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# Cairo Alexandria Trade Logistics Development Project (CATLDP)

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## *STAKEHOLDER ENGAGEMENT PLAN (SEP)*

*August 2022*

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## ACRONYMS

<b>Abbreviation</b>	<b>Abbreviation Full wording</b>
AP	Alexandria Port
CATLDP	Cairo Alexandria Trade Logistics Development Project
CBOs	Community Based Organizations
CDA	Community Development Associations
CE	Citizen Engagement
CLO	Community Liaison Officer
CSOs	Civil Society Organizations
CTC	Central Traffic Control Buildings
DP6	6 <sup>th</sup> of October Dry Port
E&S	Environmental and Social
EAD	Environmental Affairs Department
EBRD	European Bank for Reconstruction and Development
EEAA	Egyptian Environmental Affairs Agency
EIA	Environmental Impact Assessment
ENR	Egyptian National Railways
ESA	Egyptian Survey Authority
ESCP	Environmental and Social Commitment Plan
ESF	Environmental and Social Framework
ESIA	Environmental and Social Impact Assessment
ENRRP	Egypt National Railways Restructuring Project
ESM	Eldawlia for Surveying and Maps
ESMF	Environmental and Social Management Framework
ESRS	Environmental and Social Review Summary
ESS	Environmental and Social Standards
FGDs	Focus Group Discussions
GARB	General Authority for Roads & Bridges
GBV	Gender-based Violence
GCA	Greater Cairo Area
GM	Grievance Mechanism
GOE	Government of Egypt
HDD	Horizontal Directional Drilling
IAC	Infrastructure Access Charging
LMP	Labor Management Procedures
MoT	Ministry of Transport
NGOs	Non-Governmental Organizations
NUCA	New Urban Communities Authority
PAPs	Project Affected Persons

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<b>PBC</b>	Performance-Based Condition
<b>PCM</b>	Private Capital Mobilization
<b>PCN</b>	Project Concept Note
<b>PMU</b>	Project Management Unit
<b>RISE</b>	Railway Improvement and Safety for Egypt Project
<b>RF</b>	Resettlement Framework
<b>RFP</b>	Request for Proposal
<b>RFQ</b>	Request for Qualification
<b>RoW</b>	Right-of-Way
<b>RRR</b>	Regional Ring Road
<b>SEA</b>	Sexual Exploitation and Abuse
<b>SEP</b>	Stakeholders Engagement Plan
<b>SH</b>	Sexual Harassment
<b>WB</b>	World Bank

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## INTRODUCTION

Stakeholder engagement is the basis for building strong, constructive, and responsive relationships that are essential for the successful management of the Project's environmental and social impacts. The purpose of stakeholder engagement is to establish and maintain a constructive relationship with a variety of stakeholders over the entire life of the Project. Initiating the engagement process in early phases helps ensure the timely public access to all relevant information and gives the stakeholders an opportunity to input into the Project design and the assessment of impacts.

Cairo Alexandria Trade Logistics Development Project's (CATLDP) Stakeholder Engagement Plan (SEP) lays out how the project will engage systematically with its stakeholders. It identifies which information will be public domain, the different stakeholders involved in the project, the timing, tools and methods of engagement along the lifecycle of the project and how those should be adapted to the numerous groups of stakeholders and most importantly, to the vulnerable groups. The SEP will also indicate the interest of each stakeholder and the type of information that they would need to know. The SEP promotes two-way communication between the Project Management Unit (PMU) and different stakeholders continuously. Information regarding the project, environmental and social risks and impacts, proposed mitigation measures, resettlement plans, will be shared with project stakeholders on a regular basis. It also provides channels for stakeholders to share comments and concerns, and tools for the project team to close the feedback loop by disclosing how those comments were assessed and taken into account in the project. It also describes the project's grievance mechanism and how to access it.

### Project Description

The Project will build a railway bypass to the congested railway network around greater Cairo. This bypass will improve the efficiency of freight transport between the Alexandria Sea Port and Greater Cairo. Coupled with ongoing improvements to the railway lines between Cairo and Nag Hamadi under the RISE Project, freight trains can reach Upper Egypt. The bypass includes a greenfield segment starting at the Bani Salamah station on the line connecting Bashteel with El Itihad stations) and the Marazeeq-Wahat line. The bypass also upgrades the signaling on the Marazeeq-Wahat line, between Marazeeq (km 0 point) and the meeting point with the greenfield segment. The Project will also improve access by train for container trains to the 6th of October Dry Port (DP6) which manages only containers and lies along the Marazeeq-Wahat railway line. The Project will also upgrade the railway signaling on the Bashteel-El Itihad (El Manashy segment) and El Itihad-Tafaroa (El Itihad segment) between Greater Cairo Area and Alexandria.

The Project will increase the capacity of the existing railway corridor between Alexandria and Cairo to manage freight trains. The Project will allow, for example, to increase from 4 trains per day bound to DP6 to more than 30 once all the Project is complete. Traffic for other types of freight trains will also increase. Moreover, because of the bypass to the heavily congested area of Greater Cairo, the Project will increase the railway connectivity to Upper Egypt, allowing for a trade and economic corridor to Sudan. Furthermore, the Egyptian railways' network is extensive, so this bypass opens up other parts of the network to railway traffic, including the Damietta Port and Port Said. Other dry ports can also benefit if they build last-mile connectivity to the existing ENR network to take advantage of the projects' benefits.

The Project will also introduce the Infrastructure Access Charge (IAC) regime for railways in Egypt. The IAC allows private railway operators, for example, to run their trains, paying a charge to ENR as the owner of the tracks. The railway bypass to the bottleneck in the GCA increases capacity to allow more trains, including those eventually operated by the private sector. The Project also opens up other private sector participation opportunities in railways.

As part of the project design, all subcomponents embed a zero harm/zero tolerance, safety first” into the upgrade and new works on the tracks, at communities along the tracks, ensuring safety for communities along the tracks, such as fencing, level crossings, and education measures. The Project is developed around two main components;

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Component (1): Railway Sector Reform, Project Delivery, Stakeholder Engagement, Women’s Economic Empowerment, and Private Sector Participation

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**Subcomponent 1.1. Railway sector reform:** (a) Developing and adopting a transparent railway infrastructure access charging (IAC) scheme for the Egyptian railway network, determining the specific charges to be paid for access and use of infrastructure by public and private railway operators, and supporting the ENR in drafting, negotiating and entering into IAC Contracts with private railway operators; (b) developing a regulatory framework for the railway network, identifying the detailed scope and responsibilities of a railway regulator and the associated governance framework; and (c) identifying and developing additional rail-friendly policies to increase traffic on the railway network.

**Subcomponent 1.2. Project-delivery activities:** (a) Setting up an owner's Works Supervisor and Integrator to manage and integrate the design and construction of works financed by the Ministry of Transport (MoT) and works financed with loan proceeds under Part 2; and (b) financing of a technical audit for the works under Part 2.

**Subcomponent 1.3. Promotion of Women’s Employment:** (a) Promoting women’s employment in the ENR’s workforce through upgrading its childcare facility, establishment of a female internship program and (b) implementing activities under the [Stakeholder Engagement Plan] to strengthen meaningful stakeholder engagement under the Project, including establishing and disseminating a citizen’s charter.

**Subcomponent 1.4. Enabling private capital mobilization (PCM) for the railway sector:** Transaction support to the ENR in dealing with private parties concerning the private sector participation opportunities in the rail sector.

**Subcomponent 1.5. Decarbonization study (ENR financed):** conducting a technical study for developing a decarbonization roadmap for the ENR.

As part of the Stakeholder engagement activities, the project includes three Citizen Engagement (CE) indicators:

The first indicator concerns project-affected people working group to meet regularly and tracks the number of project-affected people working group meetings that provided inputs on project processes and reforms supported by the project. This indicator capitalizes on component 1.3 by establishing a working group composed of project-affected people along the rail corridor, the Greenfield segment, and relevant civil society representatives, as described in the Stakeholder Engagement Plan (SEP). This working group will comment on the project implementation process, starting with land acquisition. The working group will prepare meeting minutes for each meeting and share them with the head of



the Project Management Unit (PMU) and the project department. The PMU will then communicate how it incorporated these comments into the project implementation through a letter to the working group. This indicator, therefore, tracks if the feedback loop is closed.

The second indicator concerns the freight reform and tracks the number of multi-stakeholders working group meetings that provided inputs on project processes and reforms supported by the project. The project includes reforms with impacts on different stakeholders. This indicator tracks the meetings of a stakeholder working group composed of representatives of AP, DP6, customs, immigration, freight forwarders, logistics operators, and other stakeholders/authorities. This working group will provide input on the regulatory framework under subcomponent 1.1 by giving minutes to the steering committee. Before each working group meeting, the steering committee will inform how it considered the input from the last working group meeting or explain why it did not consider the input. Therefore, frequent communication between the working group and the steering committee will occur. This indicator, therefore, tracks if the feedback loop is closed.

The third indicator concerns establishing a channel to receive, register, and address concerns and grievances related to project implementation. The ENR will report on the total number of grievances, how it solves them, and, if not, the reasons for postponing. The target is for the ENR to address 100 percent of the grievances it receives positively.

To emphasize of the importance of the SEP, the project has included it as a subcomponent under component 1 and has allocated a budget of 1 million USD for its implementation.

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## Component (2): Track extension, railway signaling modernization, and selected track upgrades to create a railway bypass around the Greater Cairo Area

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**Subcomponent 2.1. Greenfield Link.** Construction of a greenfield link from the Bashteel–Itay El Baroud section to the Marazeeq–Wahat section, including (a) constructing structures (bridges, viaducts) and laying track foundation; and (b) installation of track and signaling.

**Subcomponent 2.2. Marazeeq – Wahat Section Upgrade.** Upgrading the existing track and signaling modernization from Marazeeq to the junction point with the greenfield link.

**Subcomponent 2.3. Bashteel – Itay El Baroud section:** (a) Upgrading of existing track, construction of a parallel track, and new signaling installation on both tracks on the El Bashteel - El Itihad segment; and (b) upgrading of the existing single track and signaling on the El Itihad - Itay El Baroud segment.

**Subcomponent 2.4. El Itihad-Tafaroa Section:** Upgrading existing single track and signaling on the El Itihad-Tafaroa section.

Since the exact nature and physical location of interventions' footprints for component 2.3 and 2.4 will only be finalized during project implementation, accordingly, an Environmental and Social Management Framework (ESMF) was developed as part of the Environmental and Social Assessment Process. An Environmental and Social Impact Assessment (ESIA) for subcomponents 2.1 and 2.2 has been developed.

**Works planned for construction of the greenfield track and the parallel tracks (dualization) include:**

Railway embankments

Track and alignment work

Equipment, construction raw materials, cables, new tracks, and sleepers' mobilization

Trenching and new cables installation activities

Track upgrading / renewal activities

Horizontal Directional Drilling (HDD)

Construction activities required for signaling towers

Construction of important structures that support the new railway track in order to enable its existence or for future hydraulic and infrastructural intersections/crossings. These structures are the Railway line structures include culvert, Road underpasses, Railway viaducts and Road flyovers.

Loading and offloading cargo

Locomotive refueling

Locomotive repair and maintenance (such as oil change, mechanical repairs, electrical repairs, painting, welding and fabrication)

**Works planned for the modernization of signaling and upgrading of tracks include:**

Track repair and maintenance (such as ballast refill, vegetation outgrowth clearance, coating track for protection from outwear, lubricating tracks, replacing damaged track sections, realigning misplaced tracks, etc.)

The upgrading of signaling installations,

Fully new automatic blocks (with contraflow signaling) with color light signals,

Creation of the track circuits,

Cancelling all mechanical interlocking and electrical relay interlocking installations,

Creation of new electronic interlocking systems according to the new track layout,

Renewing all signaling ground installations, including laying cables and civil works (some sub-water line laying of cables), excluding track installations,

Installation of all the point motors for the switches controlled by the CTC,

Fully new automatic level crossings, not including the civil works.

## Key Potential Environmental and Social Benefits, Risks and Impacts of the Project

Environment:

The project will result in positive impacts in terms of improving safety across its footprint and reduce the number of incidents. The project will positively contribute to climate change mitigation by improving existing infrastructures and constructing new infrastructures leading to a modal shift of freight and transport from road to rail. Additionally, indirect positive impacts include reducing movement of trucks on roads which will enhance road safety and potentially reduce Greenhouse Gases as the project outcome may induce the reduction of trucks by 25 % representing a potential reduction of GHG emissions from freight transport by 22%.

Social:

The project is anticipated to benefit the population of Egypt, as safer mobility will encourage more people to use the rail. Moreover, moving goods on rail will help mitigate traffic incidents and road damages. The safety measures imbedded in Component 2 are designed to increase mobility of poor and vulnerable people, specifically female commuters and people with reduced mobility. This increase in mobility will potentially be reflected on economic opportunities.

The Project entails the creation of the new rail corridor (Sub component 2.1), signaling improvements (sub-component 2.1 (b), 2.2, 2.3 (a and b), and 2.4) and creation of parallel tracks (sub-component 2.3

(a)). The following are the key anticipated risks and negative impacts at the different stages of the Project:

The activities under Component 2 are more likely those that are anticipated to generate the E&S risks and impacts of the project. The following key E&S risks and impacts are relevant for component , most of these adverse impacts are expected to be site-specific, temporary, predictable and/or reversible:

OHS hazards during construction, maintenance and operation. This may result in a range of injuries from minor to fatal, including physical and chemical hazards while working on or close to live tracks and handling hazardous materials (i.e Fuel) or wastes.

Cumulative impacts of sourcing quantities of borrow materials which may require dedicated quarries and borrow pits for the project. Depending on their locations, extraction of materials may have significant cumulative impacts (waste generation, increased dust, noise and vibrations, and increased truck traffic).

Cumulative impact linked to the regional ring road and the inability to access land plots divided in two Traffic impacts: e.g. disruption of vital highways (and risks of accidents due to movement of project vehicles/trucks). Construction of all segments will increase traffic.

Community health and safety impacts during construction and operation phases. During operations of all segments the impacts include noise and dust emissions, intersected roads and train accidents along the rail corridor and structural integrity. Moreover, sub-components 2.1 and 2.3 (a) impacts include lack of privacy, accessibility to farms and/or houses, security concerns. During construction, communities adjacent to the works will potentially be exposed to accidents, general construction hazards and personal safety, including sexual harassment. Also potential risks of community exposure to COVID-19.

Typical construction-related impacts such as air and noise emissions, unloading/uploading of ballast and sand, soil, and adjacent water bodies' pollution in case of leakage of fuel and wastewater or wastes mismanagement, generation of wastes and cultural heritage impacts.

During Operation significant impacts include soil and water contamination and community risks associated with transporting of dangerous goods along the lines. Train traffic increase in areas with mixed traffic (passenger and freight) may result in more train accidents.

Permanent and temporary acquisition of private, rented or encroached on land is anticipated for the new line and the construction of the parallel tracks. Signaling works activities as well as most of the construction of the parallel tracks will take place within ENR RoW, where tenants and informal users may experience impacts from loss of land/assets.

Temporary land related impacts are also anticipated along with potential risk of affecting the fertility of land and subsequently its future usability.

Visual impacts, e.g. alteration of landscape during construction and operation.

Livelihoods impacts on tenants or informal users (farmers) that occupy an area of the RoW, or adjacent government land plots, that will be needed for storage or new project structures.

Institutional complexity including the involvement of many entities in the land issues (e.g. GARB, ESA, ENR, ...etc)

Labor and inappropriate working conditions during construction

Risks related to the devaluation of assets in the neighbourhoods of the project, especially if the rail will be passing through those lands.

Risks related to the integrity of infrastructure during construction or damaging utilities, especially underground.

Sexual Exploitation and Abuse/Sexual Harassment (SEA/SH) risk is assessed as moderate risks and it would apply to the different phases of the project.

### Objectives of Stakeholder Engagement Plan (SEP)

The main goal of the Stakeholder Engagement Plan is to ensure that all relevant stakeholders (Individuals, groups and organizations) affected by and/or interested in the Project are engaged in project activities and information flow with these stakeholders is continuous throughout the project life. Stakeholder engagement is a key activity for such projects; because it enables stakeholders to have information at all stages of the project, to express their expectations and concerns, and to establish an open communication channel with stakeholders in the activities carried out by the Project. The objectives of the SEP are generally as follows:

Identification of stakeholders indirectly or directly affected by and/or interested in the Project as well as the vulnerable groups in the context of the project

Document the different conducted stakeholder's engagement activities as part of the project preparation

Defining and planning stakeholder engagement activities that will continue to take place throughout the project lifetime including in the construction and operation stages of the project.

Determining the frequency of consultation activities, information sharing and level of participation as well as to defining the content of consultation activities.

Informing the Project Affected Persons (PAPs) on the Grievance Redress Mechanism, which will create an open communication channel for stakeholders at each stage of the project.

Ensuring that concerns and expectations expressed by stakeholders are addressed in the decision-making and planning stages of the project.

The SEP is prepared to meet the requirements set forth in the World Bank's Social Standards as well as national legislation.

## SUMMARY OF STAKEHOLDERS ENGAGEMENT ACTIVITIES

CATLDP is a continuation of the engagement of the World Bank with ENR which had started with the Egypt National Railways Restructuring Project (ENRRP) and Railway Improvement and Safety for Egypt Project (RISE). ENRRP was closed while RISE under implementation since August 25, 2021. Along the lifecycle of both projects, structured consultation activities during the preparation and implementation of the various environmental and social studies were conducted.

