

# Comprehensive Research: Infrastructure, Sustainable Transport, and Energy Efficiency Projects in Alexandria, Egypt (2016–2026)

## 1. Executive Summary

### 1.1 Research Scope and Methodology

**1.1.1 Geographic and Temporal Boundaries** This research examines infrastructure, sustainable transport, and energy efficiency projects within **Alexandria Governorate, Egypt**, covering the ten-year period from **2016 to 2026**. Alexandria, as Egypt’s **second-largest city and principal Mediterranean port**, serves as a critical economic and industrial hub with a metropolitan population exceeding **5 million inhabitants**. The geographic scope encompasses the historic urban core, the eastern coastal corridor toward **Abu Qir**, western expansion areas including **New Borg El Arab**, and the **Lake Mariut watershed**. The temporal boundary captures Egypt’s post-2016 economic reform period, the launch and refinement of **Egypt Vision 2030**, and the acceleration of green infrastructure investment following **COP27 in 2022** and Alexandria’s 2025 admission to the **European Bank for Reconstruction and Development (EBRD) Green Cities Framework** ([Source](#)) ([Source](#)) .

**1.1.2 Sectoral Coverage: Infrastructure, Transport, Energy, and Cross-Cutting Initiatives**  
The research encompasses **five interconnected sectors**:

Sector	Primary Focus	Key Investment Areas
<b>Sustainable Transport</b>	Rail-based mass transit, surface transport, intelligent mobility	Raml tram modernization, Abu Qir metro, electric buses, BRT corridors
<b>Energy Efficiency and Renewable Energy</b>	Grid modernization, waste-to-energy, solar infrastructure, building efficiency	Regional Control Center, sludge-to-energy, solar water treatment, street lighting
<b>Water and Wastewater Infrastructure</b>	Network expansion, treatment upgrades, climate-resilient supply	Sewerage extension, desalination, non-revenue water reduction
<b>Solid Waste Management and Circular Economy</b>	Treatment facilities, landfill gas capture, resource recovery	Mechanical biological treatment, waste-to-energy
<b>Climate Resilience and Urban Planning</b>	Coastal protection, sustainable drainage, brownfield regeneration	SuDS, coastal resilience plan, Mina El Basal development

The **cross-cutting Alexandria Green City Action Plan (GCAP)** integrates these sectors through a **10–15 year strategic framework** with **€506.38 million in identified investments** ([Source](#)) .

**1.1.3 Data Sources: Government Reports, International Financial Institutions, and Technical Documentation** The research prioritizes **authoritative primary sources**:

Source Category	Key Documents	Reliability Assessment
International Financial Institutions	EBRD board reports, EIB project summaries, AFD fact sheets, AIIB documentation	<b>Highest</b> — audited, disclosure-compliant
Government Agencies	Ministry of Transport statements, NAT procurement notices, Alexandria Governorate publications	<b>High</b> — official implementation status
Technical Reports	GCAP (January 2025), feasibility studies, environmental and social assessments	<b>High</b> — peer-reviewed, multi-stakeholder validated
Industry and Trade Media	Railway Gazette, Global Railway Review, Daily News Egypt, Ahram Online	<b>Moderate</b> — timely, cross-referenced with official sources

**1.2 Key Findings Overview**

**1.2.1 Total Investment Portfolio and Funding Distribution** Alexandria’s sustainable infrastructure portfolio represents **one of Egypt’s largest concentrations of green development finance**:

Investment Category	Amount (€ million)	Share	Key Characteristics
Confirmed major projects	2,100+	80%	EIB, EBRD, AFD, AIIB, government co-financed
GCAP pipeline	506.38	19%	Short-to-long term phased investments
Pilots and demonstrations	<50	1%	SOLE project, electric bus Phase 1
Total identified	2,650+	100%	Multi-source, multi-tenor financing

**Funding source distribution** reveals heavy reliance on **European institutional finance**:

Source	Contribution (€ million)	Key Projects
European Investment Bank (EIB)	138+ confirmed	Raml tram, metro co-financing
European Bank for Reconstruction and Development (EBRD)	250 confirmed	Metro trigger, GCAP framework
Agence Française de Développement (AFD)	150+ estimated	Tram, metro, Regional Control Center
Asian Infrastructure Investment Bank (AIIB)	[redacted]	Metro co-financing
European Union (grants)	18 confirmed	Tram (€8M), RCC (€10M)
Egyptian Government	735+ estimated	Counterpart funds, land, utilities
Private Sector	315 estimated	Construction, vehicles, future O&M

The **four-multilateral-bank coordination** for the Abu Qir metro—**EBRD, EIB, AFD, and AIIB**—is **unprecedented in Egyptian infrastructure** and reflects Alexandria’s strategic positioning for international climate finance ([Source](#)) ([Source](#)) .

