الموارد / محمد عسكاري	نائب محافظ	-	-	-
٢٤	نوره عازراني	مهند	-	-	-
٢٥	زهدي جميل	عامل نظافة	-	-	-
٢٦	محمد حنان	عامل نظافة	-	-	-
٢٧	سيد يحيى ابراهيم	حارس	-	-	-
٢٨	فاطمة سيد	مهند	-	-	-
٢٩	منار سيد	مهند	-	-	-
٣٠	سيد علي ريان محمد	مهند	-	-	-
٣١	سيد محمد	مهند	-	-	-
٣٢	طارق محمد	مهند	-	-	-
٣٣	محمد عبد الله	مهند	-	-	-
٣٤	سيد محمد	مهند	-	-	-
٣٥	سيد محمد	مهند	-	-	-
٣٦	سيد محمد	مهند	-	-	-
٣٧	سيد محمد	مهند	-	-	-
٣٨	سيد محمد	مهند	-	-	-



EcoCon Serv **Grontmij**


Environmental Solutions

جلسة الاستماع الخاصة بمشروع مترو الانفاق الخط الثالث- المرحلة الثالثة

مسجد البوهي - شارع البوهي - المنيرة

الثلاثاء ٧ أغسطس ٢٠١٢

استمارة التسجيل



م	الاسم	الوظيفة	الجهة التابع لها	البريد الإلكتروني	التلفون
١	م. محمد	مدير عام	الهيئة العامة للغذاء والدواء	-	-
٢	د. محمد	مدير عام	الهيئة العامة للغذاء والدواء	-	-
٣	د. محمد	مدير عام	الهيئة العامة للغذاء والدواء	-	-
٤	د. محمد	مدير عام	الهيئة العامة للغذاء والدواء	-	-
٥	د. محمد	مدير عام	الهيئة العامة للغذاء والدواء	-	-
٦	د. محمد	مدير عام	الهيئة العامة للغذاء والدواء	-	-
٧	د. محمد	مدير عام	الهيئة العامة للغذاء والدواء	-	-
٨	د. محمد	مدير عام	الهيئة العامة للغذاء والدواء	-	-
٩	د. محمد	مدير عام	الهيئة العامة للغذاء والدواء	-	-
١٠	د. محمد	مدير عام	الهيئة العامة للغذاء والدواء	-	-
١١	د. محمد	مدير عام	الهيئة العامة للغذاء والدواء	-	-
١٢	د. محمد	مدير عام	الهيئة العامة للغذاء والدواء	-	-
١٣	د. محمد	مدير عام	الهيئة العامة للغذاء والدواء	-	-
١٤	د. محمد	مدير عام	الهيئة العامة للغذاء والدواء	-	-
١٥	د. محمد	مدير عام	الهيئة العامة للغذاء والدواء	-	-
١٦	د. محمد	مدير عام	الهيئة العامة للغذاء والدواء	-	-

APPENDIX 3: ARGUMENTATION PAPER ZAMALEK

Key Social and Environmental Impacts of the Construction, & NAT Plans to minimize community disruption along the Elevated Line / Stations of Phase 3A

Benefits of the Zamalek Station to Zamalek and Gezira:

Operation of the Zamalek Station and the air-conditioned wagons of Metro Line 3 offers multiple benefits to Zamalek and Gezira. The importance of these benefits will become very significant in the coming 10-20 years as Greater Cairo grows larger and more crowded, and greater numbers of Zamalek families have sons, daughters and grandchildren living in the outer regions of 6 October and New Cairo:

- **Family Member Access to Zamalek:** Over the next 10-20 years, many more families in Zamalek will become more widely dispersed with sons, daughters and grandchildren living far away in 6 October and New Cairo. Yet car access to and from Zamalek and parking on the island will become even more difficult. The expanding network of Metro lines planned for Greater Cairo and Giza will greatly enhance access to Zamalek by family members in distant parts of Greater Cairo.
- **Youth Member Access to Gezira Club:** Considerable traffic enters Gezira and Zamalek bringing youth members to/from the Gezira Club from their homes in Giza (Mohandessin, Dokki) and Cairo. The Ismail Mohamed Station would relieve Zamalek of a significant share of that traffic.
- **Employee Transportation:** For businesses, embassies, hotels and shops in Zamalek, the Metro will greatly facilitate both employee transportation and the courier delivery of hand-carried goods to and from Zamalek. With subway access, Zamalek businesses will be better able to keep valued employees who marry and move to new homes at greater distance from Zamalek.
- **Student Access to University and Private Schools:** Zamalek is home to the Fine Arts Department of Helwan University and several of Cairo's leading private schools. The Metro Station on Ismail Mohamed Street is strategically located to attract Metro use by many of these students. This will reduce the number of private cars and school buses carrying students that enter and compete for parking in Zamalek.
- **Patron Access to Zamalek Restaurants, Clubs, Cultural Events, Hotels and Galleries:** Zamalek is also home to many art galleries, clubs, restaurants, and hotels that draw customers and patrons from outside Zamalek. Younger customers are very likely to prefer the Metro system to come and go from clubs, restaurants and cultural events in Zamalek. Hotel guests accustomed to using subway services in their own countries will also be pleased to have subway access in Zamalek.
- **Reduced Public Buses in Zamalek:** The subway will immediately reduce the number of public buses that enter Zamalek, reducing traffic, noise and air pollution from old and poorly-maintained diesel engines.
- **Reduced Travel Times to Universities in New Cairo and 6 October:** Zamalek is home to many professors, lecturers and students who travel to their offices and classes in Cairo University, Ain Shams and increasingly to the outer areas of Greater Cairo to AUC and many other new universities. The Metro station and air-conditioned trains of Line 3 will significantly reduce their commuting time from their Zamalek homes to these many universities, allowing them more time and enjoyment for their families and lives in Zamalek.

The benefits to Zamalek of the Metro station on Ismail Mohamed Street will become very much appreciated by Zamalek residents and businesses in the coming years. The station cannot be built later. It must be built now if Zamalek is to enjoy these future benefits.

Key Social and Environmental Impacts of Subway Construction:

The social and environmental impacts of the subway's construction will be minor, limited and localized. Closing the eastern end of Ismail Mohamed Street will not significantly disrupt traffic flows or local businesses in this part of Zamalek where the embassies of Algeria and Spain are located. Noise, dust and air pollution during construction of the underground stations will be closely regulated and monitored by both NAT and the construction contractor.

NAT is responsive to the concerns of some Zamalek residents that a subway station will encourage peddlers and idle persons to congregate at the entrance to the station. NAT is carefully reviewing the design of the entrance area to the station to eliminate space for peddlers and idle persons to congregate.

NAT Plans to Mitigate Traffic Impacts and Disruptions: NAT will take the following steps to reduce negative impacts and disruption of traffic during subway construction:

1. Prepare a Route Management plan for traffic deviation and the regulation of parking to enhance traffic flows.
2. Establish facilitated communications between NAT and citizen groups in Zamalek to ensure that recurrent problems are solved promptly.




NAT Plans to Mitigate Dust and Airborne Particulates: Construction of the underground line and station in Zamalek will minimize noise, dust and airborne particulates. These activities are chiefly below ground. NAT will also require the construction contractor to control and reduce noise, dust and airborne particulates by:


- Regular and frequent water dampening of exposed soil and road surfaces to reduce dust from vehicle traffic on the construction site and adjoining roads (water as dust suppressant);
- Use steel sheets (slabs) laid on bare ground to minimize heavy vehicle traffic on exposed earth.
- Ensure increased / more frequent street sweeping and cleaning of construction access roads and traffic roads.
- Minimize the movement of construction vehicles outside of designated routes and areas.
- Covering vehicle loads of earth and dust-generating materials before entering or leaving construction sites.
- Dampening waste or excavated soils before front-end loading into trucks.
- Repaving streets as soon as possible after construction.
- Prohibiting open fires and burning of wastes on construction sites.
- Worker training and monitoring to reduce dust generation during construction activities.

