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99M – ALEXANDRIA REGIONAL METRO ABOU QIR to MISR STATION Resettlement Action Plans (RAP)

**ADDENDUM TO FINAL RAP
 REPORT DISCLOSED (DATED
 14/05/2023)**

12^h December 2024

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ABBREVIATIONS

ABBREVIATION	DEFINITION
AFD	Agence Française de Développement
AIIB	Asian Infrastructure Investment Bank
EBRD	The European Bank for Reconstruction and Development
EEAA	Egyptian Environmental Affairs Agency
EIB	European Investment Bank
ENR	Egyptian National Railways
ESIA	Environmental and Social Impact Assessment
HVS	High Voltage Substation
LRP	Livelihood Restoration Plan
MOT	Ministry of Transport
NGO	Non-Governmental Organisation
PAB	Project Affected Businesses
PAP	Project Affected Person
RAP	Resettlement Action Plan
RF	Resettlement Framework

1 Introduction

1.1 Project Background Information

A loan is being provided to the Arab Republic of Egypt to finance the upgrade and electrification of an existing rail line connecting downtown Alexandria to the northeastern town of Abou Qir, transforming it into a high-capacity metro system.

The loan will fund: (i) infrastructure works for upgrading and electrifying the line, (ii) relevant rail systems, including enhancements to signaling, telecommunications, and centralized control systems, and (iii) the procurement of rolling stock for the new metro.

This investment package, is estimated at EUR 1.6 billion, and expected to be co-financed by the European Investment Bank, the Agence Française de Développement, and the Asian Infrastructure Investment Bank.

Implementation will be managed by the National Authority for Tunnels (NAT), a state-owned entity under the Ministry of Transportation. The line will utilize the corridor of the existing railway operated by Egyptian National Railways (ENR), with future metro operations intended to be awarded to an independent operator.

This investment aligns with the Egyptian Strategy, focusing on improving the quality and sustainability of the country's municipal infrastructure through private sector participation and commercialization, while supporting a green economy transition by developing a greener, high-capacity public transport system.

The route will span 21.7 km, running from Abu Qir railway station to Misr station in Alexandria.

1.2 Previous Studies Carried Out

Following comprehensive studies, an Environmental and Social Impact Assessment (ESIA) disclosure package was prepared to assess the impacts of upgrading and electrifying the 22 km rail line connecting downtown Alexandria (Misr Station) and Abu Qir into a high-capacity metro system. The ESIA, prepared in accordance with the lender environmental and social standards, highlights both the positive and potential negative impacts of the project.

The ESIA disclosure package included the following documents:

- An Environmental and Social Impact Assessment Report (ESIA), including Environmental and Social Management Plans (ESMPs) – July 2021
- A Non-Technical Summary (NTS) – July 2021
- A Resettlement Framework (RF) – July 2021 followed by a Resettlement Action Plan (RAP) - May 2023
- A Stakeholder Engagement Plan (SEP) – July 2021
- An Environmental and Social Action Plan (ESAP) – July 2021

The ESIA disclosure package has been publicly disclosed in both English and Arabic for a 120-day review period.

Independent consultants were involved to regularly monitor the project and ensure compliance with the ESAP.

In addition, a RAP implementation consultant was hired to ensure adherence to RAP implementation procedures.

1.3 Rationale of Addendum

During the RAP implementation exercise, initiated in January 2024, the consultant identified 3 additional buildings in Misr Station area (residential buildings belonging to ENR), that will need to be removed to meet the terminal technical requirements of Misr Station.

Although a total of five buildings are slated for removal in the Misr Station area, only two were confirmed for removal at the time of the ESIA preparation, as disclosed in the ESIA package. These two buildings were described as administrative—one being a signaling building and the other a generic ENR-owned structure. However, based on recent site visits, additional buildings, including three residential buildings owned by ENR, will also need to be removed, which will result in the physical displacement of ENR employees living there. This impact was not mentioned in previous project studies. During the preparation of the ESIA and RAP, no residential buildings were identified as affected, and only the two ENR administrative buildings were observed at the project site, according to ENR officials.

The Figure below shows the ENR buildings that will be removed in green and red. The demolition of the administrative buildings is inevitable in all options assessed due to the fact that this will be the exact location as to where the Misr Station will be located. The option involving residential buildings demolition however, was determined based on an assessment of number of options that are described in the alternatives section of this document.

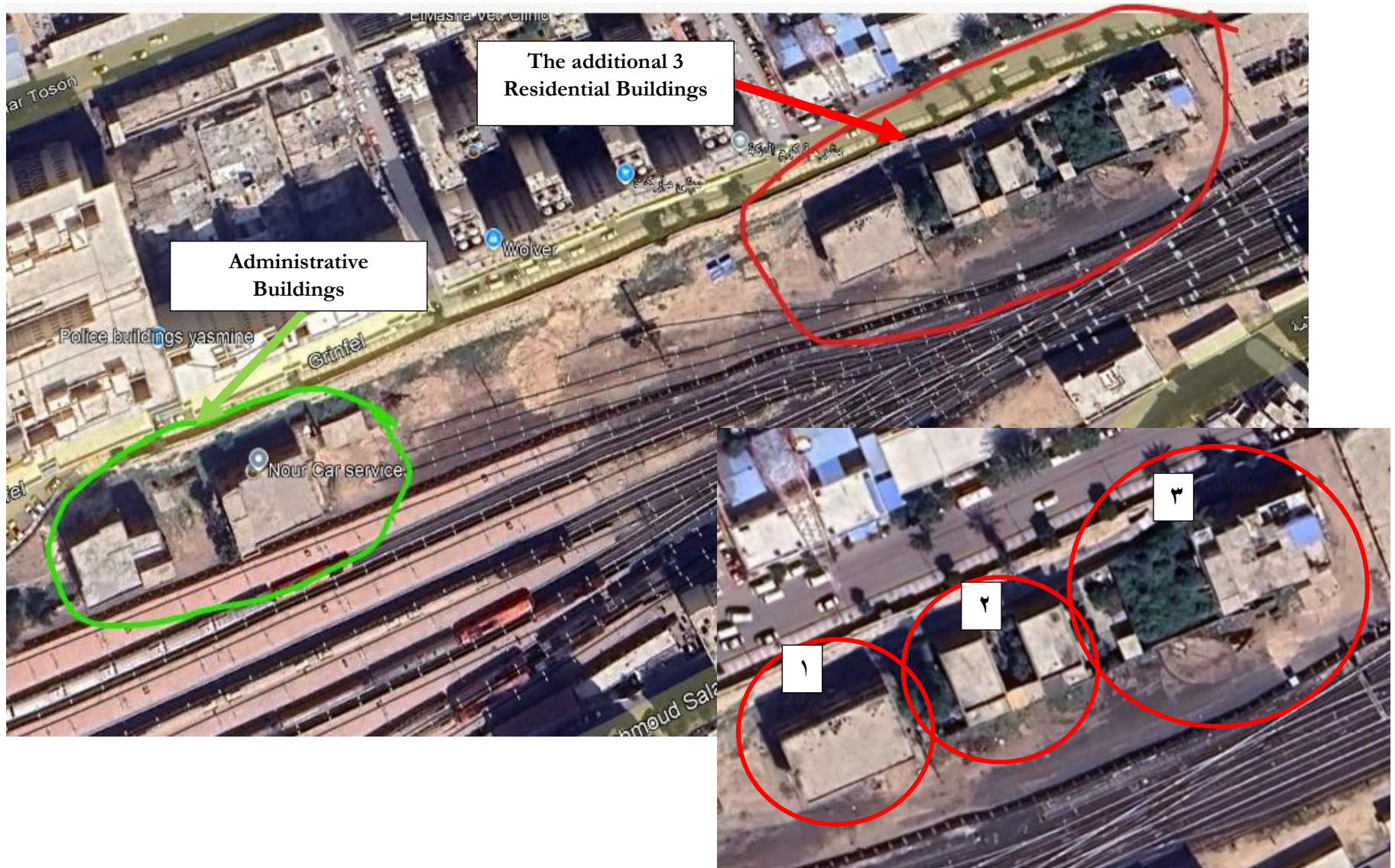


Figure 1-1: Buildings intersecting with station

Owing to this situation, an addendum was required by the lenders to reflect the latest update of the situation. This document will be published for disclosure requirements with an updated ESIA document.