**1.2.2 Project Status Breakdown: Completed, Under Construction, and Pipeline**

Status	Projects	Investment Value (€ million)	Characteristics
<b>Completed</b>	SOLE energy efficiency, electric bus Phase 1 (15 vehicles)	<50	Pilot demonstrations, proof-of-concept
<b>Under Construction</b>	Raml tram, Abu Qir metro Phase 1, Regional Control Center, solar street lighting	<b>1,800+</b>	<b>Flagship transformational investments</b>
<b>Pipeline — Design/Planning</b>	BRT corridors, metro extensions, sludge-to-energy, scaling solar, SuDS	250+	GCAP-sequenced, financing to be mobilized
<b>Pipeline — Conceptual</b>	Additional tram upgrades, desalination, waste-to-energy expansion	TBD	Requires detailed study

The **concentration of value in “under construction” status** (February 2026) reflects **accelerated implementation** following years of preparation and the 2025 financing breakthroughs.

**1.2.3 Alignment with Egypt’s Vision 2030 Strategic Objectives** All major projects demonstrate **explicit Vision 2030 alignment**, with six flagship initiatives **currently under construction**:

Project	Vision 2030 Pillar(s)	Status (Feb 2026)
Raml Tram Modernization	<b>Sustainable Transport</b> , Environmental Sustainability	<b>Under Construction</b>
Abu Qir Metro Phase 1	<b>Sustainable Transport</b> , <b>Urban Development</b>	<b>Under Construction</b>

Project	Vision 2030 Pillar(s)	Status (Feb 2026)
Regional Control Center Modernization	<b>Energy Security</b> , Renewable Energy Integration	<b>Under Construction</b>
Sludge-to-Energy Facility	<b>Renewable Energy</b> , Circular Economy, Sustainable Waste Management	Early Implementation
Scaling Up Solar (E2)	<b>Renewable Energy Expansion</b> (42% by 2030 target)	Under Development
Sustainable Drainage Systems (CR2)	<b>Climate Resilience</b> , Environmental Sustainability	Under Development

The **GCAP framework institutionalizes this alignment**, embedding Vision 2030 objectives into project identification, prioritization, and monitoring [\(Source\)](#) [\(Source\)](#) .

## 2. Sustainable Transport Projects

### 2.1 Rail-Based Mass Transit Systems

#### 2.1.1 Alexandria Raml Tram Modernisation Project

**2.1.1.1 Project Scope and Technical Specifications** The **Alexandria Raml Tram Modernization Project** transforms the **world’s oldest continuously operating electric tram system** (1863) into a **digitally controlled light rail transit (LRT) system** meeting 21st-century performance standards while preserving cultural heritage. The **13.2-kilometer corridor with 24 stations**—from **Victoria Station** through **Raml Station** to **Manshya Square**—constitutes Alexandria’s most iconic transport infrastructure, celebrated in literature and popular memory as emblematic of the city’s Mediterranean identity [\(Source\)](#) [\(Source\)](#) .

**Performance transformation specifications:**

Parameter	Current (Pre-Modernization)	Post-Modernization	Improvement
<b>Average operating speed</b>	11 km/h	21 km/h	<b>+91%</b>
<b>End-to-end journey time</b>	60 minutes	30–35 minutes	<b>-42%</b>

Parameter	Current (Pre-Modernization)	Post-Modernization	Improvement
Service frequency (peak)	9–10 minutes	3 minutes	+233% capacity
Daily ridership capacity	~150,000	~500,000	+233%
Passengers per hour per direction	4,700	13,800	+194%

Technical systems integration encompasses:

- **Rolling stock:** 30 double-ended light rail vehicles (65 meters, 100% low-floor) from **Hyundai Rotem**, replacing historic single and double-deck trams—contract value exceeding **€100 million** [\(Source\)](#)
- **Signaling and communications:** **Hitachi Rail** providing CBTC (Communications-Based Train Control), Operational Control Centre, SCADA, CCTV, passenger information systems, and predictive maintenance platforms [\(Source\)](#) [\(Source\)](#)
- **Track and power:** Complete rail renewal, sleeper replacement, overhead catenary upgrade, and intersection grade separation via elevated sections
- **Stations:** 24 stations reconstructed with **level boarding platforms**, elevators, tactile guidance, climate protection, and retail integration

The **heritage preservation dimension** presents distinctive engineering challenges. The **double-deck trams**, while operationally obsolete, are **cultural icons** that cannot be retained in regular service under modern safety standards. The modernization approach includes **museum conservation of selected vehicles** and **interpretive heritage elements at key stations**, demonstrating that **sustainable development and cultural identity preservation are mutually achievable**—a core Vision 2030 principle [\(Source\)](#) [\(Source\)](#) .