NAT Plans to Mitigate Construction Noise: In the past twenty years, NAT has gained considerable experience in reducing noise to very acceptable levels during subway construction of underground stations. NAT will ensure that the contractor takes the following steps to reduce construction noise and its nuisance to residents:


- Use construction equipment with lower noise profiles and require sound-reducing covers and shields on all noisy equipment.
- Cease significant noise-generating construction and heavy vehicle movements on Fridays and all other days after 9:00pm.
- Install noise/sound barriers – sound shields, heavy canvas tenting, etc. – at during significant noise-generating construction activities.
- Worker training and monitoring to reduce noise generation and respect the peace and calm of residents.

APPENDIX 4: LIST OF PARTICIPANTS DURING ZAMALEK PUBLIC CONSULTATION (STAGE 2)

<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;">  EcoConServ <small>ENVIRONMENTAL SOLUTIONS</small> </div> <div style="text-align: center;">  Grontmij </div> <div style="text-align: center;">  <small>الخط الثالث - المرحلة الثالثة</small> </div> </div> <p style="text-align: center;">جلسة الاستماع الخاصة بمشروع مترو الانفاق الخط الثالث - المرحلة الثالثة نادى نقابة المهندسين - ابو الفدا، الزمالك الخميس ٩ اغسطس ٢٠١٢ استمارة التسجيل</p>									
الترتيب	البريد الإلكتروني	الجهة التابع لها	الوظيفة	الاسم	١	٢	٣	٤	٥
		المهندس أحمد السيد	معلم	قريب من	١	٢	٣	٤	٥
		المهندس الأوسى	كاشف	أوسى	٦	٧	٨	٩	١٠
			مهندس	مهندس	١١	١٢	١٣	١٤	١٥
			مهندس	مهندس	١٦	١٧	١٨	١٩	٢٠
			مهندس	مهندس	٢١	٢٢	٢٣	٢٤	٢٥
			مهندس	مهندس	٢٦	٢٧	٢٨	٢٩	٣٠
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			مهندس	مهندس	٣٦	٣٧	٣٨	٣٩	٤٠
			مهندس	مهندس	٤١	٤٢	٤٣	٤٤	٤٥
			مهندس	مهندس	٤٦	٤٧	٤٨	٤٩	٥٠
			مهندس	مهندس	٥١	٥٢	٥٣	٥٤	٥٥
			مهندس	مهندس	٥٦	٥٧	٥٨	٥٩	٦٠
			مهندس	مهندس	٦١	٦٢	٦٣	٦٤	٦٥
			مهندس	مهندس	٦٦	٦٧	٦٨	٦٩	٧٠
			مهندس	مهندس	٧١	٧٢	٧٣	٧٤	٧٥
			مهندس	مهندس	٧٦	٧٧	٧٨	٧٩	٨٠
			مهندس	مهندس	٨١	٨٢	٨٣	٨٤	٨٥