1.4 Objectives

The objectives of this updated document are:

- **Provide Clear and Fair Compensation:** To establish a fair and transparent compensation plan at replacement cost tailored specifically for residents of the three residential buildings on ENR land (Misr Terminal Station) affected by the project;
- **Ensure Compliance with Project Legislative Framework:** To ensure the resettlement process aligns with Lenders Requirements and relevant national legal frameworks related to resettlement and compensation, as described in **Chapter 3 Legislative Framework of the RAP** document prepared and approved for the project in May 2023;
- **Minimize Disruption and Support Affected Households (PAPs):** To minimize the social and economic impacts on the affected residents, who are former ENR employees, by ensuring that their needs are adequately addressed during the relocation process.
- **Set out the eligibility criteria and compensation entitlement matrix** according to type of losses that are anticipated at the preparation stage, as described in **Chapter 9 Entitlements and Compensation of the RAP** document referred to above;
- **Facilitate Timely and Efficient Implementation:** To provide a structured approach that enables a timely and smooth implementation of the compensation process, minimizing delays and facilitating cooperation between project stakeholders and affected households.

1.5 Methodology

The methodology for updating the RAP and determining compensation for the affected households includes the following steps:

- **Stakeholder Consultation:** Engaged with affected residents, NAT, relevant ENR authorities, and local administrative bodies to understand the concerns, expectations, and requirements for compensation and resettlement;
- **Socioeconomic Survey:** Conducted a survey to assess the socioeconomic profile of the affected residents, with a focus on household composition, employment status, and dependency on the ENR residence;
- **Development of Compensation:** Formulated a compensation package that considers factors such as housing relocation costs, potential loss of income, and any additional assistance needed by vulnerable households;
- **Review and Validation:** Conducted a review of the proposed compensation measures in consultation with NAT and ENR teams, ensuring that the updated resettlement plan adheres to project lenders requirements;

- Final Documentation and Disclosure: Prepared this document update to clearly outline the compensation approach, measures taken, and the timeline for implementation.

1.6 Structure of Document

This document follows the same structure as the disclosed RAP. The final and approved version of the RAP is publicly disclosed on NAT's and Lender's websites:

NAT web-site:

Arabic: http://www.nat.gov.eg/Docs/EnviromentalFileName/20230809_142440.pdf

English: http://www.nat.gov.eg/Docs/EnviromentalFileName/20230809_143325.pdf

This document is not intended to repeat the content of the previous RAP; only sections requiring updates are included. It is prepared to be read in conjunction with the original document.

2 Project Description

2.1 Overview of the Project

As outlined in the previously published ESIA, the track runs from the start point in Abu Qir Station towards Misr Train Station, terminating at the location designated for the new Misr Metro station, in which a separate station will be constructed exclusively for metro operations.

The new station will be constructed adjacent to the existing corridor and will be completely isolated by a fence from the existing ENR railway area.

The Misr metro station, all facilities (platforms, ticket hall levels etc.) and infrastructure designed at grade.

As a terminal station, the final selected design features three tracks: one for each direction of rolling stock movement and an additional track for standby emergencies (a minimum design requirement for terminal stations). Furthermore, the stabling area is integrated within the station, eliminating the need for rolling stock to leave the station for stabling, thereby streamlining operations.

In this location, several accessibility facilities were included in the design to enhance the accessibility to Misr Station, namely, the following:

1. Implementation of a pedestrian footbridge connecting Al Shohada Square with the metro station. This will ensure fast and comfortable connection with all the other transportation systems at the square. We attach hereto a 3D rendering of the footbridge to demonstrate how this could be implemented.
2. Implementation of a pedestrian footbridge across ENR tracks to connect with the populated area south of ENR tracks. This pedestrian footbridge will reduce significantly the time to

access the metro station and avoid that the metro passenger travel through the ENR station to reach the metro.

3. Proposed simple intermodal interconnection with taxi and buses and ensure that Abdel Moneam Ryad Street is not impacted by vehicles stopping.

2.2 Project Alternatives

The new metro station will be constructed in the existing Misr Station. To the south of the station, the Egyptian National Railways (ENR) tracks play a crucial role in the design, with the aim of avoiding intersections or minimizing their impact. Additionally, Abdel Moneam Ryad Street, is located North the station, serves as a key reference point for its location within the urban environment.



Figure 2-1: Proposed area for Misr metro station

The exact footprint of the Misr Metro Terminal station for the Alexandria metro project was selected based on an options analysis aimed at optimizing the design in terms of impacts, cost, and operational complexity. Four potential design options—Options 2, 2a, 4, and 4a—were assessed, each presenting varying levels of impact on the adjacent residential buildings owned by Egyptian National Railways (ENR) and the existing ENR track infrastructure.

The primary concerns were the demolition of three residential buildings (shown in Figure 1) and potential conflicts with ENR tracks which impacts the train's operation. The associated impacts were described in the Environmental Impact Assessment Study prepared for the project in 2021.

While some options aim to minimize demolition, they introduce challenges such as the intersection with ENR's infrastructure, which may complicate operations.

Variables in options were therefore introduced and assessed and included shifts in the location of the station. Different factors that were taken into consideration including:

- Accessibility
- The vicinity of potential sensitive receptors
- Intersection with buildings
- Intersection with ENR tracks and minimal disruption to ENR implementations
- ENR's land boundaries

- Technical feasibility and operational complexity
- The capacity of the proposed location to accommodate complex structures or civil works.
- Compatibility with future extensions

Chapter 4 of the ESIA Addendum includes a detailed description supported by drawings of the design alternatives for the project alignment corridor in the Misr Station section, each option presented, with a description of their respective impacts and feasibility.

The Table below compares between the alternatives from a technical, environmental, social, financial and future expansion point of view.

Table 2-1: Summary of Benefits and Challenges for Options

Option	Description	Technical	Environmental	Social	Financial	Future Expansion
Option 2	Shifted Two-Track	<ul style="list-style-type: none"> • Intersection with ENR tracks; • limited operational flexibility. 	No additional environmental impact.	No demolition of residential buildings; minimal impact on the surrounding area.	Increased cost and time due to additional double track and reconfiguration in Phase 2;	additional double track and reconfiguration required in Phase 2;
Option 2a	Shifted Three-Track	<ul style="list-style-type: none"> • Three tracks providing better operational robustness. • Intersects with ENR; 	<ul style="list-style-type: none"> • Dust • Noise • Waste 	Partial demolition of buildings;	increased Phase 2 costs due to additional track and reconfiguration;	Limited future expansion capabilities.
Option 4	Two-Track Extended Stable	<ul style="list-style-type: none"> • Avoids intersection with ENR tracks; • Inefficient stabling position placed after the station, reducing operational efficiency. 	<ul style="list-style-type: none"> • Dust • Noise • Waste 	Demolishing buildings will be required	Demolition of three residential buildings;	compatible with future extensions.
Option 4a	Three-Track Stable Station	<ul style="list-style-type: none"> • Three tracks providing maximum operational flexibility; • stabling integrated within the station, enhancing efficiency; • Minimal impact on ENR, 	<ul style="list-style-type: none"> • Dust • Noise • Waste 	<ul style="list-style-type: none"> • Requires the demolition of three residential buildings • No additional land requirements 		Fully compatible with future extensions

Option	Description	Technical	Environmental	Social	Financial	Future Expansion
		avoiding critical track intersections with. <ul style="list-style-type: none"> Narrow street access (Mahmoud Salamah Street) may require further feasibility study. 				