As part of the preparation of the Environmental and Social Framework (ESF) instruments for the CATLDP project, number of consultation activities were conducted as summarized in more details under section 2.2. below. Scoping activities were conducted with affected communities, rail users and neighboring communities as well as a public consultation to present the findings of the environmental and social assessments and related management plans, the resettlement framework, and the stakeholder engagement plan.

### Lessons learned from RISE and ENRRP

The previous consultation activities conducted during RISE and ENRRP generated some lessons learned that guide the methodology of consultation for this project and will continue to be taken into consideration throughout the different phases of CATLDP implementation.

In the ENRRP, issues related to land impact did not appear at an early stage of the consultation activities, given that ENR carries out all construction work within the boundaries of its own land ownership. Those began to appear with the beginning of the implementation and the selection of the construction contractor for the sites required for the project activities. Moreover, during implementation of ENRRP and when project sites were determined on the right of way of the rail corridor, contractors were the ones introducing the project activities to the neighboring communities in an informal manner, contractors reach out to the closest neighboring community members to the construction site, and as needed conduct meetings with the leaders of the village. Despite the added value of those activities, their contribution to tackle land issues and to share information about the project with local communities, those consultation activities were not systematic among contractors and among construction sites.

- Specific engagement and preparation of Resettlement Plans in accordance with the RF, where required, with land-users within the right-of-way (ROW), should be conducted well in advance of works beginning. As part of ENRRP and the update of the RF of RISE, systems were developed to ensure that systematic project affected persons are consulted prior to land taking. Those tools are described below and will be beneficial for the implementation of CATLDP:
  - Master lists indicating the potential sites where land taking from farmers could take place are prepared once the locations of the technical buildings are identified and prior to any land re-possession; questionnaires to identify if resettlement instruments will be needed for the identified sites are prepared.
  - ENR Environment Department to participate in monthly project meeting with PMU and project's department to be kept in the loop of subproject (sites) developments and upcoming sites that will be handed over to contractor.
  - The ENR Environmental Affairs Department (EAD) will send official letters to the Projects Department as well as the heads of the ENR Property Department under the

Eminent Domain Department at ENR to confirm on restrictions on land use and the necessity to commit with Environmental and Social Standard (ESS) 5 in selecting plots required for projects, and that ENR EAD should be informed formally with any decision for land acquisition to be used in the projects.

- ENR to engage more systematically and consistently with project-affected communities and the broader public, instead of through isolated consultations on ESIA activities. ENR could make use of social media and a project webpage to support this effort. Information on the Grievance Mechanism (GM) should be well disseminated. All project engagements activities should be recorded in a systematic manner.
- Capacity building of Contractors to be able to conduct systematic and consistent consultations with community members. Those consultation activities should take place prior to construction works, and as needed during construction works, with enough notification period to ensure that community members will be able to attend. ENR should attend some of those small consultation activities, at least at the beginning to ensure that this is conducted in a satisfactory manner. Proper documentation of the event should take place. As needed, pamphlets could also be distributed to share key messages with neighboring communities.
- The above-mentioned consultations, should cover set topics, guided and monitored by the PMU. Examples of topics to be covered with the community include community health and safety risks arising from project activities, project details (i.e., construction timeline, where to find all relevant E&S assessments in Arabic), and the GM. Land related topics should be led by ENR as well as make available executive summaries at the local governorates' units.
- The importance of ensuring that the project level GM is well-functioning and that it will also deal with land-related issues.

### Consultations as Part of Project Preparation

Several stakeholder engagement activities have been conducted during the preparation of the ESF instruments (SEP, RF, ESIA, ESMF, Labor Management Procedures (LMP)) for CATLDP project. The following sub-section summarizes the conducted activities.

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#### Summary of consultations conducted on the previously selected alignment under sub-component 2.1

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Under sub-component 2.1, a previous alignment was selected based on certain criteria where a set of consultations were conducted accordingly. Based on outcomes of these consultations, the findings recommended changing the alignment and thus, a new alignment was proposed.

This section presents the first set of consultations that were conducted for the previously selected alignment as mentioned above. Although these consultations are no longer relevant to the project, conducting them and presenting their findings is of significant importance as their outcomes led to opting for proposing a new alignment. However, all other consultation activities that were carried out for all the other sub-components (2.2, 2.3 and 2.4) remain valid and relevant to the project, which will be presented along with the consultation activities conducted for the new proposed alignment under sub-component 2.1 in sections 2.2.2 and 2.2.3 below.

Below is summary of consultations conducted for the previously selected alignment under sub-component 2.1:

Date	Stakeholder	Main Topics	Main findings
<b>Field Visits</b>			
February 13, 2022	General Authority for Roads and Bridges (GARB)	Discuss the Alignment of the Greenfield Segment (Wahat line to El-Manashy segment)	The WB and ENR met with an environmental consultant hired by the General Authority for Roads and Bridges (GARB) at the location of the alignment (Greenfield segment/Wahat line to EL-Manashy segment). Team was informed that alignment for the greenfield segment was revised to avoid social impacts. As a result, and according to the information shared by then, fewer properties will be impacted.
<b>Consultations with Affected Communities</b>			
April 28-29, 2022	Greenbelt owners	<ul style="list-style-type: none"> <li>- <u>Current situation of land title, property problems, and related challenges</u></li> <li>- <u>Current use of land including assets, plantation, and crops</u></li> <li>- <u>Perceived impacts</u></li> <li>- <u>Proposed mitigation measures</u></li> </ul>	<p><b><u>Main Issues/Concerns</u></b><sup>1</sup></p> <ul style="list-style-type: none"> <li>- <u>Major issues with land titles and legitimatization of ownership differ from zone to zone within the greenbelt area, and the expensive costs for legitimization.</u></li> <li>- <u>Challenges facing landowners with supply and irrigation water quality, where most of them have to buy clean water for irrigation and for the cattle in the farms.</u></li> <li>- <u>In kind compensation for land expropriation, which leads to disruption of land plots if small parcels are expropriated from different land plots.</u></li> <li>- <u>Lack of engagement activities and consultation.</u></li> <li>- <u>Adverse impacts including loss of land, plantation, crops, livelihood impacts, lack of legitimate documents for the land.</u></li> </ul>

<sup>1</sup> More details on the issues/concerns are presented in Annex 1

Date	Stakeholder	Main Topics	Main findings
			<p><b>Proposed mitigation measures:</b></p> <ul style="list-style-type: none"> <li>- Although not directly related to the project, the owners called for an effective and transparent engagement and consultation to legitimize the landowners' properties and protect their rights in both the present and future terms.</li> </ul>
18/04/2022	Real Estate Developers	<ul style="list-style-type: none"> <li>- Informing them about the proposed project and assessing their level of awareness about the project</li> <li>- Understanding potential impacts of the proposed route from the developers' perspective and discussing possible mitigation measures</li> <li>- Informing them about the grievance mechanism channels</li> </ul>	<p><b>Main Issues/Concerns<sup>2</sup></b></p> <ul style="list-style-type: none"> <li>- Noise level impacts.</li> <li>- Loss of land if the ROW of the train coincides with the allocated land area of the respective developer, which seems to be the case.</li> <li>- Economic losses due to potential re-allocation of land (due to already spent costs in the preparation phase etc., client backout of sold plots).</li> <li>- Clients' negative perception of the development especially considering the location was sold as a prime location and communicated as such with Clients.</li> </ul>
<b>Consultations with Other Interested Groups</b>			
23/03/2022	6 <sup>th</sup> of October City Authority	<ul style="list-style-type: none"> <li>- Collection of information on the Greenfield area in 6<sup>th</sup> of October City</li> </ul>	-
07/04/2022	Eldawlia for Surveying and Maps (ESM) (GARB Survey and maps Consultant)	<ul style="list-style-type: none"> <li>- Reasons for opting for the proposed route which was modified several times to avoid to the extent possible and minimize acquisition of private lands for the project.</li> <li>- Understand considerations of land acquisition and</li> </ul>	-

<sup>2</sup> More details on the issues/concerns are presented in Annex 1



Date	Stakeholder	Main Topics	Main findings
		procedures in the proposed route.	
24/04/2022	Sheikh Zayed Authority	Discussion of the route of the new alignment of El Manshy-October Dry Port, and its implications on Sheikh Zayed City.	-

### Summary of Field visits conducted

This section presents all field visits conducted as part of the consultation activities for the project, including those relevant to the new proposed alignment under sub-component 2.1 as a result of the outcomes of the first set of consultations specified in the above section.

During the course of the project preparation, several field visits were led by ENR with other relevant stakeholders including but not limited to the Ministry of Transport team, Bank team and the ESF Consultant. Below are the key conducted field visits:

Date	Conducted Visit	Main findings/feedback <sup>3</sup>
November 16, 2021	<b>6<sup>th</sup> of October Dry Port (DP6) and Alexandria Port (AP)</b>	Accompanied by a team from ENR, the World Bank (WB) met with a representative at the DP6 who explained their plans for future operation of DP6 and the link with the freight line. ENR and participating teams, also, met a representative in Alexandria Port, who explained how the Port operates and what are the challenges they face.
February 10, 2022	<b>El-Itihad Segment</b>	ENR visited part of the El-Itihad segment of the proposed Project and was accompanied by the Bank team. The trip took place in a motor rail unit that reached the Port of Alexandria. The team discussed with the AP Authority the interest of the AP to increase the share of freight moved by rail. The AP authority recognized that the capacity for freight trains is low, given the heavy passenger traffic on the ENR network, particularly in the Greater Cairo Area. The Authority also stated that the ENR needs better marketing to attract new customers and increase the daily number of trains operated to/from the port.

<sup>3</sup> More details on the findings of the FGDs and the proposed mitigation measures are presented in Annex 1.

Date	Conducted Visit	Main findings/feedback <sup>3</sup>
February 12, 2022	<b>Cairo-Beni Suef Section to Marazeeq Station</b>	<p>Accompanied by a team from ENR, the WB team boarded a motor rail unit from Ramses railway station to visit part of the Cairo-Beni Suef section to Marazeeq station. The motor unit then took the Wahat line, ending at kilometer 66, where the ENR network is connected with October 6 Dry Port (DP6).</p> <p>The team met with a representative of the General Authority of Dry Ports of Egypt, and the concessionaire for DP6, also in charge of constructing the dry port. The discussion validated the constraint due to the bottleneck in the Greater Cairo Area, where ENR allocates tracks for passenger trains. As a result, only three or four freight trains per day can travel between AP and DP6. DP6 expects to surpass this capacity soon. Hence the Project is needed because the operational railway bypass to the GCA will increase the capacity for freight trains.</p>
May 19 and May 24, 2022	<b>New proposed alignment</b>	<p>The WB, ENR, and the design consultant conducted two exploratory site visits to the alignment to assess the amount of land needed for the project, and to make sure that residential areas and agricultural lands are avoided in this alignment to the extent possible</p>
August 17, 2022	<b>New proposed alignments</b>	<p>On site assessment of the route</p>

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#### Summary of consultation activities conducted

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In addition to the above-mentioned field visits, large number of community and other stakeholders' meetings and interviews were conducted on different project locations with the objective of getting the views of stakeholders on the anticipated impacts and risks of the project and obtain views on the appropriate mitigation measures that the project should follow. Below is a summary of the key conducted consultation activities, including those conducted for the new proposed alignment under sub-component 2.1 and more details on the conducted consultations are included in Annex 1.

#### **1 – Civil Society Representatives, local authorities and Local Residents<sup>4</sup>- April 14-18, 2022/August 9, 2022:**

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<sup>4</sup> Detailed list of participants of each FGD are presented in Annex 1

Date	Type of Stakeholders	Local Governmental Unit (LGU)	No. of Participants (by Gender)	Main topics discussed	Main findings/feedback <sup>5</sup>
14/04/2022	Civil Society representatives and local authorities	Monsha'et El Kanater City and Unit (Giza Governorate)	7 (7 M)	Project components, potential risks and impacts, and expected outcomes and benefits. Findings of the social impact assessment conducted by E&S consultants relevant to sub-component 4.1 and 4.3	<p><b>Concerns related to the current situation</b></p> <ul style="list-style-type: none"> <li>High density of passengers in the operational trains</li> <li>Deteriorated passengers' vehicles</li> <li>Inappropriate community behavior (e.g., throwing the trains with stones)</li> <li>Termination of Bashteel-Ramsis stations</li> </ul> <p><b>Feedback on planned project</b></p> <ul style="list-style-type: none"> <li>Positive feedback that the line will connect the industrial area in October City with the planned Logistical Area on El Dabaa Corridor, as well as new development projects in the area.</li> <li>Concern about potential land acquisition required for the new line, especially in Manashy.</li> </ul>
16/04/2022	Local authorities and local residents	Al Sadat City and Unit (Menofeya Governorate)	10 (10 M)	Use and current problems with the current single line, project components, potential risks and impacts, perceived mitigation measures and expected outcomes and benefits. Findings of the social impact assessment conducted by E&S consultants relevant to sub-	<p><b>Concerns related to the current situation</b></p> <ul style="list-style-type: none"> <li>Having the current line ending at Bashteel station given the lack of means of interconnecting transportation and the extra costs to make further connections from Bashteel station to other locations in Cairo.</li> <li>Passengers train delays and multiple stop stations.</li> <li>Extended wait time to book train tickets.</li> </ul> <p><b>Feedback on planned project:</b></p> <ul style="list-style-type: none"> <li>Positive feedback from all participants and acknowledgement of the dualization given that it will reduce the train delays, and the high density of passengers in stations.</li> <li>Concern about potential increase in train ticket</li> </ul>
18/04/2022	Civil Society, local authorities, and local residents	Badr City and Unit (El Behaira Governorate)	10 (6 M/4 F)	Use and current problems with the current single line, project components, potential risks and impacts, perceived mitigation measures and expected outcomes and benefits. Findings of the social impact assessment conducted by E&S consultants relevant to sub-	

<sup>5</sup> More details on the findings of the FGDs and the proposed mitigation measures are presented in Annex 1.

Date	Type of Stakeholders	Local Governmental Unit (LGU)	No. of Participants (by Gender)	Main topics discussed	Main findings/feedback <sup>5</sup>
				component 2.3	prices after the dualization.

## 2- Affected Local Communities (train users, neighborhood residents, etc.) along Bashteel-Etay El Baroud Line - April 11-18, 2022

Short interviews were conducted in person with a sample of 79 correspondents<sup>6</sup> classified according to age, gender and location representation along Bashteel-Etay El Baroud line during the period from April 11-18, 2022. The interviewees were asked few questions according to a structured questionnaire. The interviewers met with train users, local residents in cities and villages along the proposed dualization activities, and business owners/workers in businesses around the stations. The interviews objectives are predominantly similar to the objectives of the FGDs and allowed for collecting both qualitative and quantitative data as explained briefly below.

Tables 2.1 and 2.2 below describe the selected sample of respondents classified according to age, gender and place of meeting. Table 2.3 presents the main findings of the short interviews conducted and focuses on the response that came with the highest frequency.