			مهندس	مهندس	٨٦	٨٧	٨٨	٨٩	٩٠
			مهندس	مهندس	٩١	٩٢	٩٣	٩٤	٩٥
			مهندس	مهندس	٩٦	٩٧	٩٨	٩٩	١٠٠
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			مهندس	مهندس	١٢١	١٢٢	١٢٣	١٢٤	١٢٥
			مهندس	مهندس	١٢٦	١٢٧	١٢٨	١٢٩	١٣٠
			مهندس	مهندس	١٣١	١٣٢	١٣٣	١٣٤	١٣٥
			مهندس	مهندس	١٣٦	١٣٧	١٣٨	١٣٩	١٤٠
			مهندس	مهندس	١٤١	١٤٢	١٤٣	١٤٤	١٤٥
			مهندس	مهندس	١٤٦	١٤٧	١٤٨	١٤٩	١٥٠
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			مهندس	مهندس	١٦١	١٦٢	١٦٣	١٦٤	١٦٥
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			مهندس	مهندس	١٧١	١٧٢	١٧٣	١٧٤	١٧٥
			مهندس	مهندس	١٧٦	١٧٧	١٧٨	١٧٩	١٨٠
			مهندس	مهندس	١٨١	١٨٢	١٨٣	١٨٤	١٨٥
			مهندس	مهندس	١٨٦	١٨٧	١٨٨	١٨٩	١٩٠
			مهندس	مهندس	١٩١	١٩٢	١٩٣	١٩٤	١٩٥
			مهندس	مهندس	١٩٦	١٩٧	١٩٨	١٩٩	٢٠٠
			مهندس	مهندس	٢٠١	٢٠٢	٢٠٣	٢٠٤	٢٠٥
			مهندس	مهندس	٢٠٦	٢٠٧	٢٠٨	٢٠٩	٢١٠
			مهندس	مهندس	٢١١	٢١٢	٢١٣	٢١٤	٢١٥
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			مهندس	مهندس	٢٢١	٢٢٢	٢٢٣	٢٢٤	٢٢٥
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			مهندس	مهندس	٤٨٦	٤٨٧	٤٨٨	٤٨٩	٤٩٠
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			مهندس	مهندس	٥٥١	٥٥٢	٥٥٣	٥٥٤	٥٥٥
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			مهندس	مهندس	٥٧١	٥٧٢	٥٧٣	٥٧٤	٥٧٥
			مهندس	مهندس	٥٧٦	٥٧٧	٥٧٨	٥٧٩	٥٨٠
			مهندس	مهندس	٥٨١	٥٨٢	٥٨٣	٥٨٤	٥٨٥
			مهندس	مهندس	٥٨٦	٥٨٧	٥٨٨	٥٨٩	٥٩٠
			مهندس	مهندس	٥٩١	٥٩٢	٥٩٣	٥٩٤	٥٩٥
			مهندس	مهندس	٥٩٦	٥٩٧	٥٩٨	٥٩٩	٦٠٠
			مهندس	مهندس	٦٠١	٦٠٢	٦٠٣	٦٠٤	٦٠٥
			مهندس	مهندس	٦٠٦	٦٠٧	٦٠٨	٦٠٩	٦١٠
			مهندس	مهندس	٦١١	٦١٢	٦١٣	٦١٤	٦١٥
			مهندس	مهندس	٦١٦	٦١٧	٦١٨	٦١٩	٦٢٠
			مهندس	مهندس	٦٢١	٦٢٢	٦٢٣	٦٢٤	٦٢٥
			مهندس	مهندس	٦٢٦	٦٢٧	٦٢٨	٦٢٩	٦٣٠
			مهندس	مهندس	٦٣١	٦٣٢	٦٣٣	٦٣٤	٦٣٥
			مهندس	مهندس	٦٣٦	٦٣٧	٦٣٨	٦٣٩	٦٤٠
			مهندس	مهندس	٦٤١	٦٤٢	٦٤٣	٦٤٤	٦٤٥
			مهندس	مهندس	٦٤٦	٦٤٧	٦٤٨	٦٤٩	٦٥٠
			مهندس	مهندس	٦٥١	٦٥٢	٦٥٣	٦٥٤	٦٥٥
			مهندس	مهندس	٦٥٦	٦٥٧	٦٥٨	٦٥٩	٦٦٠
			مهندس	مهندس	٦٦١	٦٦٢	٦٦٣	٦٦٤	٦٦٥
			مهندس	مهندس	٦٦٦	٦٦٧	٦٦٨	٦٦٩	٦٧٠
			مهندس	مهندس	٦٧١	٦٧٢	٦٧٣	٦٧٤	٦٧٥
			مهندس	مهندس	٦٧٦	٦٧٧	٦٧٨	٦٧٩	٦٨٠
			مهندس	مهندس	٦٨١	٦٨٢	٦٨٣	٦٨٤	٦٨٥
			مهندس						