2.3 Justification for Choice of Current Option

The four options were compared with regards to technical/operational (their impact, operational efficiency, and long-term feasibility), financial, social and environmental impacts.

In Option 2, the station design avoids building demolition but at the cost of intersecting with ENR tracks, complicating operations. Additionally, the future cost implications are significant, as Phase 2 would require extensive reconfiguration and additional track. In contrast, Option 4a, while requiring the demolition of three residential buildings, avoids these conflicts with ENR entirely. Option 4a is also designed to seamlessly accommodate future expansions without additional land use, making it more cost-effective in the long term.

Similarly, Option 2a offers partial demolition and three tracks, but still intersects with ENR, which introduces the same operational complications as Option 2. It also adds significant cost to future expansions. On the other hand, Option 4a's design, which includes three tracks and integrated stabling, not only eliminates ENR conflicts but also ensures operational efficiency and compatibility with future extensions.

When comparing Option 4 to Option 4a, both options require the demolition of the same three residential buildings. However, Option 4's stabling position after the station introduces operational inefficiency, as it complicates the process of parking trains. In contrast, Option 4a integrates stabling within the station, ensuring that operations are streamlined. This feature, combined with the enhanced flexibility provided by the third track, makes Option 4a the more attractive option for long-term operation and expansion.

After a thorough evaluation of the four options, the design consultants selected Option 4a as the most technically feasible and efficient solution. The engineering firm ACE has determined that, although the necessary demolition of three residential buildings will result in physical displacement, the benefits of Option 4a significantly outweigh the drawbacks. Its three-track design ensures robust operational flexibility, and the integrated stabling within the station provides an efficient layout. By avoiding conflict with ENR tracks, Option 4a reduces future operational risks and minimizes long-term complications. Furthermore, its design is fully compatible with future extensions without the need for additional land, making it the most cost-effective option over time.

3 Legislative and Institutional Framework

No Changes have occurred in the legislative and institutional framework. This section therefore remains unchanged from **Chapter 3 Legislative Framework of the RAP** approved document.

4 Land Acquisition Process and Principles

4.1 Land Acquisition Process

The regulation of the right to ownership in the constitution and the law (the new Egyptian Constitution issued at the end of 2014) stipulated in Article 33 that "the state guarantees the legitimate ownership of all kinds: "Public, Cooperative, Private and Endowment, and to protect it, in accordance with the law".

The section of land acquisition subject of the addendum RAP report includes only state-owned land (ENR property). Therefore, the land acquisition process will be according to the type of land ownership with respect only to the public lands that included in the land acquisition ministerial decree that was issued for the Alexandria metro Project in 19 November 2020.

4.1.1 Acquisition of Public Lands

As mentioned, the residential buildings in the Misr Station area are public property of the Railway Authority, built on land owned by the Railway Authority. This property is part of the lands owned by the National Railway Authority within the project's alignment corridor east of Misr Station, and included in the Ministerial Decree for Land Acquisition issued for the project on November 19, 2020.

According to Law 10 of 1990, the allocation of public lands and properties belonging to government entities whose data are listed in the Ministerial Decree for Land Acquisition ends. Thereafter, the right of usufruct is transferred to the National Authority for Tunnels under the Public Benefit Decree for the project.

4.2 Identification of Right Holders

No changes to the identification of right holders' section have been identified.

4.3 Identification of Informal Users and Vulnerable Groups

This section does not include any changes other than mentioning the PAPs tenants of residential units in the ENR buildings, classified among the informal users of ENR land and the alignment corridor, identified in the previous phase during the preparation of the project's Environmental and Social studies, which included (stationary and mobile vendors) within the ENR corridor as per the lender's requirements.

A committee formed by representatives of ENR compiled a list of informal users who are tenants of residential buildings at Misr Station. The resettlement plan team verified the list and conducted a socioeconomic survey of these informal users. A final list of informal users was prepared in February 2024, and this process is described in more detail in Chapter 5: Resettlement Plan Methodology.

It is essential to emphasize that Egyptian legislation does not recognize the rights of informal users and vulnerable groups.

- **Steps to Bridge the Gap Between the Egyptian Law and International Lender's Requirements/ Standards (Informal Land Users) Formation of the Compensation Committee**

As detailed under Section 4.1.2 in the RAP study prepared for the project, a Compensation Committee for the project was formed on February 24, 2022 to bridge the gap between Egyptian law and international lender requirements/standards.

The Compensation Committee has not yet started consulting with PAPs, as the negotiation and consultation phase with them was conducted through the committee formed by ENR. Alternative housing units were allocated as compensation by a decision issued by the Minister of Transport.

4.4 Challenges of Land Acquisition

No changes to the land acquisition challenge section have been identified.

