

**Project Summary Information**

Date of Document Preparation/Updating: 30/03/2026	
<b>Project Name</b>	Alexandria- Abu Qir Metro Line Project (Egypt)
<b>Project Number</b>	P000207
<b>AIIB member</b>	Arab Republic of Egypt
<b>Sector/Subsector</b>	Transport / Urban Transport
<b>Status of Financing</b>	Approved
<b>Project Description</b>	<p>The project will provide co-financing resources together with the European Bank for Reconstruction and Development (EBRD), European Investment Bank (EIB), and Agence Française de Développement (AFD) to upgrade and electrify the existing Alexandria-Abou Qir rail line into an efficient, safe and low carbon metro system. Specifically, the project supports the following activities:</p> <p>(a) Civil works for the upgrade and electrification of the metro line including a depot.</p> <p>(b) Metro systems including signaling, telecommunication, centralized control system and safety measures.</p> <p>(c) Rolling stock to be operated on the metro system.</p> <p>(d) Project management and construction supervision.</p> <p>There will be 20 modern metro stations along the 22-kilometer (km) corridor, 16 km of which will be elevated. The Government of Egypt will finance necessary enabling works, land acquisition, compensation to Project-affected People, as well as contingency expenses.</p>
<b>Objective</b>	The project aims to increase access to efficient, safe, and low carbon public transport in the city of Alexandria by upgrading and electrifying the existing Alexandria-Abou Qir rail line.
<b>Expected Results</b>	<p>The project's expected results include increased ridership, travel time savings by the metro passengers, lowered greenhouse gas (GHG) emissions from replacing the diesel-run rail line with the electric metro system and modal shift from a high carbon-intensive mode of transportation, i.e., automobile system to the low-carbon metro system. Specific annual outcome indicators include the number of passengers served, average headway and GHG emissions reduction.</p> <p>The data will be disaggregated by gender when possible.</p>
<b>Environmental and Social Category</b>	EBRD Category A (equivalent to AIIB's Category A)
<b>Environmental and Social Information</b>	As EBRD serves as a lead co-financier the project's environmental and social (ES) risks and impacts have been assessed in accordance with EBRD's Environmental and Social Policy (EBRD's ESP) and related Performance Requirements (PRs). To ensure a harmonized approach to addressing the ES risks and impacts of the project, and as permitted under AIIB's Environmental and Social Policy (AIIB's ESP), EBRD's ESP and relevant PRs will apply to the project in lieu of AIIB's ESP. AIIB has reviewed the EBRD's ESP and PRs and is satisfied that: (a) they are consistent with AIIB's Articles of Agreement and materially consistent with the provisions of AIIB's ESP, including AIIB's Environmental and Social Exclusion List (ESEL) and the relevant Environmental and Social Standards (ESSs); and (b) the monitoring procedures that are in place are appropriate for the project. The risks and impacts of this project are

significant, considering that it is being carried out in a dense urban space. Hence, EBRD has categorized the ES risks of the project as Category A (which is equivalent to Category A if AIIB's ESP were applicable).

A comprehensive ESIA has been prepared in accordance with the EBRD Performance Requirements ("PRs") and disclosed in English and Arabic in line with the EBRD's Directive on Access to Information. A Resettlement Framework ("RF") and associated Guide to Land Acquisition and Compensation have been developed to inform mitigation, compensation and livelihood restoration measures in line with national law and lender requirements. Detailed compensation, assistance and livelihood restoration measures are included in a Resettlement Action Plan ("RAP"), which has been disclosed on the AIIB website.

The project involves the upgrade and electrification of the 22-km existing rail line connecting downtown Alexandria (Misr Station in the west) and the north-eastern town of Abou Qir, transforming it into the first high-capacity metro system in this coastal city. The main ES impacts are noise and vibration, traffic disruption, and impacts related to physical and economic displacements. Baseline noise and vibration conditions, as well as the potential noise and vibration impacts, have been comprehensively analyzed and included in the ESIA. Prevention and mitigation measures to address the potential noise and vibration impacts, such as noise barriers and restriction on working times, have been identified and included in the Environmental and Social Management Plan (ESMP) that was disclosed together with the ESIA and can be found at [GrCF2W2 - Alexandria Metro | We invest in changing lives](#). Risks due to site contamination of the depot site have been assessed through a site assessment. Site remediation/management will be undertaken before construction of depot facilities. As Alexandria is an ancient and culturally rich city, a chance find procedure has also been included as part of the ESMP.