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جلسة الاستماع الخاصة بمشروع مترو الانفاق الخط الثالث- المرحلة الثالثة
نادي نقابة المهندسين – ابو القدا، الزمالك
الخميس ٩ أغسطس ٢٠١٢
استمارة التسجيل

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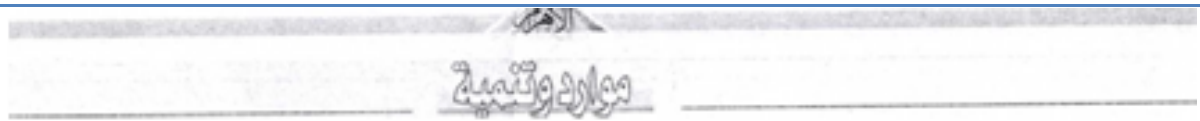



جلسة الاستماع الخاصة بمشروع مترو الأنفاق الخط الثالث- المرحلة الثالثة
نادي نقابة المهندسين – أبو القدا، الزمالك
الخميس ٩ أغسطس ٢٠١٢
استمارة التسجيل



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١٨	د. محمد عبد الحليم	مستشار			
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٢١	د. محمد عبد الحليم	مستشار			
٢٢	د. محمد عبد الحليم	مستشار			
٢٣	د. محمد عبد الحليم	مستشار			
٢٤	د. محمد عبد الحليم	مستشار			
٢٥	د. محمد عبد الحليم	مستشار			٥١٢٣٦٤٥٤٨
٢٦					
٢٧					
٢٨					
٢٩					
٣٠					
٣١					
٣٢					

APPENDIX 5: PRESS CLIPS FROM STAGE 2 CONSULTATIONS IN AUGUST 2012



الانتهاء من الدراسات البيئية والاجتماعية
للخط الثالث لمetro الاتفاق -
المرحلة الثانية

أكد علي مبدأ سياسة الشفافية والمصارحة التي تتبعها الهيئة القومية للأنفاق قامت الهيئة بعدد جلستي استماع في كل من منطقة البوحي بمحافظة الجيزة ومنطقة الزمالة بمحافظة القاهرة بحضور كل من مهندس طارق أبو الوفا رئيس الإدارة المركزية للتخطيط والمتابعة بالهيئة وعدد من القيادات التنفيذية والشعبية وأهالي المنطقة ومنظمات المجتمع المدني.

قام طارق أبو الوفا بعرض موجز لتقرير جتي الآن من دراسات تفصيلية من قبل المكتب الاستشاري والهيئة توضح مسار المترو في المرحلة الثالثة وشكل المحطات والتأثيرات البيئية التي ستترتب علي عمليات الإنشاء بالإضافة إلي توضيح مدى الأضرار التي ستلحق علي المنشآت العامة أو الخاصة وما ستقوم به الهيئة بالتنسيق والتعاون مع المحافظات التي يختمها المترو في تعويض المتضررين من عمليات الإنشاء.

كما أكد علي وجود تسويق كامل مع إدارات المرور بالمناطق التي سيمر بها الأعمال لضمان توفير السيولة والراحة للمواطنين في تلك المناطق.

وعلي جانب آخر قام الحاضرين من الأهالي والقيادات الشعبية ومنظمات المجتمع المدني بالاستفسار عن بعض التفاصيل التي جاءت خلال العرض وعن عدد المنازل التي سيتم إزالتها لتنفيذ خط المترو وحجم وطرق الحصول علي التعويضات اللازمة والمستندات المطلوبة ، حيث قام طارق أبو الوفا بالإجابة علي كافة الاستفسارات موضحاً " ومعلمنا عن تكليف إدارة خاصة بالهيئة لتلقي كافة الشكاوي والاستفسارات من الأهالي وسرعة الاستجابة بالرد عليهم

Al Ahram newspaper 11-08-2012
Summary for the public consultation conducted



الانتهاء من الدراسات البيئية والاجتماعية للخط الثالث لمترو الأنفاق – المرحلة الثانية