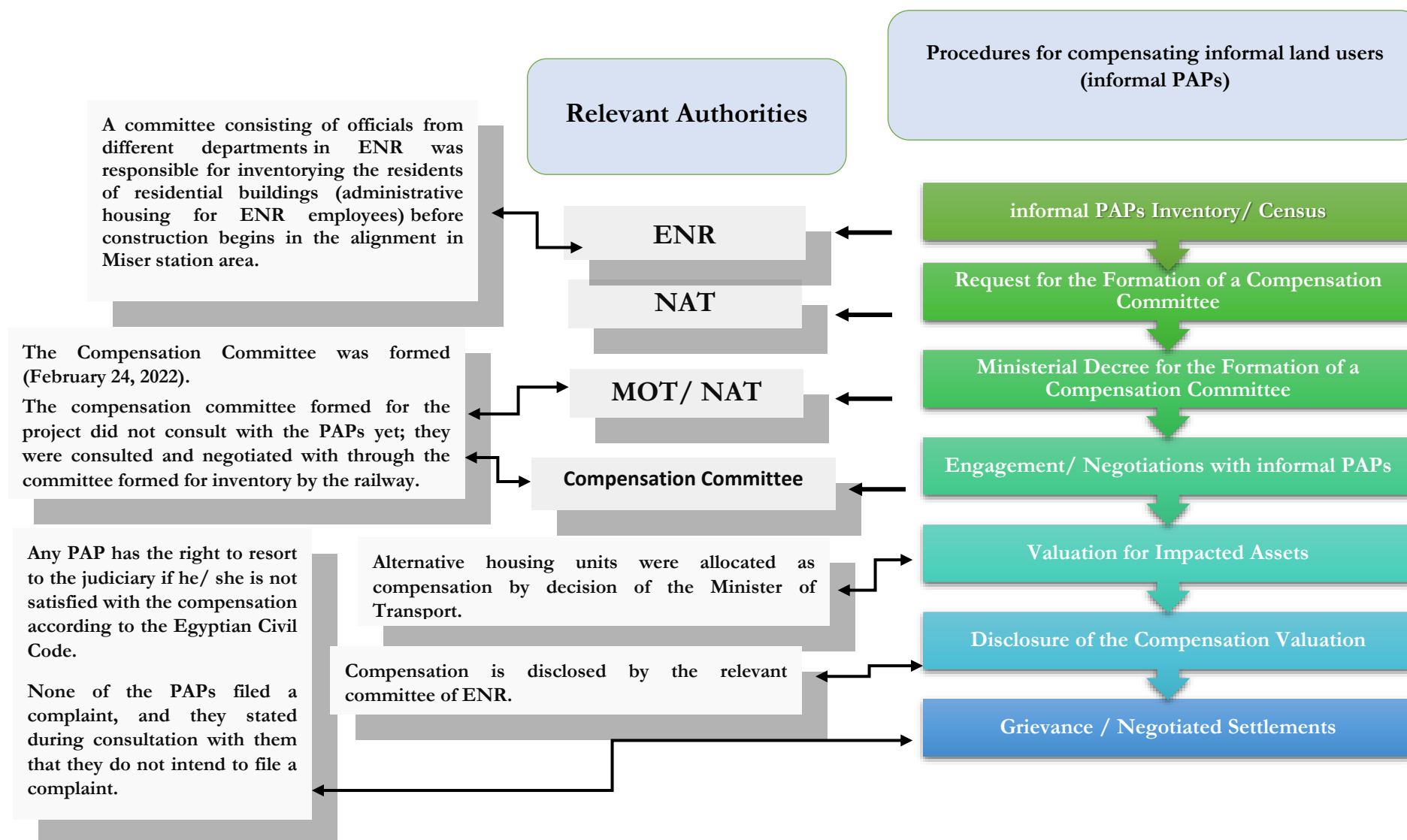


Figure 4-1: Process/ Steps to Bridge the Gap Between the Egyptian Law and International Lender's Requirements/ Standards (Informal Land Users)
Formation of the Compensation Committee

5 RAP Methodology

This section focuses on the methodology followed by the RAP team to conduct the socioeconomic survey with the newly PAPs tenants of the residential buildings owned by ENR at Misr Station.

5.1 Socioeconomic Survey Methodology

The RAP team followed the same methodology that was adopted to conduct the socio-economic survey while preparing the RAP study during 2022-2023.

The socioeconomic survey methodology developed for the project is based on data gathered from both primary and secondary sources.

The Primary data was collected through a socioeconomic survey and in-depth/ Key Informant Interviews (KII) conducted with PAPs and other stakeholders, including entities involved in the compensation process for PAPs. Additionally, Focus Group Discussions (FGDs) were held with PAPs tenants of the residential buildings. The information collected through these tools (survey, in-depth/KII, and FGDs) was thoroughly analyzed.

The secondary data used includes maps and drawings illustrating the project footprint at Misr Station provided by the engineering firm ACE; data provided by ENR officials in Alexandria; relevant laws and regulations; and review of the analysis of alignment alternatives for the project corridor at Misr Station.

The survey was conducted in the following phases:

5.1.1 Phase 1

The first phase of the survey was conducted in January 2024. During this phase, a preliminary survey was conducted with all households living in the residential buildings as soon as it was known that these buildings would need to be removed to establish the project. The aim of the survey in this phase was to conduct a census of these households living in these buildings, understand their status and eligibility and know their awareness of the project.

During this phase, it was found that one of the three these buildings is designated as a rest house for the ENR Charman does not have a permanent residence for any family. As for the other two buildings, they are inhabited by (9) families, (7) of whom are retired ENR employees (4 of them are dead, and their children and grandchildren live in the unit), and (2) current ENR employees.

Table 5-1: The PAPs Physical displacement from houses

PAPs	The two inhabited buildings		The house is not inhabited	Total
	Retired ENR Employees	Current ENR Employees		
ENR residential buildings	7	2	0 ¹	9

The RAP team conducted a meeting with ENR officials to get better understanding of the situation of these residential buildings, and also conducted interviews, FGD, a census and a socio-economic

¹ The only uninhabited unit is the villa designed as a rest house for the head of ENR.

ABOU QIR to MISR STATION

survey with the families residing in the (2) buildings, to assess the potential impact of physical displacement that might occur in the area where construction work was supposed to start.

During consultation with ENR officials, they explained that current ENR employees who occupy two housing units in the residential buildings will be provided with alternative housing through ENR in case they need to live in Alexandria near their workplaces, as they are currently employed by ENR.

Current ENR employees confirmed that they own their own residential units in other areas of Alexandria, and that they have been consulted about alternative temporary housing that will be provided by the competent departments in ENR as soon as possible.

Accordingly, the total number of PAPs by the removal of the two inhabited residential buildings becomes (7 PAPs).

The consultant held a meeting with NAT team to discuss the emerging issue of physical displacement at the project site in Misr Station to discuss and clarify the IFIs requirements regarding the potential impacts on physical displacement.

NAT team did not show any resistance to the importance of adhering to the IFIs requirements regarding emerging physical displacement as a potential impact of the project.

NAT team confirmed that they will study the issue and the possibility of avoiding the residential buildings from a technical standpoint, and the extent of finding engineering solution to avoid physical displacement. On the other hand, this matter will be discussed with ENR to determine the housing alternatives available as compensation for these families in the event that the engineering solution cannot be implemented.

5.1.2 Phase 2

The second phase of the socio-economic survey was conducted in September 2024 after the procedures for allocating alternative housing units to PAPs were completed in August 2024 and PAPs actually received the alternative housing units.

The RAP team (ECS) conducted a second round of consultations with PAPs, following confirmation that they had received and moved into alternative housing units. These consultations included not only the PAPs but also officials from ENR and the Residential Buildings Department in Bashaer El Khair area, where the alternative units are located. During this round, the RAP team updated the socio-economic survey data to document the characteristics of the alternative units and the allocation process. The team also assessed anticipated impacts and defined the appropriate compensation package in line with lender requirements.

6 Affected People and Assets

In Section 7.1 Project Affected People of the RAP, published in May 2023, regarding the unavoidable impacts potentially resulting from land acquisition and resettlement activities, and impact of changes in land use and access restrictions or loss of different types of assets. The most pronounced additional impact as a result of demolition is the impact on land use which will result in physical displacement of 7 families in the 3 residential buildings.

The most pronounced additional impact as a result of demolition is the impact on land use which will result in physical displacement of 7 families in the 3 residential buildings.

“At the end of the metro line, a new station will be built within the boundaries of the Misr station (the main train station in Alexandria) near the station fence. The new station land owned by ENR, part of the land has no facilities (unused) and another part with old closed offices (unused) belonging to Railway employees.”

The project site in Misr Station area includes (3) residential buildings belonging to ENR (This impact has not been mentioned before in the studies prepared for the project) Note that all site visits during the preparation of the ESIA and RAP, no residential buildings were mentioned that would be affected by the project, the only buildings that were observed at the project site within Misr Station area were unused ENR administrative buildings, as mentioned above.

Officials from NAT confirmed the accuracy of this information, and the construction of the project will result in the removal of all buildings belonging to ENR, including (3) residential buildings. These buildings are located within the boundaries of Misr Station area. The 3 buildings are administrative housing for ENR employees. One of them is a rest house for the head of ENR in Alexandria, where there is no permanent residence for any family. The other two buildings are currently inhabited by (9) families, (7) of whom are retired employees (4 of them are dead, and their children and grandchildren live in the unit), and (2) are current ENR employees.