The alignment of the project is within the current railway corridor, owned by the Egyptian National Railways (ENR) and it is anticipated that all construction works will take place on ENR land, except for additional land needed for a depot and the two new stations at Bab Sharq and Sporting. A ministerial decision was issued in 2020 transferring the ownership of land required to develop the project to the National Authority of Tunnels (NAT), excluding the lands for Bab Sharq and Sporting stations. Ministerial decrees were issued and published in the Official Gazette in 2020 and 2021 specifying the necessary area for land acquisition for the project. The Alexandria Survey Directorate (ASD) has completed the land valuation for all required land and the project implementing unit (PIU), the NAT, has deposited the required compensation with the ASD for the depot land.

As part of the ESIA process, meaningful stakeholder consultation was carried out from November 2020 to January 2021. Additional stakeholder engagement with various categories of stakeholders, including women and businesses, were carried out during February – June 2022 as part of the preparation and finalization of the Resettlement Plan (RP). The key findings of the public consultations have been documented in the ESIA and RP. The project is expected to carry out systematic Stakeholder Engagement throughout the project cycle and the RP includes a strategy for planned engagement activities. The ES documentation in English and summary in the local language have been disclosed by the NAT on its website and in hard copies in the project areas. This documentation has also been disclosed on EBRD and AIIB websites.

The NAT/PIU will be responsible for project implementation monitoring and evaluation with support from the Construction Supervision Consultant and lender's supervisory support. The PIU will prepare and provide consolidated project implementation progress reports on a quarterly basis during the construction period and then annual reporting to the lenders during operations.

	NAT has an existing Grievance Redress Mechanism (GRM). This GRM is extended to the community, all contracted workers on-site, including permanent workers, casual workers, service providers, consultants, suppliers, subcontractors and external stakeholders, and accessible to all workers. A project-level GRM is established on two tiers (on-site and on the level of NAT Headquarters) since the start date of project construction. The information of project-level GRM will be disclosed in the local language in a timely and appropriate manner.
<b>Cost and Financing Plan</b>	The total project cost is estimated at EUR1,764 million (exclusive of EUR1.7 million from the EBRD Technical Cooperation Fund).  <u>Financing Plan:</u> AIIB loan: EUR250 million; EBRD loan: EUR250 million; EIB loan: EUR750 million; AFD loan: EUR250 million; Government of Egypt: EUR264 million; and Technical Assistance Grant (EBRD): EUR1.7 million
<b>Borrower</b>	Arab Republic of Egypt
<b>Implementing Entity/Sponsor</b>	National Authority for Tunnels / Ministry of Transport
<b>Estimated date of loan closing</b>	January 2028

<b>Contact Points:</b>	<b>Asian Infrastructure Investment Bank</b>	<b>European Bank for Reconstruction and Development</b>	<b>National Authority of Tunnels</b>
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<b>Date of Concept Decision</b>	October 20, 2021		
<b>Date of Appraisal Decision</b>	July 27, 2022		
<b>Date of Financing Approval</b>	December 22, 2022		

<b>Independent Accountability Mechanism</b>	Pursuant to AIIB's agreement with EBRD, EBRD's independent accountability mechanism, the Independent Project Accountability Mechanism (IPAM), will review, in accordance with its Project Accountability Policy, all requests relating to environmental and social issues that may arise under the Project. Consequently, in accordance with AIIB's Policy on the Project-affected People's Mechanism (PPM), submissions to the PPM under the Project will not be eligible for consideration by the PPM. Information on EBRD's IPAM is available at <a href="https://www.ebrd.com/project-finance/ipam.html">https://www.ebrd.com/project-finance/ipam.html</a> .
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