**Table 2. 1 : Classification of Respondents according to age/gender/place of Interview**

Age group	Gender		Place of Interview
	Male	Female	
16 to 24	9	-	Al Gelatmah Village /Ausim City /Bashteel Station /Burtus Village
25 to 34	8	1	On the train / Burtus Village /Bashteel Station / Al Gelatmah Village /Sadat City
35 to 49	30	6	On the train / Burtus Village /Sadat City/ Badr City/ Bashteel Station /Bashteel City /Ausim City/ Al Gelatmah Village
50 to 64	10	4	Bashteel Station / On the train / Ausim City / Al Gelatmah Village /Sadat City /Badr City /Burtus Village
65 or older	11	-	Ausim City /Badr City /Sadat City /Bashteel Station /Bashteel City
Total	68	11	

**Table 2. 2 : Classification of Respondents according to Place of Interview**

Place of Interview	Number of Respondents
On the train	18
Sadat City	10
Badr City	10
Bashteel Station	9

<sup>6</sup> Detailed list of respondents interviewed along Bashteel-Etay El Baroud Line is presented in Annex 1

Place of Interview	Number of Respondents
Burtus Village	9
Al Gelatmah Village	9
Ausim City	8
Bashteel City	6
Total	79

**Table 2. 3 Main and most recurrent findings of the short interviews conducted with possible affected local communities along Bashteel-Etay El Baroud line<sup>7</sup>**

Perceived issues/concerns	Perceived impacts
<p>Concern about Bashteel station being the termination for Upper Egypt trains and the absence and irregularity of means of transportation in Bashteel station unlike in Ramsis or Imbaba stations</p> <p>Higher train ticket price to Bashteel than the direct microbus ticket price.</p> <p>Long headway time, which may reach up to one hour.</p> <p>Train delays where the trains might exceed an hour delay.</p> <p>Deterioration of the condition of train wagons, where very old wagons had to be condemned. The train used to have ten wagons in past; and currently, it consists of only five wagons.</p> <p>Deterioration in the condition of some platforms in some stations.</p> <p>Absence of real renovation of all stations, except for painting the façade of the station buildings.</p> <p>Absence of waiting areas/facilities for passengers.</p> <p>Unavailability of workers to clean the toilets in many stations despite the availability of new toilets, but they are not open for the public claiming that there are no workers to clean it.</p>	<p>All respondents acknowledged the dualization of El Manshy-Etay El-Baroud line, given that the dualization will save time and improve density in stations.</p> <p>Impacts/concerns raised included:</p> <ul style="list-style-type: none"> <li>• Potential increase in the price of the train tickets after dualization.</li> <li>• Potential land acquisition if lands are required to construct the new line, especially that some lands were already expropriated by the Government in front of Bashteel station to expand the Ring Road in this location.</li> </ul>

### **3- Consultations with affected communities along the new proposed alignment under sub-component 2.1**

<sup>7</sup> More details on station-specific issues are presented in Annex 1

Date	Stakeholder	Main topics discussed
May 2022 and still in progress <sup>8</sup>	PAP possessing the warehouse (km 41.20)	Inform the PAP about the proposed alignment that will require relocating his structure.
09/08/2022	Bani Salama Local Unit, Monshaeet El Qanater and local residents (Giza Governorate)	<p>Introduce the new proposed alignment under sub-component 2.1.</p> <p>Assess main concerns and proposed mitigation measures.</p> <p>Identify land custody authorities of agricultural lands in Bani Salama</p> <p>Understand the agricultural context in the village</p> <p><b>Concerns on the planned project:</b></p> <p>Concerns about land acquisition and compensation amounts</p> <p>Concerns about disruption of land and irrigation sources</p> <p><b>Feedback on planned project:</b></p> <p>Proposed to have the end station in Wardan instead of Bani Salama</p>

#### 4- Consultation activities conducted with Other Interested Groups

Date	Stakeholders	Titles of interviewed personnel	Main topics discussed
14/03/2022	LGU: Monsha'et El Kanater Unit (Giza Governorate)	Head of LGU Deputy Head	<ul style="list-style-type: none"> <li>- Introduction of project components and collection of local perceptions related to the project.</li> <li>- Arranging a meeting with representatives of civil society from the local community.</li> </ul>
10/04/2022	GARB	General manager of companies and technical office Engineer	<ul style="list-style-type: none"> <li>- Understand previous experience of GARB related to land acquisition procedures.</li> </ul>
13/04/2022	LGU: Al Sadat City and Unit (Menofeya Governorate)	Head of LGU Deputy Heads	<ul style="list-style-type: none"> <li>- Introduction of project components and collection of local perceptions related to the project.</li> </ul>

<sup>8</sup> Consultations with other PAPs are in progress.

Date	Stakeholders	Titles of interviewed personnel	Main topics discussed
			- Arranging a FGD with members of the local community
13/04/2022	LGU: Badr City and Unit (El Behaira Governorate)	Head of LGU Deputy Heads	- Introduction of project components and collection of local perceptions related to the project. - Arranging a FGD with members of the local community.
14/04/2022	ENR Property Department	Head of Department Head of West Delta Department Head of Central Property Department	- Collecting information on the estimated number of PAPs relevant to each sub-component, and the agricultural activities along the ROW. - Discussion on the compensation procedures for the PAPs. - Discussion on the ROW length and the impacts of upgrading the existing tracks on PAPs. - Collecting contacts of field ENR property representatives along each segment in each of Manshi, Marazik, and Qabari.
04/08/2022	MoT	MoT Design Consultant	Discuss the new proposed alignment, clarification of avoidance of land acquisition, time frame, and division of roles and responsibilities of all partners.
In progress since May / 2022	MOT/ Armed Forces	Directors of Gannet Masr and Mostaqbal Masr Projects	The Ministry of Transport has exchanged a number of correspondences with the Armed forces to disclose and approve the proposed alignment that will intersect with Air Defense and Air Forces development projects (Gannet Masr and

Date	Stakeholders	Titles of interviewed personnel	Main topics discussed
			<p>Mostaqbal Masr). An initial approval has been sent to the Ministry of Transport. No copies of correspondence were made available during meetings with the Ministry consultants. After the correspondences a meeting was conducted (dated 06/08/22) and additional coordination are ongoing. The main aim is to approve the alignment and to request the following:</p> <p>Avoid two water tanks in the area, and if not possible, install alternative tanks</p> <p>Establish a train station in the development land</p> <p>Build two tunnels underneath the alignment to interconnect the northern side with the southern side of the land in both development projects</p> <p>Provide a specific timeline to respond to requests discussed with MoT</p>
In progress since May 2022	Ministry of Water Resources and Irrigation (Nile Transport Department)	Department of Nile Transport	Get approval on the installation of two bridges to cross the “El Nassery Irrigation Canal” in Bani Salama Station.
In progress since May 2022	El Massreya for telecommunication	Cables Department	Discuss the existing cables intersecting with the alignment.
In progress since May 2022	Qaroun Petroleum Company (on El Wahat Road)	Survey Department	Ensure that the company does not have any concessions intersecting with or falling close to the alignment.



Date	Stakeholders	Titles of interviewed personnel	Main topics discussed
07/08/2022	LGU: Bani Salama Local Unit Bani Salama Agricultural Cooperative (Giza Governorate)	Head of LGU Head of Agricultural Cooperative Member of Parliament	<ul style="list-style-type: none"> <li>- Introduction of project components and collection of local perceptions related to the project.</li> <li>- Arranging a FGD with members of the local community- Collect information on agricultural activities in the village</li> </ul>
14/08/2022	NUCA	General Manager of Projects	<ul style="list-style-type: none"> <li>- Discussion on the new proposed alignment under sub-component 2.1 and its implications.</li> <li>- Arranging an internal meeting with relevant departments in NUCA.</li> </ul>
Two meetings: 14/08/2022 18/08/2022	New Sphinx City Authority	Head of Sphinx City Authority and Deputy Head	<p>First meeting (dated 14/08/2022):</p> <ul style="list-style-type: none"> <li>- Discuss the route of the new proposed alignment and its implications on Sphinx City.</li> <li>-</li> </ul> <p>Second meeting (dated 18/08/2022):</p> <ul style="list-style-type: none"> <li>- Discuss the route of the new proposed alignment in presence of Sphinx urban development consultant, MoT design consultant, GARB, Shaker Group, and Integral social team</li> <li>- It was agreed that MoT shall send the new proposed route in an official correspondence, then the authority will respond officially to submit a number of requests (e.g., bridges, etc.)</li> </ul>
18/08/2022	New October City Authority	Head of New October City Authority	Discuss the route of the new proposed alignment in presence of MoT

Date	Stakeholders	Titles of interviewed personnel	Main topics discussed
			<p>design consultant, GARB, Shaker Group, and Integral social team</p> <ul style="list-style-type: none"> <li>- The Authority rejected a section of the current proposed alignment that is passing through their lands and proposed another alternative section of the route that runs on the western buffer zone of the City parallel to the regional ring road (RRR) until the Dry Port in the south for the following reasons:               <ol style="list-style-type: none"> <li>1) The infrastructure works for the city have already started and will be disrupted by the train track</li> <li>2) A large part of the city (and other areas outside October City) is already assigned for oil exploration to the National Company for Oil Extraction and Development which has already two wells in the New October City</li> </ol> </li> <li>- It was requested that MoT shall meet with the oils company to coordinate</li> <li>- It was agreed that MoT shall send the new proposed route in an official correspondence, then the authority will respond officially after studying the current proposed route</li> </ul>
Following August 18, 2022, and ongoing	Ministry of Housing, Utilities and Urban Communities	-	The discussions between MoT and MoH revealed two scenarios for the last 12 Km.

Date	Stakeholders	Titles of interviewed personnel	Main topics discussed
			<ul style="list-style-type: none"> <li>• Scenario 1- The proposed alignment will remain unchanged and the city will continue developing the masterplan taking into account the proposed route.</li> <li>• Scenario 2- The proposed alignment will be shifted to coincide with a planned major highway or another landmark in the initial masterplan within the jurisdiction of the city to make it compatible with the masterplan</li> </ul> <p>The discussions concluded that scenario 2 is the preferred option.</p>
23/08/2022 and ongoing	National Company for Oil Extraction and Development	CEO Deputy, and Head of Planning & Monitoring Department	<ul style="list-style-type: none"> <li>• This company has the concession for oil exploration in the New October City area.</li> <li>• The second scenario mentioned above was approved.</li> <li>• MoT shall correspond the second scenario alignment to the Company, then they will respond officially with the approval.</li> </ul>

## 5- Public Consultations

### First public consultation session May 2022:

To complement the series of the consultations mentioned above, an additional public consultation session was held on Tuesday the 10<sup>th</sup> of May in the Egyptian Railway Club in Nasr City from 11:00 am to 14:00 pm. A total of 36 persons attended the public consultation and participated in the discussion. Participants were invited through various channels including personal invitation letters, personal

phone calls and a on ENR official website. The Arabic executive summary of the ESIA was uploaded with the public invitation. The event was also designed to offer virtual opportunity for connection. The Public invitation included a Zoom link. Key stakeholders who attended the meeting included but were not limited to:

- Non-Governmental stakeholders (e.g., NGOs, residents of the alignment Manashi/6<sup>th</sup> October, Private real estate developers)
- Governmental stakeholders (e.g., ENR, GARB, NUCA, October City Development Agency, Egyptian Electricity Transmission Company, Ministry of Housing)

The conclusion from the consultation was very beneficial in flagging serious concerns from key governmental and non-governmental counterparts. It played an important role in complementing the findings of the earlier conducted consultations in the field. Participants of this consultations urged for revisiting the alignment for better optimization and emphasized. In particular the developers categorically refused the idea of a freight train project in the vicinity of their lands and any intersecting for the train with their land. Participants requested ENR to conduct a follow up consultation after the alignment is rerouted. Please refer to Annex 1.C for more details about the points discussed.

#### **Second public consultation session August 2022:**

Based on the changes encountered in the alignment as a result of the above-mentioned stakeholders activities including the public consultation of May 2022, the Project encountered changes in the design, most importantly a change in greenfield alignment (as explained under the project description). Following the update and the finalization of the environmental and social instruments drafts, a public consultation session was held on Thursday the 25<sup>th</sup> of August, in the Egyptian Railway Club in Nasr City from 11:45 - 14:45. A total of 36 persons attended the public consultation and participated in the discussion. Participants were invited two weeks prior to the event, through various channels including personal invitation letters, personal phone calls, WhatsApp messages and a on ENR official website ([Arabic invite](#) and [English invite](#)). The Arabic executive summary of the ESIA was sent with the public invitation and hard copies were made available during the public consultation. The event was also designed to offer virtual opportunity for connection. The Public invitation included a Zoom link which was used by additional stakeholders to connect to the public consultation. Key stakeholders who attended the meeting included but were not limited to:

- Non-Governmental stakeholders (e.g., Stella De Mari Farms, Bani Salama Member of Parliament (Bani Salama-6 October line), and residents from Kafr Dawood (Bashteel-Itay El Baroud line)
- Governmental stakeholders (e.g., MoT, ENR various departments, GARB, October City, Sadat City, Monshaeet El Qanater Markaz, Agriculture Directorate, Ministry of Local Development)

The public consultation entailed detailed non-technical description for the project components including the greenfield alignment which was delivered jointly by ENR and GARB consultant. Findings of the environmental and social instruments particularly the ESIA were presented by ENR consultant. This included summary of the assessments conducted, the identified positive and negative impacts and the proposed mitigation plan. Most of the time of the public consultation was utilized in active engagement from the participants who generally indicated overall support of the project. Participants highlighted number of issues, most importantly: 1) cumulative impact that some land owners may encounter as a result of earlier land acquisition linked with the RRR, in addition to the same under this

project, 2) access challenges that could be encountered in certain land plots in case the acquisition results in dividing certain plot (s) into two and request to have tunnels or bridges to facilitate farmers access, 3) request to have passengers' stations and train services on the rail corridor emphasizing the positive socio-economic outcome that such service can have on local residents (e.g., in Bani Salama) 4) dust and construction waste related impacts on agriculture lands, 5) risk of land fragmentation and creation of orphan land as a result of expropriation, particularly in the last 4 km of the alignment. To minimize these risks, participants requested the alignment in this segment to be fine-tuned during the census survey, in consultation with farmers. 6) project alternatives were discussed, including location of the Dry Port, opting for rail to transport freight rather than roads, and 7) citizens frustrations from the railway operation including lack of punctuality in Upper Egypt lines.

Findings from the public consultation were strongly acknowledged by ENR and other organizers and each of the received comments was responded to. Some of the recommendations of the participants will be directly tackled under the project. This includes those related to minimizing impacts on Bani Salama farmers, which will be discussed in more details during the final fine-tunings of the alignment and the census survey, the resettlement plans preparation in consultation with the farmers. MoT also confirmed their commitment to future plan to integrate passengers' railway lines in the new alignment and to study the option of increasing tunnels and bridges for the ring road to enhance access. In relation to Upper Egypt trains' delays , it was explained that those could be partially attributed to the ongoing works linked with signaling upgrades of RISE project. This comment could be addressed through enhancing information disclosure as part of RISE SEP. On location of the dry port, the location of the starting point of the greenfield, those are part of a larger master plan and the dry port has already been constructed.

Please refer to Annex 1.C for more details about the points discussed.

## STAKEHOLDER IDENTIFICATION AND ANALYSIS

The first step in the process of stakeholder engagement is stakeholder identification; that is, determining the various categories of project stakeholders, and their needs. According to the World Bank's Environmental and Social Standard (ESS) 10, stakeholder refer to "individuals or groups who: (a) are affected or likely to be affected by the project (those will be categorized below under project-affected parties); and (b) may have an interest in the project (those will be categorized below under other interested parties)". Most importantly, identifying stakeholder representatives is key to carrying out effective stakeholder engagement activities. These representatives do not only inform the project with their valuable information, but they also serve as a communication channel to disseminate information to large numbers of groups and receive feedback from them.

Stakeholder engagement is the basis for building strong, constructive, and responsive relationships that are essential for the successful management of a project's environmental and social impacts. It is an ongoing process that may involve, in varying degrees, the following elements: stakeholder analysis and planning, disclosure and dissemination of information, consultation and participation, grievance mechanism and ongoing reporting to the project-affected parties and other interested parties, etc... The nature, frequency, and level of effort of stakeholder engagement may vary considerably and will be commensurate with the project's risks and adverse impacts, and the project's phase of development.

This SEP is developed to enable participation of stakeholders and ensure that project design, approaches and activities are implemented in a participatory and inclusive manner, and in ways that minimize potential environmental and social risks. The stakeholders will be informed and consulted about the project at different level as described later in the document.

The below table has been prepared at the preparation stage of CATLDP with the best information available, the table will be updated as needed if/when additional stakeholders are observed or if they are identified as part of future studies/assessments. The following table includes the key stakeholders who will be playing a direct role in the project and is presenting their anticipated roles as well as their expected needs.

Consultation and community engagement activities should take place according to World Bank Environmental and Social Standards ESS10. As in the following table 0-1.

**Table 3. 1 Detailed list of stakeholders**

Stakeholder Groups		Role	Preferred notification means (e-mail, phone, radio, letter) <sup>9</sup>	Specific needs (accessibility, large print, childcare, daytime meetings)
<b>Project Affected Parties</b>				
<b>Project Affected Communities</b>	Landowners of the agricultural land (e.g., greenhouse farms)	Landowners are likely to be adversely affected as a result of land acquisition of some parts of their land that is required for the construction of the new line and the parallel track lines (dualization) or economically displaced due to loss of parts of the cultivated land.	Meeting in their location, construction sites, at the Local Governmental Unit (LGU) and/or City Authority locations	Off working hours
	Tenants of the agricultural land	Tenants are likely to be adversely affected as a result of land acquisition of some parts of their land that is required for the construction of the new line and the parallel track lines (dualization).		
	Land encroachers/users of the agricultural land	Land encroachers/users are likely to be adversely affected with the construction of the new line and the parallel lines (dualization) by being economically displaced due to loss of parts of the cultivated land, or restrictions of using parts of the land required for the project.		
	Land users and land tenants along the right of way of the railway corridor	In some cases, land user/tenants use the right of way of the railway corridor against a monthly fee. Some of those land users are paying monthly fee while the initial contract is not under their name but the name of a parent. In many cases, this	Meeting in their location, the construction sites, at the stations or at the House of	

<sup>9</sup> All information sharing and communication will be done in local language (Arabic).

Stakeholder Groups		Role	Preferred notification means (e-mail, phone, radio, letter) <sup>9</sup>	Specific needs (accessibility, large print, childcare, daytime meetings)
		arrangement has been ongoing for decades and this is their only source of livelihood.	Mayor and/or District Chief	
Project Affected Communities	Developers of existing residential compounds in the neighborhood, their residents	They are likely to encounter adverse social impacts like delays in construction works, properties' market price devaluation, economic loss, etc.	Meeting in their location Reaching out through Interviews/ Focus Group Discussions (FGDs)	Off working hours
	Residents of existing properties and landowners along the new line	Residents of existing properties along the new line are likely to be adversely affected by land acquisition. Landowners in the area surrounding new line construction are likely to be positively impacted as the value of their land is expected to increase.	Meeting in their location, construction sites, at the stations, or the Local Governmental Unit (LGU) and/or City Authority locations	Off working hours
	Individuals/farmers using lands near canals (e.g., Tawfikiya Canal)	Landowners/farmers using the lands near canals may be adversely impacted in case the canal water gets contaminated as a result of civil works		Off working hours
	Neighboring communities near the new proposed line and dualization activities Communities near the main crossings	These groups are likely to be adversely affected by various community health and safety risks Residents of neighboring communities will also potentially benefit from job opportunities or other positive economic outcomes, particularly, from safe crossings.		