The ECS team visited the mentioned residential buildings, conducted a census and socio-economic survey of the families living in these buildings, and assessed the potential impact of physical displacement that would occur in the area where construction work was supposed to start.

All PAPs in this section of the project (Misr Station area) are tenants of ENR's housing units, considering that they are ENR employees. This housing is provided to them to facilitate their work and ensure their presence near the workplace. None of the PAPs have official ownership of the housing unit or the land. They were all housed based on a lease contract that ends with the end of the beneficiary's status as an employee in ENR, that is, after his retirement or resignation from the job. According to the lease contracts, the rental value is deducted from the employee's monthly salary. All residents reported that they continue to pay rent regularly even after their status as ENR employees ends (retired).



Figure 6-1: One of the administrative buildings that were removed for the project at Misr Station (it was mentioned in the ESIA study that was prepared for the project, 2021)

However, during the RAP implementation exercise, a number of additional residential buildings owned by ENR employees were identified for removal. Photos of these buildings are shown in the figure below.



Figure 6-2: Photo of a residential building. The photo was taken from inside the Abu Qir train corridor at Misr Station, January 2024

6.1 Characteristics of Affected People

All PAPs in this section of the project (Misr Station area) are tenants of ENR's housing units, considering that they are ENR employees. This housing is provided to them to facilitate their work and ensure their presence near the workplace. None of the PAPs have official ownership of the housing unit or the land. They were all housed based on a lease contract that ends with the end of the beneficiary's status as an employee in

ENR, that is, after his retirement or resignation from the job. According to the lease contracts, the rental value is deducted from the employee's monthly salary. All residents reported that they continue to pay rent regularly even after their status as ENR employees ends (retired).

The socio-economic survey was applied to (7 families) PAPs

6.1.1 Distribution according to gender

Table 6-1: Distribution of PAPs according to the house tenant gender

PAPs Gropes	Number of PAPs		
	Male	Female	Total
ENR residential buildings	4	3	7

Based on the results of the socio-economic survey and interviews with PAPs; (4) of the families are headed by males (husband/son), while (3) of the families are headed by females, either daughter or widow of a former employee.

6.1.2 Population

The following table describes the distribution of the PAPs population according to the results of the socio-economic survey.

Table 6-2: Distribution of PAPs Household Members according to the population

PAPs Gropes	Number of PAPs Family Members		
	Male	Female	Total
ENR residential buildings	18	29	47

The results of the socio-economic survey showed that the total number of PAPs family members for all surveyed PAPs (47 PAPs). The percentage of females are more than males, that 60% of the total PAPs are females compared to 40% that are males.

6.1.3 Distribution according to Age Groups

The vast majority of the residential units represent housing for extended families consisting of a father, mother, children, and the children's families, which creates a diversity in the age groups of the residents.

The following table shows the distribution of PAPs (Household Members) by age group according to the results of the socio-economic survey conducted by the ECS team. Nearly 70% of PAPs fall into the age groups of 20-50 years. The least represented age group is the elderly (10) in the age groups from 60 to over 70 years, which indicates that about 41% of the PAPs are of working age.

Table 6-3: Distribution of PAPs Household Members According to Age Groups

PAPs	-5	5-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70 and Above
ENR residential buildings	2	6	4	2	4	3	3	6	1	2	2	2	2	5	3

6.1.4 Distribution of PAPs According to Education

The results of the socio-economic survey showed the diversity of educational status among PAPs family members, but the vast majority of them are university graduates, about 70%, in addition to children enrolled in primary education, followed by preparatory and secondary education.

The following table describes the distribution of PAPs by educational status.

Table 6-4: Distribution of PAPs Household Members according to the educational status

PAPs	Uneducated	Read and write	In Primary	In Preparatory	In Secondary	Intermediate	University
ENR residential buildings	0	1	6	2	2	1	33

6.1.5 Distribution of PAPs according to social status

The following table shows that the vast majority of PAPs who are heads of households are married (60% of the total number of PAPs/ 4 PAPs), therefore they will be responsible for providing for their needs, which increases their social and economic obligations. This compares to 2 PAPs surveyed are widows. In addition, 1 of the total PAPs being unmarried (single).

Table 6-5: Distribution of PAPs Heads of Household according to social status

PAPs	Single	Married	Divorced	Widower
ENR residential buildings	1	4	0	2

6.2 Employment and Income

6.2.1 Employment

Table 2-6 shows the PAPs Household Members types of jobs. Private Sector work number of the lowest percentage (6), followed by Public Sector (7). The number of Pension constituted from the highest percentage (9). The number of those enrolled in education and housewife came the largest percentage, with a total of (22). The number of casual labour was (0), and those who had no work/unemployed at the time of the survey was (1).

The figures in the following table, are of the total number of family members for all PAPs not including children under education age.

Table 6-6: Distribution of PAPs Household Members According to types of jobs

PAPs	Employer (Private Sector)	Employer (Public Sector)	Casual Labour	Learner	Pension	Housewife	Do Not Work
ENR residential buildings	6	7	0	13	9	9	1

6.2.2 Income

- Type of wage or salary/ income**

The following table shows the results of the socio-economic survey in terms of income/wage. The data indicate that all heads of household among PAPs have a stable income, as all PAPs confirmed that they receive a stable income, whether it is a monthly salary or a pension.

Table 6-7: Type of Wage or Salary/Income of PAPs Heads of Household

PAPs	Stable Salary/Income	Unstable Salary/Income	Without income
ENR residential buildings	7	0	0

- Income Amount**

The following table shows the distribution of heads of households among PAPs according to monthly income categories. According to socio-economic survey data, most PAPs are above or slightly above the minimum wage level. The income category 4,001-5,000 EGP is the most common among the PAPs as it represents 8 of the total PAPs (Household Members). This is followed by 7 of PAPs with 5,001-6,000 EGP monthly net income. The highest income groups in the PAPs are 3 with 6,001+ EGP monthly.

Table 6-8: Distribution of PAPs Household Members According to Net Income Amount (Monthly Data)

PAPs	3,001-4,000 EGP	4,001-5,000 EGP	5,001-6,000 EGP	6,001+ EGP
ENR residential buildings	5	8	7	3

- Other sources of income**

All PAPs in ENR residential buildings have no other source of income and as such their livelihoods depend exclusively on one source of income, which is stable monthly salary or a pension.

- Social Aid and Government Support**

According to the results of the socio-economic survey, all PAPs do not receive social aid or subsidies from government agencies or NGOs.

6.3 Characteristics of the housing unit

6.3.1 Components of the housing unit

All PAPs explained that the ENR housing units include electricity, water and sanitation facilities. Water and electricity connections are official. They pay a monthly fee for consumption.

All inhabited housing units include a bathroom, a kitchen, and a number of rooms ranging between 4-5 rooms. In addition. 3 of the residential units consist of two floors, and 2 of them have a small garden attached.

6.3.2 Proximity to services and facilities

PAPs explained that the residential units are very close to all educational, health and commercial services and facilities. The location is considered very lively and socially upscale, as the area is not random or lacks any services, even transportation services.

6.3.3 PAPs duration of stay in ENR residential units

All PAPs stated that they have lived in these housing units for long periods of time, up to 40 years, and some of them even got married and raised their children inside these units.

6.3.4 The monthly rent

All PAPs pay a monthly rent to ENR of 650 EGP for renting these housing units. They pay regularly until the date of the survey and have payment receipts.

All PAPs reported that they had been notified several times by ENR to vacate the residential units because they no longer had the right to benefit from these residential units because they were no longer ENR employees (their job status that enabled them to reside in the unit had expired). They were notified in writing in December 2022, and have been notified several times verbally.