11-8-2012 | 19:31

تأكيدا على مبدأ سياسة الشفافية والمصالحة التي تتبناها الهيئة القومية للأنفاق قامت الهيئة بعقد جلستي استماع في كل من منطقة اليوهي بمحافظة الجيزة ومنطقة الزمالك بمحافظة القاهرة بحضور كل من مهندس طارق أبو الوفا رئيس الإدارة المركزية للتخطيط والمتابعة بالهيئة وعدد من القيادات التنفيذية والشعبية وأهالي المنطقة ومنظمات المجتمع المدني. قام طارق أبو الوفا بعرض ماتم اعداده حتى الآن من دراسات تفصيلية من قبل المكتب الاستشاري والهيئة توضح مسار المترو في المرحلة الثالثة وشكل المحطات والتأثيرات البيئية التي ستترتب على عمليات الإنشاء بالإضافة إلي توضيح مدى الأضرار التي ستقع على المنشآت العامة أو الخاصة وما ستقوم به الهيئة بالتنسيق والتعاون مع المحافظات التي يخدمها المترو في تعويض المتضررين من عمليات الإنشاء. كما أكد على وجود تنسيق كامل مع إدارات المرور بالمناطق التي ستم بها الأعمال لضمان توفير السيولة والراحة للمواطنين في تلك المناطق.

وعلى جانب آخر قام الحاضرين من الأهالي والقيادات الشعبية ومنظمات المجتمع المدني بالاستفسار عن بعض التفاصيل التي جاءت خلال العرض وعن عدد المنازل التي سيتم إلالتها لتنفيذ خط المترو وحجم وطرق الحصول على التعويضات اللازمة والمستندات المطلوبة ، حيث قام طارق أبو الوفا بالإجابة على كافة الاستفسارات موضحا " ومعلنا عن تكليف إدارة خاصة بالهيئة لتلقي كافة الشكاوي والاستفسارات من الأهالي وسرعة الاستجابة بالرد عليهم.

Al Ahram Gate 11-8-2012 19:31

Summary for the public consultation conducted

المسائية

الانتهاء من الدراسات البيئية والاجتماعية
للخط الثالث لمترو الأنفاق – المرحلة الثانية

كتب: اشرف الورداني
تأكيدا على مبدأ سياسة الشفافية والمصارحة التي تنتهجها الهيئة القومية للاتفاق قامت الهيئة بعقد جلستي استماع في كل من منطقة
اليوهي بمحافظة الجيزة ومنطقة الزمالك بمحافظة القاهرة بحضور كل من مهندس طارق ابو الوفا رئيس الإدارة المركزية للتخطيط
والمتابعة بالهيئة وعدد من القيادات التنفيذية والشعبية وأهالي المنطقة ومنظمات المجتمع المدني.
قام طارق ابو الوفا بعرض مبادئ إعادة هيكلة الخط من دراسات تفصيلية من قبل المكتب الاستشاري والهيئة توضح مسار المترو في
المرحلة الثالثة وشكل المحطات والتأثيرات البيئية التي ستترتب على عمليات الإحشاء بالإضافة إلى توضيح مدى الأضرار التي ستقع
على المنشآت العامة او الخاصة وما ستقوم به الهيئة بالتنسيق والتعاون مع المحافظات التي يخدمها المترو في تعويض المتضررين من
عمليات الإحشاء.
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المناطق.
وعلى جانب آخر قام الحاضرين من الأهالي والقيادات الشعبية ومنظمات المجتمع المدني بالاستفسار عن بعض التفاصيل التي جاءت
خلال العرض وعن عدد المنازل التي سيتم إزالتها لتنفيذ خط المترو وحجم وطرق الحصول على التعويضات اللازمة والمستندات
المطلوبة ، حيث قام طارق ابو الوفا بالإجابة على كافة الاستفسارات موضحا " ومعلنا عن تكليف إدارة خاصة بالهيئة لتلقي كافة
الشكاوي والاستفسارات من الأهالي وسرعة الاستجابة بالرد عليهم

Al Ahram El Mesaia 11-08-2012
Summary for the public consultation conducted