Stakeholder Groups		Role	Preferred notification means (e-mail, phone, radio, letter) <sup>9</sup>	Specific needs (accessibility, large print, childcare, daytime meetings)
Road users/travelers on the main roads intersecting with new line	Road users of the major ring roads - highways intersecting with new line are likely to be adversely affected with the construction works. For example, leading to traffic delays, noise, pollution impacts.	Train users	Project awareness campaigns local media, including radio programs	Off working hours
Train users	Train users are more likely to be adversely affected by social impacts. For example, due to delays in trains.			
Freight forwarders/Logistics operators	Those groups will benefit from the project		Emails/Phone calls/ Official letters	During working hours
Street vendors	Those groups are mostly located at the level crossings and around the stations. They will not be significantly impacted as they can easily change their locations. Moreover, depending on the consumable they will be selling, they could benefit from workers.		Meeting in their locations mostly at level crossings and in smaller number at the stations or around the stations	In the morning, during market hours, during peak hours.
Laborers engaged in civil work	Work under the contractors and the sub-contractors to deliver the civil works related to the infrastructure of the project		Meetings on site and on location of their labor accommodation (if applicable) Safety inductions Written and verbal communication Visual material	During and off working hours

Stakeholder Groups		Role	Preferred notification means (e-mail, phone, radio, letter) <sup>9</sup>	Specific needs (accessibility, large print, childcare, daytime meetings)
Vulnerable Groups	Female Train Users	Female Train Users may be adversely affected by the project if safety and security concerns/mitigation measures are not considered.	Meeting in their location/ construction site /or at the stations, or the Local Governmental Unit (LGU) and/or City Authority locations. Separate FGDs	Off working hours
	Female neighboring communities	Female neighboring communities to the construction sites may be adversely affected by the project if safety and security, including Sexual Exploitation and Abuse (SEA)/Sexual Harassment (SH) mitigation measures are not considered.		
	Persons with disabilities	If accessibility concerns are not included in the stations, persons with disabilities may not benefit from the project.		
	Elderlies	Elderlies in the affected communities can be particularly vulnerable to the project impacts and more concerned with loss of their land or livelihood.		
	Persons living below the poverty line	Persons living below the poverty line can be particularly vulnerable to the project impacts.		
	Land users without legal/property titles	Can be particularly affected by the land acquisition associated with the projects and particularly in light of inability to demonstrate legal ownership documentations that would qualify them for compensation		
<b>Other Interested Parties</b>				
Environmental	Ministry of Environment - Egyptian Environmental Affairs Agency (EEAA)	Responsible for developing public policies related to the protection of environment and improving its quality. In addition, it is responsible for issuing regulations for	Face-to-face or virtual meetings Official	Official working hours

Stakeholder Groups		Role	Preferred notification means (e-mail, phone, radio, letter) <sup>9</sup>	Specific needs (accessibility, large print, childcare, daytime meetings)
		environmental determinants and monitoring their implementation. Reviewing and approving Environmental Impact Assessments (EIA), and monitoring implementation of the Environmental Management Plan.	communication (letters and emails)	
	Environmental Office within the Governorates	Responsible for monitoring compliance to environmental requirements.		
Line ministries	Ministry of Finance	They are to cooperate with the WB in financing the project	Face-to-face or virtual meetings Official communication (letters and emails)	Official working hours
	Ministry of International Cooperation	Responsible for directing the dealings with donors for development projects in the government sector.		
Local Governmental Entities	Governorates (Giza, Menofia, El-Beheira and Alexandria)	Supporting the project by providing requested services such as various permits required, and infrastructure maps, when requested.	Face-to-face Virtual meetings Official communication (letters and emails)	Official working hours
	Local units in the Governorates: Monsha'et El Kanater, Owseem, Badrasheen and Bani Salama Cities and Units (Giza) Al Sadat City and Unit (Menofia)	The main role of the Local Units authority is the provision of support to the project through giving permits for electricity installation and water supply and mobilizing people to gain information about the project. Rehabilitation of roads, if any, near the level crossings.		

Stakeholder Groups		Role	Preferred notification means (e-mail, phone, radio, letter) <sup>9</sup>	Specific needs (accessibility, large print, childcare, daytime meetings)
	Badr, Kom Hamada and Itay El Baroud Units (Beheira) Al Ameriya Unit (Alexandria)			
	New October City New Sphinx City Authority Reconstruction Authority Agricultural Reform Authority General Authority for Agricultural Reconstruction and Development Projects (Nubareya) General Authority for Private State Property	Urban and rural lands that are subject to potential land acquisition are affiliated to these authorities and they sold it to citizens.		
Key Project Interested Parties	Private Investors/parties	Private investors will be targeted for potential engagement opportunities in the railway sector based on the technical studies' outputs that will be funded by the project.	Face-to-face or virtual meetings Official communication (letters and emails)	Official working hours
	Customs, Immigration	Those groups will facilitate the freight forwarding procedures		
	Alexandria Port (AP)	Alexandria Port (AP) is the main port for Egypt's trading with European countries and is a major project beneficiary.		

Stakeholder Groups		Role	Preferred notification means (e-mail, phone, radio, letter) <sup>9</sup>	Specific needs (accessibility, large print, childcare, daytime meetings)
	6th of October Dry Port (DP6)	DP6 is currently under construction and is a major project beneficiary. DP6 will aim at alleviating pressures currently experienced by traditional seaports, especially at the AP. It will assist in decongesting the AP, provide storage, and reduce customs clearance times.		
	New Urban Communities Authority (NUCA)	NUCA is the Authority in charge of the new established urban communities/cities in country. It belongs to the Ministry of Housing and Urban Communities (MOHUC). 6 <sup>th</sup> of October City Development Authority administratively affiliates to NUCA.	Fax/Post Mail/Phone/Email Formal meetings Official communication	Official working hours
Other Governmental Entities	Ministry of Water Resources and Irrigation	The Ministry of Irrigation, along with ENR, share some parts of the RoW in terms of canals and drains. Railway lines run long distances parallel to the canal or drain, and in those cases the RoW is split between ENR and the Ministry of irrigation. They should be involved in coordinating construction of the dualization.	Fax/Post Mail Phone Email Formal meetings Official communication	Official working hours
	National Company for Oil Extraction and Development	They are involved in the change of the alignment (dated 22/08/2022) since they have oil wells in New October City	As needed	Official working hours
	The Egyptian Survey Authority (ESA)	Responsible for implementing land acquisition required by the project and establishing the cut-off date of the Government expropriation.	Fax/Post Mail/Phone/Email Formal meetings Official	Official working hours

Stakeholder Groups		Role	Preferred notification means (e-mail, phone, radio, letter) <sup>9</sup>	Specific needs (accessibility, large print, childcare, daytime meetings)
			communication	
	Ministry of Awqaf	The Ministry is responsible for religious houses of worship in Egypt. Coordinate with the Ministry in the case of demolition of religious buildings and the establishment of other alternatives during expansion works at the stations.	Fax/Post Mail/Phone/Email Formal meetings Official communication	Official working hours
	Agricultural Directorates in the Governorates (one of them is Beni Salama Agricultural Cooperative)	Is responsible for determining the prices of agricultural crops and trees. Coordinate with the Ministry in the case of compensation for any agricultural lands.	Fax/Post Mail/Phone/Email Formal meetings Official communication	Official working hours
	Ministry of Interior	Provides railway police offices in all stations Provides clearances for conducting surveys	Fax/Post Mail/Phone/Email Formal meetings Official communication	Official working hours
	The National Council for Women	Cooperating with the ENR in managing awareness campaigns against harassment (Safe Rail Campaign حملة السكة امان)	Formal meetings Official communication	Official working hours
	Ministry of Defense / Armed Forces	Owner of two projects (Gannet Masr, Mostaqbal Masr), where the new alignment will be passing by.	Formal meetings Official communication	Official working hours

Stakeholder Groups		Role	Preferred notification means (e-mail, phone, radio, letter) <sup>9</sup>	Specific needs (accessibility, large print, childcare, daytime meetings)
Civil Society	Local Non-governmental Organizations (NGOs) in the regional and headquarter levels, as well as the local Community Development Associations (CDAs) in general, and specifically those working with women as well as with persons with disabilities (i.e., The New Woman Foundation, Kayan)	Organizations with direct interest in the project and which may have useful data or insight into local issues of relevance to the project. These organizations can also influence the views of others regarding the project, nationally and internationally. Responsible of sharing information with the community In the case of this project, it may be useful to engage specifically with NGOs and CDAs focusing and women related issues as well as persons with disabilities.	Email, workshops, surveys	Working hours, flexible
Media	Television Newspaper Website editors Online journalism	Disclosure of information about the project Publicize awareness raising campaigns	Email, press conference, field visits	Working hours, flexible
Development Partners	The World Bank	Provide financing and technical assistance for the CATLDP project	Face-to-face meetings, Emails	Official working hours
	European Bank for Reconstruction and Development (EBRD)	The EBRD finances part of the total investment package to finance the design, development, construction, and operation and maintenance of DP6.	Face-to-face meetings Emails Formal meetings	Official working hours

Stakeholder Groups		Role	Preferred notification means (e-mail, phone, radio, letter) <sup>9</sup>	Specific needs (accessibility, large print, childcare, daytime meetings)
			Official communication	
<b>Suppliers and Traders</b>				
	Private companies	Mainly potential tenderers for the construction works.	Official bidding websites Face-to-face meetings	Working hours, flexible
	Traders (small-scale stores) (unofficial suppliers)	Provide construction materials. Provide fuels to cars and machineries. Provide workers with food and amenities.		
<b>Contractors</b>				
	General Authority for Roads, Bridges (GARB)	ENR will sign an agreement with the GARB for implementing Component 2 of the project. Responsible for permitting related to any road work for the Project (e.g., road cutting)	Email Bulletin boards Staff meetings Contracts/Company website Fax/Formal meetings Official communication	Official working hours
	Future contractors not yet identified	Civil subcontractor Modernization of signaling (related power supply/ telecommunications)	Official bidding websites Face-to-face meetings	Working hours, flexible
<b>Project Owner</b>				
	<b>Egyptian National Railways (ENR)</b>	ENR serves as the implementing agency of the project under the oversight of a Steering Committee, which mainly combines	Email Bulletin boards Staff meetings	Official working hours



Stakeholder Groups	Role	Preferred notification means (e-mail, phone, radio, letter) <sup>9</sup>	Specific needs (accessibility, large print, childcare, daytime meetings)
	Ministries of Transport, Finance, Investment and International Cooperation. Implementing agency overseeing activities of the Environmental and Social Management Plan Manage and operate train traffic	Contracts Company website Fax Formal meetings, official communication	
<b>Ministry of Transport</b>	ENR is affiliated to the Ministry of Transport;	Fax/Post Mail/Email Formal meetings Official communication	Official working hours

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## STAKEHOLDER ENGAGEMENT PROGRAM

### Purpose and timing of Stakeholder Engagement Program

Stakeholder engagement is an inclusive process conducted throughout the project life cycle. Where properly designed and implemented, it supports the development of strong, constructive, and responsive relationships that are important for successful management of project's environmental and social risks. Stakeholder engagement is most effective when initiated at an early stage of the project and is an integral part of early project decisions and the assessment, management and monitoring of the project's environmental and social risks and impacts.

The main goals of the stakeholder engagement program are to inform, disclose and consult on various project documents and activities to establish a dialogue with Project Stakeholders from project planning through implementation and operation. All environmental and social studies prepared in anticipation and in expectation of the financing agreement from the World Bank will be disclosed and are being consulted on before Project Appraisal takes place.

Implementation of the stakeholder engagement plan will depend on a proactive approach; before implementation of each of the project components/activities. Appropriate engagement with stakeholders will be conducted whether through consultations, focus group discussions, dissemination of information through social media platforms/ENR webpage, brochures, media, billboards at project location, etc. Stakeholder engagement will continue throughout the project life cycle in a regular manner.

Due to the current COVID-19 crisis, the project will take the precautionary approach for as long as the risk exists, to minimize the risk of COVID-19 transmission during information disclosure, by disseminating information through digital platform (where available) and traditional means of communications.

### Proposed Strategy for Information Disclosure

ENR will disclose project information to allow stakeholders understand the risks and impacts of the project, and potential opportunities, and will provide stakeholders with access to the project information, including timeframe of construction, and GM channels. Moreover, prior to public consultation, ESF instruments will be disclosed to ensure meaningful consultations with stakeholders on project activities.

All World Bank Project Documentation including Project Appraisal Document, Environmental and Social Review Summary (ESRS) are available on the World Bank website before project approval. Implementation Status Reports are posted throughout implementation period.

In accordance with World Bank Policies, the following documents, will be disclosed on the World Bank website and ENR website prior to project appraisal :

- Environmental and Social Impact Assessment (ESIA)
- Environmental and Social Management Framework (ESMF)
- Resettlement Framework (RF)
- Labor Management Procedures (LMP)
- Stakeholder Engagement Plan (SEP)

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## Environmental and Social Commitment Plan (ESCP)

These documents and/or their summaries will be available in English and Arabic.

During implementation, the ENR project webpage<sup>10</sup> will be used to disclose project documents including the SEP both in English and in Arabic. All future project related documents will be disclosed on this webpage, including Resettlement Plans prepared in accordance with RF, and available project employment opportunities. Project updates and information will be posted on the website, and in the premises of different entities at the central and local levels, as well as in public places and the train stations. Construction signs and warnings will be placed at the project sites. Pamphlets and other educational materials could be created and distributed to the public. In addition to these channels, other important channels and means of information dissemination will be used like awareness raising campaigns, media (e.g., Television, Newspapers, online journalism) local radios and posters.

Disclosed documents will include project announcements, brief description of project, environmental and social studies, description of public consultation arrangements (time, place...), ways of submitting comments and feedback, project implementation schedule and key project deadlines, citizen charter, including any affected train stations or schedules, details about the project Grievance Mechanism (GM) and the Gender-based Violence (GBV) hotline (Safe Rail Campaign حملة السكة امان). In addition to these channels, other important channels and means of information dissemination will be used like awareness raising campaigns, Media (e.g., Television, Newspapers) and local radios, posters, electronic publications via mass/social media and press releases, audio-visual materials and banners at the stations for train users.

Stakeholders will be kept informed through the above-mentioned channels as the project develops, including reporting on project environmental and social performance and implementation of the Stakeholder Engagement Plan. This will be important for the project affected communities, especially the vulnerable groups including women, persons with disability, the elderly, the people living below the poverty line and land users without legal/property titles. Moreover, contractors will be made aware through ENR of the Codes of conduct, bidding documents and awarded documents.

### Stakeholder Engagement Plan

Engagement of stakeholders is an evolving process that commences from the preparation phase (ESIA, ESMF, SEP and RF) and continues along the project's life. Each stage and phase has its specific objectives of engagement and results in specific outputs to be integrated in the design and implementation of the project. Various methods of engagement will be used along the life cycle of the project, depending on the identified needs of the stakeholders. All project engagements activities and recording should be in a systematic manner.