6.4 PAPs Physical displacement

The socio-economic survey was conducted with the PAPs during phase 1, January 2024. During this phase, all PAPs who were included in the survey (7 families PAPs) were still living in the housing units in Misr station. During phase 2 of the survey, which was conducted in September 2024, all PAPs had moved from the housing units attached to the buildings subject to the ENR at Misr Station.

In September 2024, the RAP team (ECS) conducted a second round of consultations with PAPs (Phase 2), following confirmation that they had received and moved into alternative housing units. These consultations included not only the PAPs but also officials from ENR and the Residential Buildings Department in Bashaer El Khair area, where the alternative units are located. During this round, the RAP team updated the socio-economic survey data to document the characteristics of the alternative units and the allocation process. The team also assessed anticipated impacts and defined the appropriate compensation package in line with lender requirements.

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An inspection was conducted for the alternative housing units assigned to the PAPs previously residing in ENR buildings at Misr Station. These units are scheduled for removal to facilitate the project's development.

Key findings from the consultations and inspections are as follows:

- The compensation process was confirmed to be voluntary, with no instances of violence or coercion.
- (7) housing units were allocated to PAPs in the Bashaer El Khair complex in the Qabari area, located about a 12-minute drive from Misr Station. These units were allocated as compensation based on an official request from the Minister of Transport to the Governor of Alexandria April 16, 2024 (Appendix 1) to allocate 7 housing units to PAPs affected by the Alexandria Metro project from the residents of the residential buildings at Misr Station.
- (5) PAPs have accepted the compensation and received the alternative units, while (2) PAPs indicated no requirement for alternative housing, one of them moved with his wife to live in Damanhour city in an apartment he owns. The other confirmed that they do not need an alternative housing unit and have rented an apartment in the Misr Station area and settled there.
- PAPs who accepted the alternative housing units, only two have moved and settled in the alternative housing units, while the other three have opted to reside elsewhere in Alexandria. They officially received the alternative units, signed the rental contracts, closed the units and preferred to settle in other areas in Alexandria. However, they did not state whether the apartments they moved to were owned by them or rented, but they stated that this situation was satisfactory to them and better.
- PAPs who received the new units (5 PAPs), selected the floor of their unit according to preference, and all units are within the same building. According to the officials of the Residential Buildings Department in the Bashaer El Khair area, the decision received from the Alexandria Governorate includes allocating (7) housing units to the occupants of the residential buildings at Misr Station, (5) units have been delivered and the rest of the PAPs (2) are entitled to receive their units at any time, the officials confirmed that the PAPs not receiving the replacement units until now does not negate their entitlement to them, because they were allocated to them based on an official request from the Minister of Transport and according to a decision from the Governor of Alexandria.

6.4.1 Components of the alternative housing unit

The alternative housing units provided to the PAPs include:

- Three bedrooms, a reception, a bathroom, and a kitchen.
- The units are fully furnished and equipped with new home appliances (refrigerator, stove, water heater, washing machine) and furniture (master bedroom, children's bedroom, kitchen, living room, and dining room).
- All utilities are connected, including electricity, water, and drainage, with utility meters installed.

- All units are finished with paint and ceramic flooring, and windows are fitted with insulated aluminum to protect against dust and heat.
- The residential buildings are equipped with elevators, gates and a guard for each building

6.4.2 Proximity to services and facilities

The residential complex Bashaer El Khair, includes worship houses (mosques and churches) a few steps away from the PAPs residential building, as well as shops, a bakery, educational and health facilities, and a club. The streets are paved and there are parking spaces and transportation services.

6.4.3 The monthly rent

All PAPs pay a monthly rent of 300 EGP for renting these housing units in addition to 50 EGP for maintenance, total 350.

The current rental value for the alternative residential units is EGP 350, which includes maintenance. This amount is approximately 46% less than the rental value of the residential units they previously occupied (owned by ENR). The rent for the new residential units is paid to the management of the state-owned Bashaer El Khair housing complex, not to ENR.

All residential units are rented with an official lease (for life) of indefinite duration. In the event of the tenant's death, the lease is transferred to his wife or children who benefit from the same residential unit with him.

All PAPs who received the residential units (5 PAPs) confirmed that they had signed the rental contracts but had not received a copy of the contract yet because it should be signed first by the Governor of Alexandria. Officials from the Bashayer El Khair Residential Complex confirmed that once the contract signing procedures are completed, the tenants will be provided with a copy of the contract.

6.5 Vulnerable Groups

The following table presents a list of vulnerable groups, indicating that the elderly is the highest among all vulnerable groups, at a rate of (10 PAP) of the total PAPs. Followed by sensitive physical condition (6). This is followed by disability (3). A woman breadwinners and illiterate do not represent one of the vulnerable groups.

Table 6-9: Vulnerable Groups that are likely to be Affected

Vulnerable Groups	ENR residential buildings
PAPs with physical disabilities (PAP or a family member)	✓ Mental and hearing disability
Elderly	10
Sensitive physical condition (PAP or a family member)	6
Woman breadwinners	0
illiterate	.

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Using the background information provided in table above, it is noted that some of the PAPs fall into more than one category of vulnerability, so that he/she is elderly and is also sensitive physical condition, which makes him/ her more vulnerable.

6.6 Perceptions on the Project

Table following table shows the PAPs perceptions on the Project, through which it is clear, that in general the perceptions are positive. None of the PAPs expressed their objection or rejection of the Project, but some of them had some concerns/ questions regarding the potential impacts of the project and whether or not they will be displaced from these housing units.

Table 6-10: PAPs Perceptions on the Project

PAPs Perceptions	ENR residential buildings
The Project is good	6
The Project is bad	1
Do not know	0

PAPs perception of the Project (both positive and negative) has been expressed as follows during the survey:

- **The Project is good**

Positive feedback for the Project shared as part of the socio-economic survey is summarized below.

- The vast majority of good responses stated that the project will save a lot of time for travel, especially over long distances;
- Reduce congestion;
- Fast and will enhance passenger safety/reduce accidents;

- **The Project is bad**

potential impacts were at the forefront of negative perceptions of the Project include:

- Concerns related to land acquisition and physical displacement
- Potential impacts on old buildings due to vibrations

It is worth noting that PAPs have mentioned some questions related to the project, namely²:

- Will the residential buildings be removed to create the project?
- In the event that the residential buildings will be removed, will we be compensated? and the transitional period between obtaining compensation and moving out of the buildings so that they can purchase alternative houses and move the furniture.

² Note: All responses to these questions were completed during Phase 1 before affected families (PAPs) moved into alternative housing units as compensation for the units they occupy in ENR residential buildings at Misr Station.

6.6.1 Project awareness

PAPs confirmed that they have been aware of the Alexandria Metro project since 2021 through several sources: newspapers, television, as well as surveyors who distributed flyers to introduce the project, and posters at stations for consultation sessions. But we were not notified that these residential buildings would be removed to project construct, and we did not expect that because the Abu Qir train corridor inside Misr Station is wide and there is a fence separating the residential buildings from the train corridor. So, what is the justification for removing the residential buildings if it is possible to benefit from the available land of ENR property inside Misr Station.

This section highlights that the PAPs awareness began at an early stage during the preparation of the project's ESIA in 2021. However, at this stage, their awareness was limited to information related to the transformation of the Abu Qir railway line into the Alexandria Metro Project and the potential environmental and social impacts, excluding any mention of physical displacement resulting from the project's implementation.

PAPs awareness of the impacts directly affecting them began in December 2023, when the ENR Committee explicitly informed them that the residential buildings they inhabit would be removed to facilitate the construction of the Alexandria Metro Project.

During consultations with PAPs, the RAP team clarified certain technical details regarding the project's land requirements. They explained that the project design in the Misr Station area would necessitate the removal of residential buildings attached to the station, as well as several administrative buildings belonging to ENR. The RAP team also elaborated on all the alternatives considered by NAT to avoid the removal of these buildings in this section of the project design, emphasizing that engineering alternatives were not feasible and that the removal of the buildings was the last resort for the project's implementation.

7 Institutional Arrangements

No changes to the Institutional Arrangements section have been identified. This section therefore remains unchanged from Chapter 8 Institutional Arrangements of the RAP approved document.

8 Entitlements And Compensation

This chapter describes the eligibility of displaced residential building residents for compensation and other resettlement assistance. The chapter also includes an entitlement matrix (Table 8-1) that addresses the categories of losses and entitlements for PAPs affected by the physical displacement of residential building residents at Misr Station.

8.1 Eligibility Categories and Principles

Under Egyptian law, the only persons and entities eligible for compensation are those with registered ownership rights.

Under the Lender's requirements, all the land needed for a Project is subject to Eligibility Criteria for compensation, which includes the following categories:

- Category 1: those who have formal legal rights to land (including customary and traditional rights recognized under Egyptian Law);
- Category 2: those who do not have formal legal rights to land at the time of the census, but who have a claim to land that is recognised or recognisable under national laws; and
- Category 3: Those who have no recognizable legal right or claim to the land they are occupying.

Under this project, all categories (1, 2 and 3) were considered for compensation according to the lenders' requirements and criteria. PAPs affected by physical displacement in residential buildings at Misr Station fall under Category 3. All project PAPs will be/were compensated for their losses, regardless of their legal status.

NAT will explain to PAPs what is included in the entitlements matrix to provide eligible PAPs with the opportunity to apply for these packages where they can confirm their eligibility. PAPs will need to provide the requested information that is provided in Table A-1 below. NAT will provide support and assistance to vulnerable PAPs with this process (such as completing paperwork), if needed, and details of this support will be communicated through consultation meetings, negotiation meetings and ongoing stakeholder engagement activities. This support can be provided through one to one sessions with vulnerable PAPs after consultation meetings.

Table 8-1: Eligibility supporting documentation by impact and PAP category

Impact	PAP Group	Information Required
Permanent loss of Residential Buildings and Structures (complete or partial)	Tenants of ENR residential buildings	<ul style="list-style-type: none"> • witness statement confirming informal use of the residents of the area, • Details of the affected house/ structure • Gender (female/male) • Age • Having any disability (yes or no) • Other business-owned assets (if any) • If vulnerable, <ul style="list-style-type: none"> - Illiterate (yes or no) - Cumulatively affected (yes or no) - Previously subject to expropriation (yes or no) - Women-headed household (yes or no) • Evidence of welfare support provided by the State (if any)

The eligibility of PAPs was assessed by ENR during the tenants of the ENR residential buildings census located at Misr Station on the land required for the project alignment, after confirming the need for the project and the unavoidability of the land. The eligibility of PAPs was confirmed during the RAP consultations conducted by the RAP team. The NAT Compensation Committee will review and confirm the eligibility of PAPs for relocation assistance compensation through consultation with the PAPs.

8.2 Entitlement Matrix

Individuals and households registered in the census conducted by the ENR Committee, which was reviewed and verified by the RAP team, are entitled to compensation and relocation assistance. Entitlements are determined according to the categories of PAPs and households, taking into account the level of impact caused by the land acquisition requirements of the project. Entitlements under the project in the Misr Station area are limited to compensation for 1) loss of housing (residential units rented from ENR) that do not represent assets owned by the PAPs but represent for them the residence in which they have settled for a long period of time without a valid lease contract but with regular payment of the rental value of the unit; 2) relocation assistance to the alternative housing units, and expenses related to the relocation.

All PAPs identified before the cut-off date are entitled to compensation, in accordance with the compensation principles in the Land Acquisition Law and the lender's requirements as explained in Chapter 3: Legal Framework of the approved RAP document.

Lenders Standards/Requirements identify a cut-off date in order to avoid unjustified claims for compensation.

Although there is no cut-off date under the Egyptian laws, Article (22) of the Egyptian Law 10, 1990 states that: "any action or procedure that takes place on the land mentioned in the Ministerial Decree, such as constructing buildings, lease contracts, or planting crops/ trees after the Ministerial Decree has been published in the Official Gazette, will not be included in the compensation valuation."

The cut-off date on the Project is differ according to the various components of the Project. The cut-off date for all assets falling within ENR property, namely the 3 residential buildings, In addition to the facilities previously listed and described in the previous stage (during the preparation of the RAP document) rented shops, the mosques and the copper factory land. The date of publication of the land acquisition ministerial decree is considered the cut-off date is 19 November 2020.

Whereas the cut-off date for identifying the tenants of residential units located on ENR property can be considered February 2024. This is the date when a committee from ENR conducted an inventory of the families residing in the residential buildings at Misr Station, considering them as affected by the construction of the Alexandria Metro Project.

Table 8-2 presents the entitlement matrix for the affected category of residents of residential buildings in the Misr Station area affected by the project who were identified in the project according to the type of loss/impact on the project affected persons.

Table 8-2: Entitlement Matrix for Affected Persons

Type of Loss	Category of PAP	Number of PAPs	Entitlement	
			Compensation to meet National Requirements	Compensation to meet Lender’s Requirements
Permanent loss of Residential Buildings and Structures (complete or partial)				
Loss of Residential buildings and structures or access to them	Individuals who do not have any recognizable legal right or claim to the residential building/unit (squatters and persons in ownership dispute)	7 tenants of ENR residential buildings	No provision is provided under National law. There is no compensation for residential buildings built on state-owned lands (owned by ENR) as they will be transferred to the NAT.	Provide in kind compensation (alternative housing) or cash compensation at replacement cost for the structures if they were built by the users. The type of compensation is determined according to the preferences and choices of the PAPs. Allowance <ul style="list-style-type: none">• Provide assistance in moving and finding similar and affordable rental accommodation with security of tenure (this may include moving allowance and rental allowance for a transitional period, if needed).• Provide assistance of moving the electricity and water meters from the units that will be removed to the replacement units• Providing legal assistance to PAPs to help them understand the agreement for receiving the compensation (if needed/ requested)

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8.3 Assistance with Legal Costs

In addition to the cash and in-kind compensation and other allowances as described in the entitlements matrix (**Tabel 8-2**) above, all PAP categories are entitled to cash or in-kind compensation to cover legal costs for all transactions relating to physical displacement due to the Project, should they occur. These legal costs may include support in registering/documenting leases for alternative units (if required).

8.4 Transportation Costs

When assets are required to be moved due to physical displacement, NAT will cover costs of moving using local transportation providers and shipping, or by providing cash compensation that covers the cost of transportation and any other cost associated with the transportation process, such as the use of labor, the rehabilitation of alternative housing units, or the loss or damage of the movable property. It has been confirmed by NAT that will provide transportation assistance.

8.5 Vulnerable Groups

According to the consultations conducted by the RAP team with the ENR team and PAPs, they stated that the ENR team has taken some measures that take into account all vulnerable groups. These included:

- Compensation assessment negotiations were conducted with all PAPs at their locations (residential buildings they live in) so that no PAPs would have to go through the trouble of moving to conduct consultations or submit documents,
- No distinction was made between men/women or between tenants of former ENR employees who are still alive or between heirs of former employees who have passed away in the assessment of compensation, consultation and negotiation.