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<sup>10</sup> The consultant recommends creating a site/webpage for the project to share information, studies, and everything related to the project in terms of implementation schedule, project documents achievements, GRM channel etc

Table 4.1 below provides an overview of the methods that will be used for engaging with respective stakeholders during dates of project preparation, implementation and supervision and monitoring

**Table 4. 1 Methods of engagement with Stakeholders during project preparation, implementation and supervision and monitoring**

Project stage	Target stakeholders	Topic of consultation	Methods for engagement	Timetable: Location and dates	Responsibilities
Preparation Phase	People affected by land Acquisition (Landowners/Tenants/Land users/encroachers)	Overall project design  Project components and planned activities including associated risks and impacts.  Regular updates about the Project  Draft Environmental and Social Framework (ESIA), Environmental and Social Commitment Plan (ESCP), Stakeholder Engagement Plan (SEP), Labor Management Procedures (LMP)	Consultation meetings  Project brochures  Focus group discussions  Meeting in their location/or at the stations  Calls/SMS	Neighborhood that the project activity will be covering on dates that are suitable for people to attend (e.g., avoid public holidays, etc.)  Relevant LGUs and/or City Authorities locations	Project Management Unit (PMU) including the social specialist
	Residents in project area		Public Consultations  ENR/project website  Interviews  FGDs	As per agreed communication with them	EAD ENR

Project stage	Target stakeholders	Topic of consultation	Methods for engagement	Timetable: Location and dates	Responsibilities
	People whose businesses/livelihoods in and around the new segment may be temporarily or permanently affected	Land acquisition process Resettlement and livelihood restoration options Grievance mechanism process	Public Consultations Meeting in their businesses' location		
	People affected by land re-possession (users of ROW)	Potential Labor influx stemming from construction works Awareness raising on Sexual Exploitation and Abuse/Sexual Harassment Community Health and Safety Environmental and Social risks (other than resettlement) and mitigation measures Employment Opportunities	Public Consultations Meeting in their location/or at the stations Local consultations Informal Interviews during field visits	Mayor's house Location of the Project Their Location LGUs Chief District's office	Project Management Unit (PMU) including the social specialist  EAD ENR  Land officer of ENR at the governorate level
	Rail users		Public Consultations Informal Interviews during field visits/surveys	At the stations	Project Management Unit

Project stage	Target stakeholders	Topic of consultation	Methods for engagement	Timetable: Location and dates	Responsibilities
	Neighboring communities Street Vendors		Public Consultations Meeting in their location Village level meetings Use of social media channels at the local levels, if available At stations	At their locations At the stations	(PMU) including the social specialist  EAD ENR
	Vulnerable groups		Local Consultations Separate focus group meetings	As per agreed communication with them	
	Freight forwarders Logistics operators Customs and Immigration representatives AP representatives DP6 representatives (Relevant to Sub-component 1.1)	Overall project design Project components and planned activities Proposed Freight Reform Grievance mechanism process	Face-to-face meetings Public consultations Meeting in affected communities' location FGDs ENR project website	As per agreed communication with them	ENR MOT PMU

Project stage	Target stakeholders	Topic of consultation	Methods for engagement	Timetable: Location and dates	Responsibilities
	Private Investors/Parties  Road Municipal Authorities  Affected communities by potential future Private Sector engagement  (Relevant to Sub-component 1.4)	Overall project design  Project components and planned activities  Potential Private Sector Opportunities in Railway Sector			

Project stage	Target stakeholders	Topic of consultation	Methods for engagement	Timetable: Location and dates	Responsibilities
	<p><b>Other Interested Parties</b></p> <p>Line ministries</p> <p>Local units in the Governorates</p> <p>Municipalities</p> <p>Local NGOs in the regional and headquarter levels</p> <p>Local Community Development Associations (CDAs)</p> <p>Media</p>	<p>Cooperation between ENR/MOT and the concerned entities</p> <p>Project scope, rationale, and E&amp;S principles</p> <p>Land acquisition process</p> <p>Grievance mechanism process</p> <p>Awareness raising of vulnerable groups</p>		<p>Through official communication during official working hours</p>	<p>PMU including the social specialist</p>



Project stage	Target stakeholders	Topic of consultation	Methods for engagement	Timetable: Location and dates	Responsibilities
Implementation Phase	People affected by land Acquisition (Landowners/Tenants/Land users/encroachers)	Detailed Resettlement Plans (RPs), land acquisition impacts of the project, procedures, timing, entitlements, GRM details	Local consultations Individual outreach House to house consultations	In field during detailed design and ongoing during implementation of RPs  Meet at: Mayor's house Location of the Project Their Location LGUs Chief District's office	PMU including the social specialist
	Residents in project area	Environmental and Social risks and mitigation measures.  Traffic management plan including Signage.	Interviews	Before and during civil works and monitoring after implementation phase  Meet at for those whose livelihood will be impacted: Mayor's house Location of the Project Their Location LGUs Chief District's office	ENR EAD  Supervision
Implementation Phase	People whose businesses/livelihoods are in and around the new segment may be temporarily or permanently affected	Duration of civil works.  Awareness on environmental and safety practices in the local communities, especially emergency preparedness and response.	Local consultations	For those who will be disturbed by project due to delays in traffic:	Consultants
	People affected by land re-possession (users of ROW)		Construction signs and warnings		

Project stage	Target stakeholders	Topic of consultation	Methods for engagement	Timetable: Location and dates	Responsibilities
	Road users/travelers on the main roads intersecting with new line	<p>Sub-projects activity details including climate change mitigation benefits of railway.</p> <p>Project implementation schedule including any affected train stations or schedules.</p> <p>Project positive impacts</p> <p>Inclusion and safety related topics</p>	<p>Awareness campaigns</p> <p>Signs, posters, trainings on road safety</p> <p>Construction signs and warnings</p> <p>Local Media</p>	Communication through mass/social media (as needed)	
	Train users	<p>GRM details</p>	<p>Awareness campaigns on rail safety</p> <p>Construction signs and warnings</p> <p>Local media</p>		
	<p>Neighboring communities</p> <p>Street Vendors</p>	<p>Community health and safety risks and impacts</p> <p>Grievance mechanism details, including GBV (SEA/SH) channels</p>	<p>Local consultations and focus group discussions</p>		

Project stage	Target stakeholders	Topic of consultation	Methods for engagement	Timetable: Location and dates	Responsibilities
Implementation Phase	Vulnerable groups	<p>Inclusion and safety improvements</p> <p>Grievance mechanism details, including GBV (SEA/SH) channels</p> <p>As needed, Detailed Resettlement Plans (RPs), land acquisition impacts of the project, procedures, timing, entitlements, GRM details</p>	Separate FGDs with different target groups		
	<p>Freight forwarders</p> <p>Logistics operators</p> <p>Customs and Immigration representatives</p> <p>AP representatives</p> <p>DP6 representatives</p> <p>(Relevant to Sub-component 1.1)</p>	<p>Coordination activities</p> <p>Challenges in the current freight system</p> <p>Recommendations for the Regulatory Framework</p>	<p>Working group</p> <p>Face-to-face meetings</p> <p>Systematic communication between the working group and the project steering committee</p>	Ongoing/Continuous	PMU and Project Steering Committee

Project stage	Target stakeholders	Topic of consultation	Methods for engagement	Timetable: Location and dates	Responsibilities
	Private Investors/Parties Road Municipal Authorities Affected communities by potential future Private Sector engagement (Relevant to Sub-component 1.4)	Identification and development of Private Sector Opportunities in Railway Sector Challenges of Private Sector engagement Coordination meetings	Public meetings/consultations Meeting in affected communities' location Interviews FGDs	Ongoing/Continuous	ENR MOT PMU

Project stage	Target stakeholders	Topic of consultation	Methods for engagement	Timetable: Location and dates	Responsibilities
	<p><b>Other Interested Parties</b></p> <p>Line ministries</p> <p>Local units in the Governorates</p> <p>Municipalities</p> <p>Local NGOs in the regional and headquarter levels</p> <p>Local Community Development Associations (CDAs)</p> <p>Media</p>	<p>Project scope, rationale and E&amp;S principles</p> <p>Updated ESF instruments, SEP, ESCP, LMP as required</p> <p>Coordination activities</p> <p>Land acquisition process</p> <p>Health and safety impacts</p> <p>Employment opportunities</p> <p>Environmental and Social impacts and risks</p> <p>Grievance mechanism process</p>	<p>Public meetings/consultations</p> <p>Workshops</p> <p>Regular virtual coordination</p> <p>Meetings</p> <p>Interviews and face-to-face meetings</p>	<p>Quarterly meetings in all affected communities with ongoing construction</p> <p>Communication through mass/social media (as needed)</p> <p>Information desks with brochures/posters in affected municipalities (continuous)</p>	<p>PMU including the social specialist</p> <p>EAD ENR</p> <p>Land officer of ENR at the governorate level</p>

Project stage	Target stakeholders	Topic of consultation	Methods for engagement	Timetable: Location and dates	Responsibilities
	Supervision Consultants Contractors, sub-contractors, Service providers and suppliers	Project scope, rationale and E&S principles Training on ESIA and other sub-management plans Labor standards, including child labor Code of Conduct Grievance mechanism process	Face-to-face meetings Trainings/workshops Invitations of public consultations	As needed	PMU including the social specialist  Supervision Consultants  Contractors/ subcontractors  GM teams
Supervision and Monitoring Phase	Project Affected Parties - People affected by land Acquisition Residents in project area/Future Residents Vulnerable groups	Project outcomes, overall progress and major achievements. Satisfaction with engagement activities and Grievance mechanism process.	Reports on grievances, enquiries, and related incidents, together with  the status of implementation of associated corrective/preventative actions  Internal reports on public grievances, enquiries, etc.	Similar to procedures to be conducted during preparation and implementation	PMU including the social specialist

Project stage	Target stakeholders	Topic of consultation	Methods for engagement	Timetable: Location and dates	Responsibilities
	Freight forwarders Logistics operators Customs and Immigration representatives AP representatives DP6 representatives (Relevant to Sub-component 1.1)	Coordination activities Challenges in the current freight system Recommendations for the Regulatory Framework	Working groups Face-to-face meetings	Quarterly reports and actions from Working group and SC meetings	PMU and Project Steering Committee
	Private Investors/Parties Road Municipal Authorities Affected communities by potential future Private Sector engagement (Relevant to Sub-component 1.4)	Findings, outcomes, and recommendations of technical studies and Project Concept Note (PCN) produced	Disclosure of activities on the ENR/project website	As per agreed communication with them	ENR MOT PMU

Project stage	Target stakeholders	Topic of consultation	Methods for engagement	Timetable: Location and dates	Responsibilities
	Line ministries  Local units in the Governorates (Municipalities)  Local NGOs in the regional and headquarter levels  Local Community Development Associations (CDAs)  Media	Project outcomes, overall progress and major achievements.	Reports and actions from coordination meetings  Disclosure of activities on the ENR/project website	As per agreed communication with them	PMU and ENR Public relations team



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### Proposed strategy to incorporate the view of vulnerable groups

The project will identify stakeholder groups, who can be engaged with throughout its lifecycle. As indicated above vulnerable groups identified at this stage of the project include persons with disabilities, women including female train users and female neighboring communities, the elderly, Persons living below the poverty line and land users without legal/property titles.

Efforts will be made to reach out to vulnerable groups, in organizing consultations adapted to their constraints (time, location, etc.) to ensure their concerns and comments are considered. Multiple tools and methods will be used to reach out to those groups, those include banners, pamphlets, women only focus group discussions, reaching out to CDAs and NGOs who can easily reach out to women and persons with disabilities, use of social media platforms of those CDAs and NGOs, etc. Information will be shared using visual aids to facilitate reach out to illiterates. To reach out to a larger number of stakeholders, the project could also utilize representatives from community members, community leaders, CSOs and/or NGOs. If no representatives exist in the communities affected by the project, the project team will conduct ad-hoc surveys and consultations to integrate their views.

Site visits must be paid to the vulnerable groups in order to inform them about the project and its positive and adverse impacts. Additionally, they are to be informed about the grievance mechanism and given the contacts in order to get the needed information.

During consultations, the following considerations will be executed to accommodate the different groups' needs: -

For persons who are illiterate: using large font as well as visuals

For vision impaired persons: using audio announcements in the station and opt for meetings in person

For persons with hearing impairments: opt for brochures or posters and in case videos will be prepared, opt for silent movies or feature sign and simultaneous language interpreters (or few texts) for videos and TV announcements.

### Timelines

Formal consultation timeline will be developed according to the project implementation timeline. Key decision points will require formal consultation and integration of citizen feedback, including of vulnerable groups.

The schedule for consultation prior to construction work should begin with the development of the official census/list of PAPs, master list for land related issues, engagement activities and disclosure relevant to construction related activities, focus group discussions, as needed, etc. Those activities will depend on the works schedule on different segments under component 2. During implementation, ongoing engagement activities will take place, with a minimum of two activities per governorate.

To facilitate engagement activities a specific page will be created for the project to include the various information as stated in section 4.

### Review of Comments

Stakeholder engagement activities will be implemented according to the SEP and the national laws and regulations. Activities are designed to consider a two-way communication and allowing for

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systematic collection of views of the different groups. One of the tools for collecting views is through submission of questions and comments on the E&S studies. ENR will have the obligations to consider these comments and report back to its constituencies, maintaining communication capabilities.

The received comments as part of consultations on the environmental and social assessments and related management plans have been carefully documented in relevant sections of the documents along with the responses to asked questions that were offered during the consultations with an indication on how the comment will be taken into consideration in the design of the project or in designing mitigation measures. If comments are not going to be taken into consideration, solid justification was offered (Annex 1 includes details on the findings of the consultations and how they were reflected in the different instruments). Disclosing the results of the consultation with documentation of the received feedback is also essential for closing the feedback loop. For further instruments that will be prepared during project implementation, the same approach will be considered to ensure that stakeholders views are responded to and taken into consideration in the design and implementation.

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## RESOURCES AND RESPONSIBILITIES FOR IMPLEMENTING STAKEHOLDER ENGAGEMENT ACTIVITIES

### Resources

The PMU has overall responsibility for implementing the SEP. A project budget of US\$ 1 million has been allocated for stakeholder and citizen engagement activities under CATLDP.

### Management functions and responsibilities

The overseeing power and associated responsibility lie with the MoT. The ENR under MoT is responsible for railway construction and operation. ENR will act as the Project Management Unit (PMU) and manage the implementation of all components in close coordination with the MoT.

A dedicated Project Management Unit (PMU) will be established within ENR to coordinate and implement project activities and to liaise with the Bank. The ENR PMU will coordinate with five ENR departments: signaling system, track renovation, telecommunication system, power supply system, and centralized train control. As critical risk mitigation, the ENR will reinforce the PMU with the necessary resources exclusively dedicated to the CATLDP Project. Among other members, the PMU will include an Environmental Specialist, a Social Specialist and an Occupational Health and Safety Specialist. ENR has signed an agreement with the GARB, an entity with ample experience procuring and implementing major transport infrastructure projects in Egypt. As part of this agreement, ENR will provide technical specifications for the civil works needed for construction activities under component 2. The PMU will be headed by a director, who reports directly to ENR's Chairman and General Manager. The PMU will include a Social Specialist that will support implementation of the SEP.

Under ENR, the EAD has already been set up and it was locally approved by the ENR. It is already practicing its tasks but still needs the final approval from the organization and management affairs. Currently, there are eight environmental and social specialists in EAD headed by a General Director.

The PMU has overall accountability for implementing and monitoring the SEP in accordance with the ESCP. The Social Specialist of the PMU will have responsibility for undertaking the activities such as reaching out to community members in the various locations, for ensuring that the grievance mechanism is operational, and that complainants' concerns are responded to in a timely manner and reporting to the PMU Director on implementation. The Social Specialist of the PMU will be working closely with the EAD team. The World Bank is available for technical support to the assigned Social Specialist to implement the SEP.

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## GRIEVANCE MECHANISM (GM)

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

ENR, GARB 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 project will use the project GM (section 6.1) that is being established as part of RISE and linkages to the institutional-level GM of ENR (section 6.3) will be established as per the ESCP.

Moreover, the project has a separate GM that handles project workers complaints and grievances, including civil servants assigned to the project. The GM for project workers is outlined in the project's Labor Management Procedures (LMP).

### The project-level GM

Under RISE, the project is working on improving the grievance mechanism for handling project-level complaints and grievances based on the one that was established under ENRRP with the aim of ensuring that project related complaints are addressed in a timely and transparent manner. The same GM system developed under RISE will be used for CATLDP. Given that the scope of CATLDP has expanded to involve construction of a new line and the construction of a parallel trail to the existing one under the segments in component 2, the project-level GM will be further developed to accommodate the potential grievances expected under the project.

The project is likely to involve land acquisition. The Egyptian Survey Authority (ESA) is the only entity that is officially designated to handle land acquisition grievances, since it is the official entity responsible for conducting land expropriation in Egypt, according to Law number 10 of the year 1990 and its amendments on private property expropriation for Public Benefit. Since GM is a tool to receive feedback from communities on the ground and in order to ensure that the ENR PMU is made aware of these grievances, it is essential to have an ongoing line of communication with ESA throughout the project life cycle. Hence, formal communication by ENR PMU will take place with ESA, prior to any land acquisition to ensure that ENR is continuously informed of all the project-level land acquisition grievances, to enable keeping track and documenting all grievances in the project-level GM log. This will also assist the PMU in monitoring the grievances and ensure appropriate level of compensation for the land is being given to the PAPs.

Moreover, for land re-possession on ENR right of way, direct communication is conducted through ENR land property officers at the local level. Those officers will be requested through a formal letter from ENR central level to report any complaints received to the social specialist of the PMU to be able to register the complaints and grievances in the GM log and ensure that those are being handled, as per the SEP.

As explained in section 5.2, GARB will be in charge of implementing the civil works under component 2 of the project. Hence, it is essential that GARB contractors are made aware of the project-level GM,

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given that they are an interface with communities and will be sharing the project-level GM and may be receiving complaints on-site. Contractors will report these grievances to the Community Liaison Officer (CLO).

The CLO mentioned above will be hired by ENR to take the responsibility of communicating the grievances received from the project-site and affected communities and from GARB to ENR. Moreover, the appointed CLO will take the role of bridging the communication gap between ENR and GARB on grievances and any community related issues encountered on the ground. The CLO's job description is provided below:

**Key Accountabilities:**

Collects and responds to community concerns and grievances and will require PMU approval before engaging with the community on any issues that have reputational implications for the Project. The CLO will provide input into the environmental and social progress report and is accountable for delivering the agreed upon actions in this plan as well as in the other project instruments, as relevant. This job requires working closely with the PMU, Social Specialist, ENR EAD, Compensation Department and project team who selects land plots for the project activities within the Project.

**Specific tasks include:**

Planning and implementing the consultation with local communities on issues including impact grievances and negotiation over demands and expectations issues.

Maintain excellent relations with local authorities and key formal and informal leaders in the local communities around the site(s).

Prepare the annual plan for engagement and consultation activities.

Set up and manage participatory community meetings and activities.

Oversee and manage grievance procedures, including follow-up through to closure and coordinating with the different departments and entities involved in the Project (ESA, GARB, etc.).

Participate in the delivery of social impact and risk assessment exercises and follow through the implementation of social risk mitigation measures referred to in the Environmental Social Impact Assessment.