9 Information Disclosure and Consultations

The same consultation and disclosure approach adopted during the implementation of the Resettlement Plan and the grievance mechanism that will be used to resolve any disputes that may arise will be followed, as detailed in Chapter 10 Information Disclosure and Consultations of the RAP document approved in 2023.

9.1 Consultation activities carried out during the preparation of the RAP Addendum

Since the consultant became aware of the residential buildings to be removed at Misr Station, the RAP implementation team has conducted several consultation activities with NAT officials, ENR officials and families living in these residential buildings. Stakeholder consultations were conducted at different stages from January to September 2024. Below are the actions taken by the consultant, and the RAP addendum will include more details on the consultation with affected people.

The consultant contacted NAT officials to clarify this matter, given that this impact had not been previously mentioned in the studies prepared for the project (ESIA and RAP), noting that all field visits during the preparation of the ESIA and RAP did not include any specific physical displacement as a result of residential buildings removal for the project. The only buildings that were

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monitored at the project site inside Misr Station area located near the project alignment, is ENR administrative buildings, according to what ENR officials said during field visits and meetings with them (during 2021-2023).

NAT officials confirmed the accuracy of this information, as the final design of the project in Misr Station area will require the removal of all buildings belonging to ENR, including (2) administrative buildings, in addition to (3) residential buildings. These buildings are located within the boundaries of Misr Station area. The 3 buildings are administrative housing for ENR employees, one of them is a rest house for the ENR Chairman in Alexandria.

After the consultant verified this information, the consultant raised the matter to the EBRD team for discussion and to determine the actions/ steps that should be taken in this regard, which started with a request to conduct a site visit with NAT team to the residential buildings located inside the Misr station site.

The results of the site visit showed that the building designated as a rest house for the ENR Chairman does not have a permanent residence for any family. As for the other two buildings, they are currently inhabited by (9) families, (7) of whom are retired ENR employees (4 of them are dead, and their children and grandchildren live in the unit), and (2) current ENR employees.

The ECS team conducted a meeting with ENR officials to get better understanding of the situation of these residential buildings, and also conducted interviews, FGD, a census and a socio-economic survey with the families residing in the (2) buildings, to assess the potential impact of physical displacement that might occur in the area where construction work was supposed to start.

The consultant held a meeting with NAT team to discuss the emerging issue of physical displacement at the project site in Misr Station to discuss and clarify the IFIs requirements regarding the potential impacts on physical displacement.

The PAPs confirmed that they have been aware of the Alexandria Metro project since 2021 through several sources: newspapers, television, as well as surveyors who distributed flyers to introduce the project, and posters at stations for consultation sessions. But we were not notified that these residential buildings would be removed to construct the project, and we did not expect that because the Abu Qir train corridor inside Misr Station is wide and there is a fence separating the residential buildings from the train corridor. So, what is the justification for removing the residential buildings if it is possible to benefit from the available land of ENR property inside Misr Station.

10 Monitoring And Reporting

No Changes have occurred in the Monitoring at Reporting. This section therefore remains unchanged from **Chapter 12 Monitoring at Reporting of the RAP** approved document. The same approach monitoring at reporting will be followed as described in the RAP document will be followed.

11 Implementation Schedule and Budget

11.1 Implementation Schedule

The RAP will be implemented in a sequential approach; the process of implementing the RAP is a sequential process that will begin with the identification of PAPs, compensation valuation, the consultation and negotiation with PAPs, compensation deposit and grievances. The previous implementation steps represent the main steps that should be taken before civil works take place, conceding that the RAP implementation process is a continuous process that begins before the start of the construction activities and continues throughout the construction period.

Error! Reference source not found. below provides the key dates for the implementation of this RAP Addendum, covering all activities from RAP Addendum disclosure through to its implementation, monitoring, evaluation and completion, end dates are indicative.

Figure 11-1: RAP Addendum Implementation Timeframes

Item	Responsible Entity	Indicative Start Date	Indicative End Date
RAP Disclosure			
Disclosure of the RAP Addendum	NAT	12/2024	01/2025
RAP Addendum Implementation			
Inventory of the residential units built in ENR's land at Misr station area	ENR	01/2024	03/2024
Identification of PAPs	ENR	01/2024	03/2024
Evaluation of individual PAP eligibility and entitlements	ENR & NAT	03/2024	04/2024
Negotiations with PAPs	ENR	04/2024	06/2024
Issuance of a decision by the Minister of Transport to compensate PAPs with alternative housing units	MoT	04/2024	06/2024
Preparing contracts for alternative housing units	Management of the residential complex Bashayer Al Khair (alternative housing units area)	07/2024	08/2024
PAP contract signing	ENR and Management of Bashayer Al Khair	08/2024	09/2024
Disbursement of compensation to PAPs	NAT	08/2024	2025

11.2 Compensation Budget for Physical displacement at Misr Station

The below tables present the budget breakdown of Residential buildings at Misr Station and assistant that will be covered in the RAP Addendum budget. NAT commits to meeting any additional cost during implementation should it arise through the allocation of an additional budget.

11.2.1 Budget Methodology

The compensation amounts shown in this chapter are based on in-kind compensation issued by the Ministry of Transport. The total amounts are then calculated using PAP data obtained during the update of the asset inventory and socio-economic surveys.

The costs have been separated into the following categories:

- Compensation for residential buildings, and
- Additional assistance allowances.

11.2.2 Estimated Compensation Costs

The anticipated compensation costs for each cost category are presented as follows:

- Compensation Costs for residential buildings

Table 11-1: Compensation Costs for Residential Buildings

Item	Number of Items	Compensation Cost (EGP)
Alternative housing units	7	<p>7 alternative housing units were allocated by a decision issued by the Minister of Transport.</p> <p>The units belong to the Ministry of Transport.</p> <p>The units are equipped with all facilities, furniture, and household appliances.</p> <p>No PAP incurred any additional expenses for the transfer of facilities or registration procedures</p>

- Additional Assistance Allowances

Table 11-2: Compensation for Additional Assistance Allowances

Type of Assistance/ Allowance	Allowance for each PAP	Compensation Cost (Egyptian Pounds)
<ul style="list-style-type: none"> • Moving allowance; Providing transportation allowance, • Reimbursement cost related to damages that may occur during transportation. 	10,000	70,000 ³

11.3 Summary of Costs

The total cost estimated for the implementation of this RAP is shown in Table 9-4. A 10% contingency has also been added to the total cost calculated for compensation to ensure that sufficient funding is available, if required, such as for further PAPs that might be identified, or if significant increases to compensation is required.

Table 11-3: Summary of Costs

Compensation Item	Compensation Cost (Egyptian Pounds)
Alternative housing units	-
Other Assistance Allowances	70,000
Contingency⁴	-
Total	70,000

³ This budget includes any potential costs such as wages of workers (daily workers) during transportation for loading, repairing, installing, etc.

The budget was calculated based on the number of PAPs identified and counted by the ENR committee and verified by the RAP team. The budget was determined based on consultation activities with PAPs and the average expenses they incurred to transport their furniture and personal belongings, as well as to make some adjustments to their furniture and the housing units they moved to. This was determined during consultation activities with PAPs. (7*10,000 EGP)

⁴ No additional Contingency budget has been allocated. The Contingency RAP Addendum budget is included in the RAP Addendum Budget.

Appendix 1: Minister of Transport's official request to the Governor of Alexandria to allocate the alternative housing units