Conduct monitoring and evaluation activities.

Participate in the regular updates of the stakeholder engagement plan and matrix.

Prepare the grievance log and write the Quarterly grievance report collating and analysing grievances along with recommendations to top management.

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**Grievance Channels**

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- Complaint boxes at the entrance of the construction site, with a complaints form (Annex 2 Complaints form that was developed for the project);
- Submit an oral complaint to the site manager or contractor official;
- Two phone numbers: available on the project identification board at the entrance to the construction sites.

Contractor's official, and it changes from one site to another  
ENR official (from ENR EAD).

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- Community Liaison Officer

Grievances are documented through the grievance log, which is designed for this project to ensure documentation and follow-up (see Annex 3 Grievance Log).

The contractor is responsible for receiving, following up and resolving complaints, and ENR is responsible for monitoring. An assessment on the current RISE project level GM is going to take place in the coming weeks by ENR with support from the social consultant hired under the project. It aims at assessing the functionality of the GM system, identifying any existing gaps and working on addressing them. The lessons learned from the current assessment will serve the CATLDP project level GM and enhance its operationalization.

### Grievance Cycle

As part of the CATLDP 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, as per the ESCP.

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### Grievances' Tiers Composition

Various tiers of grievances will be adopted by the project. The complainant can target his/her complaint to one or more tiers at the same time. Following are the proposed tiers of grievances:

**Tier 1:** Local level: Contractor and/or site engineer, ENR property officer at the local-level and CLO during construction and station Manager during operation

**Tier 2:** The Social Specialist of the PMU at Headquarters in Cairo;

**Tier 3:** Through the Ministry of Transport website

All complaints are anticipated to be solved on the site level. In the meantime, even if handled at the site-level, communication with Social Specialist of the PMU should be regular to ensure that complaints are being handled as per the SEP and ESF requirements. However, for those who want to escalate their complaint to a higher level, will also be able to do so as indicated above. Moreover, complainants will also be able to resort to the court, if they desire.

One of the project's functions is to provide aggrieved people with an avenue for amicable settlement without necessarily having to pursue a court case. The aggrieved person has to receive the response to his/her complaint within 10 days.

If the grievance mechanism, was not properly re-solved, the aggrieved persons are entitled to raise their complaint to higher level.

The following paragraphs describe a grievance mechanism that will be established as part of CATLDP and that is consistent with ESS10.

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### 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 10 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 10 days.

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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.

The 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.

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### Registration of Complaints

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The project management will keep a grievance log and the grievances and communications received by the PMU Social Specialist will be registered and appropriate documentation of the process will be kept. Proper administration and internal records of stakeholder complaints and communications are essential for transparency and quality of ENR responsiveness and reporting to stakeholders on the resolution of grievances. Comments will be reviewed and taken into account in the project preparation.

Report on grievance management will be included as part of the quarter project progress reports and annual grievance management reports will also be prepared.

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### Confidentiality

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Individuals who submit their comments or grievances have the right to request anonymity. Communication with complainants, in those cases, will depend on the available information complainant has shared. Confidentiality should be declared during the process of disseminating GM information.

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### Management of GM

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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.

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### Monitoring of Grievances

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

Number of monthly received grievances (disaggregated by channel, gender, age);

Categories of grievance received;

Number of grievances resolved;

Number of unresolved complaints;

Timeframe for resolving complaints;

Number and type of dissemination activities implemented;

Number of complainants responded in a satisfactory manner;

Timeframe for responding to complaints;

Level of satisfaction with solutions;

Documentation efficiency.

Internal 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 that will be disclosed

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as detailed in section 6.2.7. The report should be developed by the Monitoring and Evaluation staff at ENR headquarters.

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#### Disclosure of grievances

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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.

#### Current GM Central/ Institution level utilized by ENR

In the meantime, ENR has a complaints system for passengers and the public. The management and operation of this institutional level GM are the responsibility of the Complaints and Customer Service Directorate, which is affiliated to the Presidential Affairs Central Directorate. ENR's institutional GM is accessible to project beneficiaries and stakeholders, so it is possible that project related complaints are submitted through the institutional channels. Therefore, linkages between the project GM and the institutional GM of ENR will be established.

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#### Grievance Channels at the central level

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Complaints could be submitted through multiple intake points, including submission by hand, telephone, or by email. Below are the main channels for grievance:

- Complaint boxes in all railway stations;
- An email address linked to the ENR website ([support@enr.gov.eg](mailto:support@enr.gov.eg));
- A landline disclosed on the ENR website (+2 02 25748279);
- A digital complaint form linked to the website of the Ministry of Transport;
- Two telephone lines (01274422925 - 0225753555), and
- A hotline (15047).

Through those channels, ENR receives about 1-5 complaints per day, and about 70-80 complaints per month. Complaints are followed up until closure of the complaint. For each of those channels, employees are working to receive complaints, record them and transfer them to the competent departments. Further assessment of ENR's GM will be taking place under RISE and will benefit CATLDP.

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#### Gender-based Violence (GBV) Grievance mechanism

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ENR, in cooperation with the EBRD and the National Council for Women, launched the (Railway Safety *السياسة امان*) campaign on December 1, 2020, which is a campaign to develop awareness against harassment and encourage individuals who use railway services to submit their complaints through ENR's hotline (15047). The campaign was announced on the official website of the Ministry of Transport on December 2nd.

The campaign operates in eight stations (that are not part of the RISE project) for a period of two weeks. Before launching the campaign, a survey was conducted on a sample of train passengers to receive feedback on usage of the hotline to submit a GBV related complaint, and another evaluation survey will be conducted at the end of the campaign, to know their feedback on the campaign.



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Submitted complaints are recorded 1) through customer services who will register the details in a form that was specially prepared for the campaign, and 2) a form designed for complainants to register the details themselves.

A limited number of employees work in the ENR customer service (four female employees work from 8 am until 3pm, and then only one employee work from 3pm until 8 am the next morning). In addition, transportation inspectors are present in trains and station entrances to respond to passenger's complaints. ENR officials also explained that the devices customer service use to receive complaints only enable them to receive one call at a time. This enables them to track all complaints to resolve the complaint or take the necessary measures in a timely manner.

Therefore, the role of the customer service staff is limited to: a) Receive contact b) Record the complaint in Form c) Direct the complainant to another party represented by the station or police overseer available in the stations or the train to take the necessary measures and deal with the complaint.

For the CATLDP project, this campaign information will be made available at the project sites. However, further developments are needed to handle GBV and specifically SEA/SH complaints at the different stages of the project, as per ESS 4. Anonymous channels need to be in place and referral system should be established in coordination with relevant national entities in charge (e.g. the National Council for Women). Further training for the customer service staff including the female officers on the survivor centric approach will be needed to strengthen the capacity in dealing with SEA/SH cases.

Once lessons learned arise from the implementation of the campaign, the project will also take them into consideration as needed and as feasible.

## MONITORING AND REPORTING

This SEP shall be revised and updated, as necessary, during project implementation. This will help ensure the validity and adequacy of the information presented herein, and that the identified methods of engagement remain appropriate in relation to the legislative requirements, and the specific activities of ENR. Any major alterations to ENR activities shall be duly reflected in the SEP.

The Social Specialist of the PMU will compile quarterly progress reports for the engagement activities held by ENR during the reporting period. The report will include:

- Summary of engagement activities with local communities, entities and non-governmental organizations;
- Summary of contacts with authorities and nature of such contacts;
- Summary of press statements released and other contacts with media (e.g. interviews or TV entries regarding ENR);
- Number of grievances received, their nature and progress on their resolution if appropriate corrective measure were agreed to be taken.

ENR will also report quarterly on environmental and social performance progress, which will include a description of engagement activities and effectiveness of the grievance mechanism.

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## Annex 1: Consultations Minutes and Attendance

### 1.A) Summary of the conducted consultations during Preparation Phase including participants and key findings

#### Methodology and Approach of the Key Informant Interviews (KIIs) and the FGDs

Six Key Informant Interviews were conducted with the Head and deputies of each of El Sadat (13/04/2022), Badr (13/04/2022), Monsha'et El Kanater (14/04/2022), Bani Salama (07/08/2022) Local Unit, New Sphinx City (14/08/2022 & 18/08/2022), and New October City (18/08/2022)

Two Key Informant Interviews were conducted with Bani Salama Agricultural Cooperative and Member of the Parliament (07/08/2022) to collect information on agricultural activities in the village.

Four Focus Group Discussions were conducted with representatives of civil society, local authorities, farmers, and local residents to closer assess main concerns, perceived impacts, and mitigation measures. The first in Monsha'et El Kanater City<sup>11</sup> on 14/04/2022 (7 participants). The second in Sadat city on 16/04/22 (10 participants), the third in Badr City on 18/04/22 (10 participants), and the fourth in Bani Salama Local Unit 09/08/2022 (13 participants). Meetings were set up and conducted in respective city councils.

Notes of FGDs were written up, compiled, and analyzed. Main findings of the KIIs and FGDs are presented below.

The list of participants of the KIIs and the FGDs are presented below.

#### List of Participants of the Focus group discussions in the LGUs

Participants of Monsha'et El Kanater City and Unit focus group discussion with civil society representatives:

#	Name	Occupation/representation
1	Alaa Nagy	Member of Parliament at district level
2	Mahmoud El Khatib	Secretary General of Mostakbal Masr Party & CEO of Masged El Nour NGO
3	Mahmoud Ramadan	Youth Secretary General of Mostakbal Masr Party
4	Ahmed Ragab Hammad	Volunteer in Ikhlas Charity NGO
5	Osama Ouda Attia	Member of Shareeya NGO
6	Yasser Antat Ibrahim	Giza Governorate
7	Emad Hamdy	Wardan Railway Institute

Participants of Al Sadat City and Unit focus group discussion with local residents:

#	Name	Occupation
1	Shaaban Abou El Maaty	Retired
2	Saeed Hassan El Sayed	Retired
3	Khairy Mohamed Abdel Hamid	Retired
4	Kamal Abdel Fattah	Khatatba Mayor

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<sup>11</sup> This FGD was conducted for the previously selected alignment which is no longer relevant to the project.

5	Reda Refaat Ibrahim	Agronomist
6	Mahmoud Shawky Abdel Fattah	Marketing director
7	Ahmed Abdel Fattah El Attar	Lawyer
8	Hassanein El Sayed Omar	Tailor
9	Abdel Hadi Mohamed Abdel Hadi	Employee at the Ministry of Interior
10	Yasser Saeed Mohamed	Researcher at the Electricity Company

Participants of Badr City and Unit focus group discussion with local civil society representatives, local authorities, and local residents:

#	Name	Occupation
1	Mostafa Sayed Mohamed	Accountant
2	Hala Zayed	Public relation manager
3	Ahmed Ali Abdallah	Retired
4	Safwat Bayoumi	Om Saber CDA
5	Mahmoud Abdel Hamid El Attar	Quran Memorization NGO
6	Ayman Mahmoud Abdel Mohsen	Head of Om Saber Local Unit
7	Fatma Abdel Latif Abdel Nabi	Worker at Om Saber Local Unit
8	Saadeya Mohamed Ragheb	Head of planning dept at Local Unit
9	Shaimaa Hamdy Attia	Engineer
10	Hamdy Attia Mohamed	Retired Army Officer

Participants of Bani Salama Local Unit focus group discussion with farmers and local residents:

#	Name	Occupation
1	Nagah Abdel Hamid Khater	Head of Bani Salama Agricultural Cooperative
2	Ramadan Abd El Motagally	Retired, Deputy head of agricultural cooperative
3	Fathi El Debeki	Owner of agricultural business
4	Gomaa Mohamed Mahmoud	Farmer
5	Mahmoud Abdel Bari	Retired
6	Abdel Gelil Abdel Hadi	Farmer
7	Mohamed Mansour Ibrahim	Farmer
8	Mahmoud Mohamed Mahmoud	Farmer
9	Khaled Mohamed Dahawi	Farmer
10	Salah Mohamed Mahmoud	Farmer
11	Sohi Saleh	Retired
12	Mohamed Kamal Mohamed	Director of private company
13	Mahmoud Khalil Mohamed	Government employee

#### **List of Participants of the Key Informant Interviews in the LGUs**

LGU	Name	Occupation
Al Sadat City and Unit	Bassiouny Eid Bassiouny	Head of LGU
	Ali El Sayad	Deputy Head
	Mamdouh Saleh	Deputy Head
	Lobna El Gazar	Deputy Head
Badr City and Unit	Osama Dawwood	Head of LGU

	Sherif Senoussy	Deputy Head
	Haitham El Haddad	Deputy Head
Monsha'et El Kanater City and Unit	Mohamed Abdel Rady	Head of LGU
	Abou Bakr Omara	Deputy Head
Bani Salama Local Unit	Khaled El Deberki	Head of LGU
	Nagah Abdel Hamid Khater	Head of agricultural cooperative
	Ahmed Mohamed El Sharrani	Member of Parliament
New Sphinx City	Ahmed Ibrahim	Head of New Sphinx City
	Mahmoud Makhlof	Deputy Head
	Tarek Mohamed Zaki	Deputy Head
	Tarek Yousry	City's Urban Development Consultant
	Ahmed Abbas	City's Urban Development Consultant
New October City	Mohamed Abdel Maqsoud	Head of New October City
	Ahmed Hussein Thabet	Deputy Head
	Ayman Sobhi Rashed	Deputy Head
National Company for Oil Production & Development	Hassan Mohamed Hassan	CEO Deputy
	Ibrahim Hussein	Head of Planning and Monitoring Department

**Main Findings of the FGDs with representatives of civil society, local residents and authorities in Monsha'et El Kanater, El Sadat, Badr and Bani Salama Local Unit.**

**1- Main findings of the Key Informant Interview (KII) with the Head and Deputy, and the FGD with representatives of civil society, local residents and authorities in Monsha'et El Kanater City and Unit**

Topics Discussed	Main Findings
Problems with the current single line	<p><b>Problems with the current single line</b></p> <p>High density of passengers Deteriorated passengers' wagons Inappropriate behavior by people who throw the trains with stones Termination of Bashteel-Ramsis stations</p>
Perceived impacts	<p>The line will interconnect the industrial area in October City and the planned Logistical Area on El Dabaa Corridor, as well as new development projects, e.g., Mostakbal Masr and Gannet Masr.</p> <p>Potential Land acquisition required for the construction of new line, especially in Manashy which includes agricultural lands affiliated to the Reconstruction Authority and the Agricultural Reform Authority.</p>
Proposed mitigation measures	<p>Engage with local authorities responsible with lands subject to potential acquisition, e.g., Reconstruction Authority, Agricultural Reform Authority, and New Sphinx Authority.</p> <p>All participants requested to add passengers' wagons to the freight line Manashy-October to transport workers and employees to and from the industrial area in October City.</p>



Figure 1 FGD, Monsha'et El Kanater City, 16/04/2022

**2- Main findings of the Key Informant Interview (KII) with the Head and Deputies, and the FGD with representatives of local residents and authorities in El Sadat City and Unit**

Topics Discussed	Main Findings
<p>Use and Problems with the current single line</p>	<p><b>Use of the line</b></p> <p>The train is the sole mean of transportation used by people in the local community, to travel outside El Sadat City. Participants from Bashteel stated: “we do not have any other means of transportation except this train line”, “we are underprivileged due to lack of alternative transportation means”.</p> <p><b>Problems with the current single line</b></p> <p>Previously the line used to travel until Ramsis and/or Imbaba stations where numerous means of transportation that can connect to any place in Egypt exist. Currently, the line ends in Bashteel station which lacks interconnecting means of transportation. Concerns were raised about stopping the line at Bashteel station (instead of Ramsis and Imbaba stations), given the extra cost incurred to make further connections from Bashteel. This concern was confirmed and further stressed by participants who have children studying in universities or educational institutions in Cairo, who have to pay extra transportation costs to their children. Constant train delays and multiple stops. Concerns on the late arrival of ticketing officers in some stations who arrive few minutes before the departure of the train. In some cases, waiting time on the tickets desk was reported to exceed half an hour.</p>

Topics Discussed	Main Findings
Perceived impacts	<p>All participants acknowledged the dualization of El Manshy-Etay El Baroud line and believe that the dualization will reduce the delay of trains and also the high density of passengers in some stations.</p> <p>However, main concern was about the possible increase of ticket prices after the dualization.</p>
Proposed mitigation measures	<ul style="list-style-type: none"> <li>- Control the price of tickets since most passengers do not have other alternatives and most of them come from middle to low socio-economic backgrounds.</li> <li>- Provision of other interconnecting means of transportation (bus stops and metro stations) within the section from Bashteel to Cairo and Giza (Ramsis and Imbaba) to enable connecting Bashteel to down-town. A special concern is for Bashteel-Ramsis where most services and offices are located.</li> <li>- Improve and upgrade the roads leading to the stations to ease the access to stations.</li> <li>- Establish pedestrian bridges inside the stations to enable the movement from one platform to the other.</li> <li>- Develop train crossing points to minimize accidents around these locations.</li> <li>- Maintain the stations, buildings, and platforms which are highly deteriorated in almost all stations; and establish decent and shaded waiting areas, lampposts, escalators, and decent toilets for males and females.</li> <li>- Improve the train wagons which are highly deteriorated and unclean from inside.</li> <li>- Capacitate employees at the stations and inside the train to better communicate with passengers, and effectively monitor their performance with the public.</li> <li>- Introduce electronic ticketing scheme to save time (since officers come very late to the station desk) and activate sound notifications of train departure and arrival due times.</li> <li>- Exempt elderly and women from standing extended durations on the ticketing desk ques.</li> <li>- Introduce a bus line for “east and west Delta” (affiliated to the Ministry of Transport) to enable travels to Alexandria, Marsa Matrouh, and other governorates.</li> </ul>



Figure 2, FGD, El Sadat City, 16/04/2022

**3- Main findings of the Key Informant Interview (KII) with the Head and Deputies, and the FGD with representatives of civil society, local residents and authorities in El Sadat City and Unit**

Topics Discussed	Main Findings
<p>Use and Problems with the current single line</p>	<p><b>Use of the line</b></p> <p>There is one microbus stop/station, but local residents rely firsthand on the train, especially when traveling to Kom Hamada or Etay El Baroud.</p> <p><b>Problems with the current single line</b></p> <p>The train ends in Bashteel station, which was perceived as a significant problem due to the lack of sufficient transportation connections from the station. It was requested to extend the train line at least to Imbaba.</p> <p>Constant delay in trains.</p> <p>The total cost to travel to Cairo is very high; many families have children who study in Cairo and use the train daily to Bashteel and then take other connections to reach their destination in Cairo. The price of the ticket significantly increased, in addition to the cost of connecting transportations from Bashteel station.</p> <p>The cost and physical effort to travel to Cairo became very high and difficult for many people, especially for elderly and women.</p> <p>The train is very slow and stops in many stations along the route; there is another quicker train (Cairo-Marsa Matrouh), but it does not stop in Modoreyet El Tahrir station, it stops only in Kom Hamada station (a village). The destination from station to the village (Kom Hamada) is 3 km far.</p> <p>Modereyet El Tahrir station is very dense, because it includes all passengers from and to El Monofeya Governorate. It was explained that the crossing point 77/900 on El Manashy line serves more than 40 million passengers and connects El Berigat and Modoreyet El Tahrir stations; it also connects Badr unit and Kom Hamada, and Monofeya and Behaira governorates.</p> <p>Passengers who are traveling to Upper Egypt have to take a train and book the ticket from Ramsis station; there is no possibility to get the ticket to Upper Egypt from Modoreyet El Tahrir station.</p> <p>Concerns on the late arrival of ticketing officers in some stations who arrive few minutes before the departure of the train. Hence, passengers ascend into the</p>

Topics Discussed	Main Findings
	train without having a ticket and pay the cost of the ticket and penalty inside the train.
Perceived impacts	All participants acknowledged the dualization of the line, because it will save time for all passengers and minimize the high density in the station. They also confirmed that the dualization was always an urgent request. None of the participants mentioned any concerns regarding the line dualization.
Proposed mitigation measures	<p>Improve and “legalize” train crossing points based on feasibility studies, and/or construct bridges and tunnels in the right-of way which is very wide in this location. The current crossing point is not legal and was established by local residents (including signaling and hiring a guard) to minimize crossing accidents; and therefore, it closes every now and then.</p> <p>The guards along some stations communicate through informal means of communication.</p> <p>Upgrade and improve stations that are all in deteriorated conditions, not limiting it to only painting the façade of the station building.</p> <p>Dualize freight and passengers’ line.</p> <p>Provide more interconnecting means of transportation in Bashteel, and a metro station as well.</p>



Figure 3, FGD, Badr City, 18/04/2022

**4- Main findings of 1) Key Informant Interviews (KII) with the Head of LGU and agricultural cooperative, and 2) the FGD with farmers and local residents Bani Salama Local Unit**

Topics discussed during the KII	Main findings
Perceived negative impacts	<ul style="list-style-type: none"> <li>- The new proposed alignment will pass on the western side of the Regional Ring Road (RRR), where some of these lands were expropriated for the construction of RRR in 2017.</li> <li>- Land owners who were adversely affected with the land expropriation experienced significant disappointments due to the low compensation costs they received compared to the market value of their land.</li> </ul>



	<ul style="list-style-type: none"> <li>- Lands were segmented, and the new alignment will cause further disruption to the Irrigation sources, especially for lands using pumping machines.</li> </ul>
Land custody authority over agricultural land and approximate market value	<ul style="list-style-type: none"> <li>- One km of lands extending from El Nassery Irrigation Canal until Berqash-El Khatatba Road is under the authority of the Agricultural Reform Authority; lands are privately owned and mostly registered at the land registrar. The market value of lands in this zone is estimated at EGP 1,200,000 per feddan.</li> <li>- Two km to the west of Berqash-El Khatatba Road are under the authority of General Authority for Agricultural Reconstruction and Development Projects (Nubareya); lands are privately owned and mostly registered at the land registrar. The market value of lands in this zone is estimated at EGP 1,000,000 per feddan.</li> <li>- 13 km extending to the west until Cairo-Alexandria Desert Road are under the authority of the General Authority for Private State Property; lands are privately owned and mostly registered at the land registrar. The market value of lands in this zone is estimated at EGP 600,000 per feddan.</li> <li>- The remaining 11 kilometers of agricultural lands are falling within New Sphinx City. Land was allocated to the public for agricultural development purposes several years ago. Currently, landowners are seeking to change the land use from agricultural to residential, but the matter is still under negotiation with the New Sphinx City Authority. Meanwhile, the market value of agricultural land is estimated at EGP 750,000 per feddan.</li> </ul>
Size of lands, main crops and plantations, and irrigation sources for the lands in Bani Salama at large	<ul style="list-style-type: none"> <li>- Total agricultural lands is estimated at 5,820 feddans attained by 2,200 persons.</li> <li>- Almost three quarters of all lands in Beni Salama are cultivated fruits (mangoes, bananas, grapes, citrus, apricots, plumps, peaches, pears, and apples). The remaining quarter is planted crops (wheat, corn, white beans) and vegetables (potatoes, cucumber, capsicum, tomatoes). Most farmers cultivate clover and livestock feeding gras for domestic consumption.</li> <li>- Almost all lands are irrigated through groundwater using water pumps, except those in the east which are located close to El Nassery Irrigation Canal.</li> <li>- Average land plot sizes are less than 5 feddans.</li> </ul>
Proposed mitigation measures	<ul style="list-style-type: none"> <li>- End the alignment at Wardan station instead of Bani Salama station to avoid disruption of land and irrigation sources.</li> <li>- Introduce at least two passengers' lines to be used by students and workers, which will benefit the local residents in Bani Salama and surrounding villages.</li> <li>- Expropriate the edge of lands either from the western or eastern border to avoid disruption of lands. If not possible, provide extra compensation for owners whose lands will be significantly disrupted.</li> </ul>

Topics discussed during the FGDs	Main findings
Perceived negative impacts	<ul style="list-style-type: none"> <li>- Large range of lands in Bani Salama have already experienced land expropriation during the construction of the RRR. This will cause some lands to be re-expropriated and will result in more disruption of land and irrigation sources. Most importantly, it will further imply future difficulties and unfairness in the division among heirs of lands.</li> <li>- The compensation of lands expropriated for the RRR was very unfair; the karat of land which values EGP 100,000 was compensated at EGP 20,000.</li> </ul>

	<ul style="list-style-type: none"> <li>- 75 meters expansion for the RoW of the train is too wide and will result in great losses for landowners, especially that the compensation is always unfair.</li> <li>- Water pumping machines and irrigation are located on the border of the land, and as a result of the disruption of irrigation networks, some lands in proximity to the RRR became barren and unfruitful.</li> <li>- The land levels in Bani Salama are uneven; there are lands with higher level than others and this will be a significant obstacle to install the new proposed alignment.</li> </ul>
Market value of agricultural lands in Bani Salama	<ul style="list-style-type: none"> <li>- One feddan of land values about EGP 1,000,000-1,200,000, especially lands close to El Nassery Canal.</li> </ul>
Crops and plantation on agricultural lands in Bani Salama at large	<ul style="list-style-type: none"> <li>- Most of the lands are cultivated fruit trees, specifically citrus and bananas.</li> <li>- The revenue of citrus is about EGP 70-100 thousand per feddan per season, because the cultivation expenses are relatively low, reaching EGP 20-50 thousand per feddan. While the revenue of Banana is about EGP 200 thousand per feddan per season and cultivation expenses can reach EGP 150-180 thousand per feddan.</li> <li>- Trees in the area are more than 50 years old and very fruitful.</li> </ul>
Proposed mitigation measures	<ul style="list-style-type: none"> <li>- End the alignment in El Wardan station instead of Bani Salama for the following reasons: <ol style="list-style-type: none"> <li>1. Current existence of a pedestrian bridge under construction to avoid using the ferry to pass across the canal.</li> <li>2. Current existence of a diversion in Wardan and an unused train track that can be used for this alignment and will save expenses.</li> <li>3. Presence of a railway institute in Wardan.</li> <li>4. The distance between Wardan Station and Bani Salama Station is about 3 km.</li> </ol> </li> <li>- Provide fair compensation amounts that are proportionate to adverse and accumulated impacts.</li> <li>- If the line will have to end in Bani Salama, then the project has to provide means to cross the track to the other sides of lands, e.g., bridges, tunnels, or even safe crossing points.</li> <li>- Reduce the RoW from 75 meters to 30 meters to minimize expropriation of lands.</li> <li>- Give the local residents of Bani Salama the priority when hiring project workers during both the construction and operation phases.</li> <li>- Introduce at least 4 passengers' lines to be used by students and workers who travel daily to 6<sup>th</sup> of October City; two lines in the morning and two in the late afternoon. This will be a good trade-off for the local residents in Bani Salama and surrounding villages.</li> </ul>



Figure 4, FGD, Bani Salama Local Unit, 09/08/2022



Figure 5, FGD, Proposed ending station in El Wardan

### Methodology and approach of the Interviews conducted along Bashteel-Etay El Baroud Line

A train drive through along the line took place 11-18/04/2022 to select a random sample of passengers, and local residents and businesses around the stations.

Field observations regarding density of passengers, condition of stations, and behavior of local residents were recorded and analyzed.

A total of 79 semi-structured interviews (68 males and 11 females, age 17-79 years) were conducted with passengers inside the train and local residents and businesses around the stations to better understand local perceptions, impacts, and mitigation measures.

List of all respondents is presented below.

### List of respondents interviewed along Bashteel-Etay El Baroud Line

#	Name	Age	Gender	Place of residence	Place of meeting
1	Mustafa Ramadan	44	Male	Nazaly El Kom	Bashteel Station
2	Abd Allah Khattab	60	Male	Al Gelatmah Village	Bashteel Station
3	Gameel El Syaed	43	Male	Al Gelatmah Village	Bashteel Station

#	Name	Age	Gender	Place of residence	Place of meeting
4	Ramadan Sayed	62	Male	Al Gelatmah Village	Bashteel Station
5	Mahmoud Ahmed	18	Male	Bharmas	Bashteel Station
6	Mahmoud Abdel Baki	55	Male	Bani Salama	Bashteel Station
7	Abdul Naser Mohamed	49	Male	Ausim City	On the Train
8	Abdul Wakeel Khallaf	61	Male	Al Khatatia	On the Train
9	Obeid Tawfik Ghaly	45	Male	Al Qtta City	On the Train
10	Karim Mohamed Ahmed	16	Male	Ausim City	Ausim City
11	Saber Abdul Moaty	69	Male	Ausim City	Ausim City
12	Saad Abdul Gawad	73	Male	Ausim City	Ausim City
13	Hatem Abdul Kader	49	Male	Kom Hamada	Burtus Village
14	Shadia Saad Hassan	58	Female	Kom Hamada	Burtus Village
15	Mona Hani Mohamed	29	Female	Burtus Village	Burtus Village
16	Abdul Rahman Bayoumy	17	Male	Al Manashy	Al Gelatmah Village
17	Abdul Hamid Mohamed	18	Male	Bashteel City	Al Gelatmah Village
18	Abdullah Ramadan	18	Male	Al Gelatmah Village	Al Gelatmah Village
19	Mahmoud Abdullah	26	Male	Abu Ghalib	On the Train
20	Asaad Atta	32	Male	Ausim City	On the Train
21	Mohsen Awad	33	Male	Ausim City	On the Train
22	Ahmed Sayed	56	Male	Al Farafra	On the Train
23	Mustafa Amin	40	Male	Al Farafra	On the Train
24	Ahmed Ibrahim	40	Male	Bashteel City	On the Train
25	Mohamed Khattab	32	Male	Al Monieb	On the Train
26	Mamdouh Makram	36	Male	Al Gelatmah Village	On the Train
27	Othman Ali	37	Male	Al Gelatmah Village	On the Train
28	Om Mohamed	50	Female	Al Akhmas	On the Train
29	Om Mahmoud	48	Female	Al Akhmas	On the Train
30	Om Ibrahim	47	Female	Al Akhmas	On the Train
31	Mustafa Ali	45	Male	Ausim City	On the Train
32	Mohamed Ahmed Ali	43	Male	Bashteel City	On the Train
33	Mahmoud Ahmed Ali	39	Male	Bashteel City	On the Train
34	Om Mohamed Farag	52	Female	Bashteel City	Bashteel Station
35	Mohamed Hatem El Sayed	33	Male	Bashteel City	Bashteel Station
36	Salah Shaaban	71	Male	Bashteel City	Bashteel Station
37	Ashraf Abdullah	67	Male	Bashteel City	Bashteel City
38	Ebtisam Mohamed Ibrahim	45	Female	Bashteel City	Bashteel City
39	Ahmed Gamal Abdulazeem	37	Male	Bashteel City	Bashteel City
40	Ibrahim Amin	57	Male	Ausim City	Ausim City
41	Roshdy Abdel Ghani	67	Male	Ausim City	Ausim City
42	Ahmed Khalid Ahmed	16	Male	Ausim City	Ausim City
43	Amr Mahmoud	35	Male	Burtus Village	Burtus Village
44	Farid El Semary	40	Male	Burtus Village	Burtus Village
45	Islam El Sisi	27	Male	Burtus Village	Burtus Village

#	Name	Age	Gender	Place of residence	Place of meeting
46	Ahmed Abdul Naby Mosaad	43	Male	Al Gelatmah Village	Al Gelatmah Village
47	Mohamed Ahmed Ezzat	30	Male	Al Gelatmah Village	Al Gelatmah Village
48	Mahmoud Abulsood	43	Male	Al Gelatmah Village	Al Gelatmah Village
49	Mohamed Ali Sayed	36	Male	Bashteel City	Bashteel City
50	Ali Bakry	43	Male	Bashteel City	Bashteel City
51	Taha Khalid Mohamed	35	Male	Bashteel City	Bashteel City
52	Khalid Abdul Fattah	53	Male	Ausim City	Ausim City
53	Mohamed Ramadan El Sayed	35	Male	Ausim City	Ausim City
54	Ali Zareef	23	Male	Burtus Village	Burtus Village
55	Abdul Baset Mohamed	40	Male	Burtus Village	Burtus Village
56	Abdu El Sayed	42	Male	Burtus Village	Burtus Village
57	Ahmed Ashour Ahmed	24	Male	Al Gelatmah Village	Al Gelatmah Village
58	Adam Abdul Haleem	52	Male	Al Gelatmah Village	Al Gelatmah Village
59	Abdul Rahman Ali	16	Male	Al Gelatmah Village	Al Gelatmah Village
60	Shaaban Abul Maati	74	Male	Sadat City	Sadat City
61	Saeed Hasan El Sayed	79	Male	Sadat City	Sadat City
62	Khairi Mohamed Abdul Hamid	72	Male	Sadat City	Sadat City
63	Kamal Abdul Fattah	68	Male	Sadat City	Sadat City
64	Reda Refaat Ibrahim	44	Male	Sadat City	Sadat City
65	Mahmoud Shawky	42	Male	Sadat City	Sadat City
66	Ahmed El Attar	36	Male	Sadat City	Sadat City
67	Hassanin El Sayed Omar	60	Male	Sadat City	Sadat City
68	Abdul Hadi Mohamed	31	Male	Sadat City	Sadat City
69	Yasser Saeed Mohamed	41	Male	Sadat City	Sadat City
70	Mostafa Syed Mohamed	39	Male	Badr City	Badr City
71	Hala Zayed	52	Female	Badr City	Badr City
72	Ahmed Ali Abdullah	62	Male	Badr City	Badr City
73	Safwat Bayoumi	42	Male	Badr City	Badr City
74	Mahmoud Abdulhamid Al Attar	65	Male	Badr City	Badr City
75	Ayman Abdulmohsen	49	Male	Badr City	Badr City
76	Fatma Abdul Latif	42	Female	Badr City	Badr City
77	Saadeya Mohamed Ragheb	40	Female	Badr City	Badr City
78	Shaymaa Attia	43	Female	Badr City	Badr City
79	Hamdy Attia Mohamed	67	Male	Badr City	Badr City

**Main Findings of the Interviews: General perceived problems/concerns**

Passengers complain that today, the line begins at Bashteel and not Ramsis or Imbaba like before. There are no regular bus stops in Bashteel station; therefore, passengers have to take a microbus for LE 5.

The price of the train ticket to Bashteel is higher (LE 10 for train ticket plus LE 5 for microbus ticket) than the direct microbus ticket (LE 7) to Bashteel.

Headway time is very long, it reaches up to one hour.

The delay of rains might also exceed the hour.

The condition of train wagons has deteriorated; and therefore, very old wagons had to be condemned.

The train used to have ten new wagons in past which were reduced to eight; and today, the train consists of only five wagons.

### Conditions of stations and platforms

Some platforms in some stations are in a highly deteriorated condition.



*Figure 6, El Qatta platform*

There is no real renovation for all of the stations, except for painting the façade of the station building. Most stations do not have waiting areas/facilities for passengers.

Toilets are not functioning in many stations; there are new toilets, but not open for the public claiming that there are no workers to clean it.

### **Station-specific issues raised during interviews with the potential affected local communities along Bashteel-Etay El Baroud line**

Station	Main Issues/concerns
Ausim station	<ul style="list-style-type: none"> <li>The station has accumulated belated electricity bills causing the electricity to cut off every day after 18:00 pm, leaving the train users unable to purchase tickets. Consequently, they get charged inside the train both for the ticket and the penalty of ascending into the train without a ticket.</li> <li>The station is unsafe and attracts drug addicts to the location as a result of the electricity is cut off after sunset.</li> </ul>
Al Gelatmah station	<ul style="list-style-type: none"> <li>People from different ages throw stones on the train in the station.</li> <li>High accident rate on the train crossing point in the station.</li> <li>High crime rate in the station</li> </ul>

Kafr Dawood station	<ul style="list-style-type: none"> <li>• The ticketing officers in the station arrive to their desks few minutes before the departure of the train.</li> <li>• The heavy density of train users in this station results in lots of chaos at time of train departure from the station.</li> </ul>
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### Perceived impacts of line dualization

In broad terms, all respondents have appreciated the dualization of El Manshy-Etay El Baroud line. They believe the dualization will save a lot of time and improve density in some stations.

However, some negative impacts were stated as follows:

Concern about raising the price of the ticket after dualization.

Concern about potential land acquisition if lands are needed to establish the new line, especially that some lands were expropriated in front of Bashteel station to expand the Ring Road in this location.



### 1.B) Summary of Interviews conducted with PAPs from the previously selected alignment under sub-component 2.1<sup>12</sup>:

#### Summary of interviews conducted with the real estate developers

A zoom interview was conducted with Sodic and Emaar to better understand:

- Main perceived positive and negative impacts
- Proposed mitigation measures
- Level of engagement by local authorities and the project
- List of persons interviewed is presented below

Name	Occupation	Date of meeting
Mostafa Fayez	Development director, Sodic	18/03/2022

<sup>12</sup> This section summarizes part of the first set of consultations that were conducted for the previously selected alignment under sub-component 2.1. These consultations are no longer relevant to the project notwithstanding their significant importance as their outcomes led to opting for proposing a new alignment. The remaining part of this set of consultations is reflected in detail in the main text.

Lara Iskandar	Development director, Emaar	
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### Summary of main findings

- The Real Estate Developers expressed huge concern on the alignment that will pass inside their allocated land, threatening their enormous investment in this area and their land that they have purchased from NUCA against high price since it is allocated for luxurious prime housing compounds.
- They also expressed concerns given that the High-Speed Train is designed to pass inside Sheikh Zayed city and will divide it vertically (east and west); and now the proposed freight train will divide it horizontally (north and south).
- They expressed that the old alignment was modified to avoid land acquisition and negative impacts in certain areas, while currently with the proposed alignment will be negatively affecting their own investments and may significantly decrease the demand on the compound and affect selling transactions that already took place for some units.
- Developers indicated that they would return the land to NUCA requesting land price, penalties and Bank interest, etc., since when they mutually signed contract, there were no trains passing by/inside developers' lands and now they are encountered with the High-Speed Train and another proposed freight rail.
- Developers claimed that this will not be only a massive financial loss for them but for the whole country and they indicated that they would consider taking legal procedures if this remains the case.
- Both participants proposed to get back to the previous alignment with mitigation measures like flyovers.
- Both companies were not consulted; they just observed consultants doing environmental research in the area and read briefly about the line in the local newspapers.

### Summary of interviews conducted with greenbelt PAPs

Interviews were conducted with three PAPs from the Greenland area in order to better understand:

- Current situation of land title, property problems, and related challenges
- Current use of land including assets, plantation, and crops
- Perceived impacts
- Proposed mitigation measures
- Level of engagement by local authorities and the project

List of Greenbelt PAPs interviewed are presented below

Name	Occupation	Date of meeting
Ahdy Iskandar	Developer	28/04/22
Gihan Fawzi	Media broadcaster	28/04/22
Mohamed Sanaa	Owner of horse breeding farm	29/04/22

### Summary of main findings



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There are still major issues with land titles and legitimatization of ownership that differs from zone to zone within the greenbelt area.

Options for legitimization are very expensive (tens of millions); these include fees to change land use from agricultural to residential and to install main infrastructure services in the area, Therefore, in kind payment was offered by which owners can pay one third of their lands and keep two thirds but move to another area in the greenbelt; or pay 50% of the land and stay on the same plot. Negotiations never reached a satisfactory solution for implementation (except in one single area which belongs to the Administrative Control Authority).

A major challenge for landowners is the supply and quality of irrigation water; most of them have to buy clean water for irrigation and for the cattle in the farms.

All respondents stated that compensation for land expropriation in the Greenland area is in kind and not monetary; this leads to disruption of land plots if small parcels are expropriated from different land plots. Many transport projects have already expropriated lands in the area, e.g., the Monorail and the LRT. They had not heard about the Manashy-Dry Port line and were never engaged or consulted.

All respondents complained clearly about the lack of engagement activities and consultation regarding their lands or any mega projects that are coming to the area and might affect their lands and assets. The main negative impacts are related to financial losses of lands, plantation, crops, in addition to disruption of lands in case of in-kind compensation. Some complained about the negative impact to their livelihoods, especially those who rely on this business as a main income source. It was also explained that the lack of legitimate documents for the lands will be a great loss for their children in the future; today, they cannot sell the land for the same reason.

Main mitigation measures revolve around the need for effective and transparent engagement and consultation to legitimize their properties and protect their rights today and in the future.

It was agreed to arrange a FGD with representatives from various areas in the greenbelt to complement and very information collected so far from different sources.

### **1.C) Summary of the Public Consultations**

#### **First Public Consultation session discussing the Previous Alignment**

To complement the series of the consultations mentioned above, an additional Public Consultation Session was held on Tuesday the 10<sup>th</sup> of May in the Egyptian Railway Club in Nasr City from 11:00 am to 14:00 pm.

A total of 36 persons attended the meeting and participated in the discussion. Participants were invited through various channels including personal invitation letters, personal phone calls and a public invitation on ENR official website. The Arabic executive summary of the ESIA was shared with the invitations and was uploaded with the public invitation. The event was also designed to offer virtual opportunity for connection. The Public invitation included a Zoom link. Key stakeholders who attended the meeting included but were not limited to:

- Non-Governmental stakeholders (e.g., NGOs, residents of the alignment Manashi/6<sup>th</sup> October, Private real estate developers)
- Governmental stakeholders (e.g., ENR, GARB, NUCA, October City Development Agency, Egyptian Electricity Transmission Company, Ministry of Housing)

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The discussion of the event was moderated by the Consultant of ENR. While the objective was to present the results of the E&S assessments, the focus of the presentation and the feedback from the participants focused in greater details on the alignment of Manashi/6<sup>th</sup> October. Consultant of GARB took forward the conversation and gave very thorough and detailed explanation to the participants on the alignment. He explained that the route was modified several times to avoid to the extent possible and minimize acquisition of private lands for the project. The final route (version 24/03/2022) was shifted to the North to avoid interfacing with Gannet Masr Development Project, Mostkbal Masr Development Project, a number of residential villas in Ofoq Compound to the north and east of Sphinx Airport, Sodic private investment project to the south of Dabaa Corridor, the Holding Company Wheat Storage Silos and a number of stand-alone villas. He also explained that by virtue of the new technologies in trains, many of the concerns on the impacts on noise, vibration and pollution will be automatically tackled in the design of the train.

Different reactions from the participants were shared during the event and are summarized below:

Concerns from NUCA that the alignment subject to the conversation was not received from ENR and that no consultation were conducted with them, being among the main Governmental authority in charge of this area. NUCA representative indicated also that on April 27, 2022, NUCA sent a letter to the Ministry of transport objecting the proposed alignment.

The Real Estate Developers also expressed huge concern on the alignment that will pass inside their allocated land, threatening their huge investment in this area, amounting to 100 billion EGP, and their land that they have been purchasing from NUCA against high price since it is allocated for luxurious prime housing compounds. They also expressed concerns that the High-Speed Train will already pass inside Sheikh Zayed city and will divide it vertically (east and west); and now this freight train will divide it horizontally (north and south). They also objected that the old alignment was modified to avoid land acquisition and negative impacts in certain areas while now it will be negatively affecting their own investments and may significantly decrease the demand on the compound and affect selling transactions that already took place for some units. Developers indicated that they would return the land to NUCA requesting land price, penalties and Bank interest ...etc. since the proposed alignment with their mutually signed contract. There were no trains passing by/inside developers' lands and now they are encountered with the High-Speed Train and another proposed freight rail. Finally, the developers claimed that this will not be only a massive financial loss for them but for the whole country and they indicated that they would consider taking legal procedures if this remains to the case.

Number of the participants suggested alternative alignments including the developers who proposed to get back to the older alignment with mitigation measures like flyovers and a participant from ENR who proposed to locate the railway in this area in the median of El Dabaa Corridor.

The conclusion from the consultation was very beneficial in flagging serious concerns from key governmental and non-governmental stakeholders. It played an important role in complementing the findings of the earlier conducted consultations in the field. Participants of this consultations urged for revisiting the alignment for better optimization and emphasized that they refuse any intersecting for the train with their land. Participants requested ENR to conduct a follow up consultation after the alignment is rerouted.

### **Second Public Consultation session after changing the route of sub-component 2.1**

Based on the changes encountered in the alignment as a result of the above-mentioned stakeholders activities including the public consultation of May 2022, the Project encountered changes in the design, most importantly a change in greenfield alignment (as explained under the project

description). Following the update and the finalization of the environmental and social instruments drafts, a public consultation session was held on Thursday the 25<sup>th</sup> of August, in the Egyptian Railway Club in Nasr City from 11:45 - 14:45. A total of 36 persons attended the public consultation and participated in the discussion. Participants were invited two weeks prior to the event, through various channels including personal invitation letters, personal phone calls, WhatsApp messages and a on ENR official website. The Arabic executive summary of the ESIA was sent with the public invitation and hard copies were made available during the public consultation. The event was also designed to offer virtual opportunity for connection. The Public invitation included a Zoom link which was used by additional stakeholders to connect to the public consultation. Key stakeholders who attended the meeting included but were not limited to:

- Non-Governmental stakeholders (e.g., Stella De Mari Farms, Bani Salama Member of Parliament (Bani Salama-6 October line), and residents from Kafr Dawood (Bashteel-Itay El Baroud line)
- Governmental stakeholders (e.g., MoT, ENR various departments, GARB, October City, Sadat City, Monshaet El Qanater Markaz, Agriculture Directorate, Ministry of Local Development)

The public consultation entailed detailed non-technical description for the project components including the greenfield alignment which was delivered jointly by ENR and GARB consultant. Findings of the environmental and social instruments particularly the ESIA were presented by ENR consultant. This included summary of the assessments conducted, the identified positive and negative impacts and the proposed mitigation plan. Most of the time of the public consultation was utilized in active engagement from the participants who generally indicated overall support of the project. Different reactions from the participants were shared during the event and are summarized below:

Stakeholder	Comment	Response of MoT/ENR
Bani Salama MP	Some of the residents and landowners who had an experience during previous land acquisition for the RRR may encounter more land acquisition as part of this project. Issues and lesson learnt around damage of land, difficulties in access to land and the necessity for fair compensation need to be taken into account particularly with those encountering accumulated impacts..	During the final design and the census survey, the consultant will try to pass on the borders of lands and will avoid to the extent possible to pass inside lands. This will be conducted in consultation with landowners.  More tunnels, crossing facilities, and bridges will be designed in consultation with local communities around the route. NB: contacts were exchanged during the session
	Along 13 km of land along the RRR in Bani Salama, there are only 2 tunnels which is not sufficient as some owners of land have to walk for almost 20 km to reach the other side of their lands. Accidents do happen when farmers opt to cross the road.	
	Residents need two passengers' trains in the morning, and two in the afternoon. This will serve students and workers who travel regularly from Monshaet El Qanater to 6 <sup>th</sup> of October. Passengers'	Initial plan and proposal is to have at least 2 trains in the morning and 2 in the afternoon. Exact timings of such lines will be decided, according to timings of factories shifts and

Stakeholder	Comment	Response of MoT/ENR
	station to be added on the rail corridor, in Bani Salama.	schedule of classes. The future plan will include permanent passenger line on this alignment.
	A dry port in Monshaeet El Qanater will benefit farmers and traders with more access to the market.	There will be service stations for farmers and traders in Bani Salama, Mostaqbal Masr, and Gannet Masr. And a plan for a dry port in El Sadat City, 6 <sup>th</sup> of October and an industrial area in Mostaqbal Masr are under development.
	Set the final station in Qatta not in Bani Salama like the previous scenario to make use of the already existing diversion in El Qatta.	This proposed scenario will imply much more land acquisition and more social impacts. It has been studied and compared already very thoroughly.
	Have the negative impacts on the local residents of Bani Salama been addressed? This needs to be examined in the field and not only on maps.	The current proposed route implies the minimum amount of land expropriation and segmentation of lands. This will also be ensured during the final design/the census survey and during the construction phase as well.
Stella De Mari Farms	The new proposed line is expected to harm the agricultural lands in the area; therefore, it is proposed to transfer 6 October Dry Port to Bani Salama.	6 October Dry Port exists and is already in operation.
	We need a regular passenger line to also pass by the rail corridor; Bashteel-Itay El Baroud line is very dense and thus always delayed.	The dualization of Bashteel-Itay El Baroud line will help in decreasing the density of passengers on the current single line and delay time of the train. In addition, this corridor while being mainly for freight transportation will be used for passengers as well.
	It is proposed to improve highways and land transportation to avoid high expenses of installing new train lines that implies land acquisition for construction activities. Moreover, freight connections already exist but are not being used. Many delays are occurring on the rail corridor in Upper Egypt segments. For example, we have difficulties in transporting fish from Lake Nasser to Giza; delays of trains rotten the fish.	Railway trains are worldwide the most important element in trade and transportation. There is currently a plan to upgrade and develop an integrated train network.  There is currently ongoing project for updating the signaling and is expected upon completion to address all those challenges. The rail line upgrade is taking place while the line is on duty and this might imply some delays or inconvenience, but it does not stop the operation during upgrading.

Stakeholder	Comment	Response of MoT/ENR
ENR freight department	Has the economic feasibility changed between the last scenario (Qatta) and the current (Bani Salama) been studied?	The route of the current route is shorter from Giza to 6 October dry port; even shorter than Marzeeq-Wahat route.
Monshaeet El Qanater Markaz	Why not to establish a new railway line parallel to Cairo-Alexandria Desert Road?	There is an integrated transportation network that will interconnect all Egypt. This includes the High-Speed Train, 2 lines of the Light Rail Train, 2 lines of the Monorail. All these will be interconnected through hub station; one of these will be Bashteel Station. The High-Speed Train will pass parallel to Cairo-Alex Desert Road.
	Why not to separate freight lines from passenger lines?	To save expenses. But it is possible to establish a service station in the area between Bani Salama and the RRR.
Resident from Kafr Dawood	This project is very beneficial to connect with the New Delta Agricultural Reclamation Project. And it would be more beneficial to add a passengers' line. There is also a need for other internal railways to interconnect industrial areas in different governorates.	Passengers' line will be added, and this will also depend on actual demand on the ground.
	Pedestrian bridges are not useful, especially for elderly, pregnant women, and families with young children. It might be useful to have escalators in central stations	Crossing facilities are noted. Escalators in central stations is noted and will be investigated.

Photo log



الهيئة القومية لسكك حديد مصر  
مشروع تحديث نظام إشارات (القاهرة / الإسكندرية)

(نموذج تقديم شكوى)

الرقم التسلسلي للنموذج:

بيانات مقدم الشكوى:

(الاسم)

الاسم: .....

النوع:  ذكر  أنثى

(العمارة)

تلفون: .....  
إيميل: .....

موقع الشكوى: ..... المحافظة: .....

تاريخ تقديم الشكوى: / /

وصف الشكوى:

.....  
.....  
.....

التراح حل الاجراء تصحيحى (الوجود):

.....  
.....

الاجراءات المتخذة لحل المشكلة بمعرفة مفاول المشروع:

الملاحظات	التاريخ	الاجراءات المتخذة	
		الإرسال إلى الجهة المعنية	١
		رد الجهة المعنية	٢
		الرد على مقدم الشكوى	٣

النتيجة النهائية: .....

توقيع مسئول النموذج

Annex 3: Grievance Log

سجل الشكاوى							
الرقم التسلسلي	اسم مقدم الشكاوى	مواقع العمل	نوع الشكاوى (إدارة، انشائية، سلامة)	طبيعة الشكاوى	تاريخ تقديم الشكاوى	الجهة المختصة	الحالة
المسألة	تاريخ القفل						
١							
٢							
٣							
٤							
٥							
٦							
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