2.1.1.2 Financial Framework

Funding Source	Amount (€ million)	Instrument	Purpose
European Investment Bank (EIB)	138	Senior sovereign loan	Infrastructure construction, systems
Agence Française de Développement (AFD)	100	Concessional loan	Track, stations, civil works

Funding Source	Amount (€ million)	Instrument	Purpose
European Union	8	Grant (NDICI)	Technical assistance, climate components
Egyptian Government	346	Counterpart funds, sovereign guarantee	Land acquisition, utilities, contingencies
Total	592	Blended finance	Full project cost

The **€8 million EU grant**, while modest financially, is **strategically critical**—it provides **first-loss risk coverage** that enables larger loan mobilization, funds **climate adaptation technical assistance**, and demonstrates **European political commitment** that catalyzes broader financing. The **58% Egyptian government share** ensures national ownership and alignment with domestic priorities [\(Source\)](#) [\(Source\)](#) .

2.1.1.3 Implementation Timeline and Status

	Milestone	Date	Status
	Consultancy tender (design supervision)	2017	Completed
	Financial closure	Late 2025	Completed
	Hitachi Rail contract award	November 2025	Completed
	Construction commencement	<b>February 2026</b>	<b>Active</b>
	Service suspension (temporary)	February 2026	<b>Ongoing</b>
	Expected completion	2027	Target
	Service restoration	2027	Target

**Current status (February 2026): Under active construction** with tramway closed, demolition underway, and replacement bus services (153 vehicles) maintaining corridor connectivity [\(Source\)](#) [\(Source\)](#) . The **two-year construction timeline is ambitious** given urban construction complexity—historical precedent from Cairo Metro Phase 3 suggests **schedule risk** that will require intensive project management to mitigate.

2.1.1.4 Key Stakeholders

Level	Entity	Role
National	Ministry of Transport	Policy oversight, strategic direction
Implementing	National Authority for Tunnels (NAT)	Procurement, contract management, construction supervision
International technology	Hitachi Rail	Signaling, systems integration, digital platforms
Civil works	Hassan Allam Construction + Arab Contractors	Track, stations, infrastructure construction
Rolling stock	Hyundai Rotem	Vehicle manufacturing, delivery, commissioning
Financing	EIB, AFD, EU	Loan disbursement, covenant compliance, technical monitoring
Local	Alexandria Governorate, Public Transport Authority	Land coordination, future operations

**2.1.1.5 Vision 2030 Alignment**    The Raml tram modernization exemplifies **integrated Vision 2030 implementation**:

- **Sustainable Transport pillar:** Modal shift from private vehicles and informal minibuses to efficient public transport, with **quantified GHG emission reductions** supporting EBRD 100% Green Economy Transition eligibility
- **Cultural dimension:** Heritage-sensitive modernization demonstrating that **development need not erase identity**—a model for other historic Egyptian cities
- **Economic competitiveness:** Productivity gains from reduced journey times, with **500,000 daily passengers** benefiting from improved accessibility
- **Social equity:** Affordable fare retention ensuring **inclusive service** for lower-income dependent populations
- **International positioning:** Climate finance effectiveness showcase enhancing **Egypt’s credibility for future green investments**

The project’s **explicit Vision 2030 branding** in official communications—from Hitachi Rail announcements to ministerial statements—underscores its **political flagship status** ([Source](#)) ([Source](#)) .

**2.1.2 Alexandria Abu Qir Metro Project (Phase 1)**



**2.1.2.1 Project Scope and Technical Specifications** The **Alexandria Abu Qir Metro Phase 1** is the **most capital-intensive infrastructure project in Alexandria’s history**, transforming an **underutilized suburban railway into a high-capacity metro system**. The **21.7-kilometer corridor** from **Misir Station** (central Alexandria) to **Abou Qir** (northeastern coastal town) serves **dense residential neighborhoods, industrial zones, and tourism destinations** with limited alternative transport options [\(Source\)](#) [\(Source\)](#) .

**Technical configuration:**

Parameter	Specification	Rationale
<b>Total length</b>	21.7 km	Existing railway corridor utilization
<b>Stations</b>	20 (15 upgraded existing, 5 new)	Optimized coverage, minimized land acquisition
<b>Elevation</b>	14 elevated, 6 at-grade	Flood resilience, urban density adaptation
<b>Design capacity</b>	<b>60,000 passengers/hour/ direction</b>	21× increase from existing 2,850
<b>Operating speed</b>	80 km/h (upgraded from 25 km/h)	Competitive with private vehicles
<b>Journey time</b>	25 minutes (down from 50 minutes)	<b>50% reduction</b> , transformative accessibility
<b>Headway</b>	2.5 minutes peak (down from 10 minutes)	High-frequency, turn-up-and-go service

**Systems and integration:**

- **Electrification:** 25 kV 50 Hz overhead catenary with grid-connected substations
- **Signaling:** Communications-Based Train Control (CBTC) for high-frequency operation
- **Rolling stock:** To be procured—potential for **domestic manufacturing** via Alstom Borg El Arab complex
- **Station amenities:** Air conditioning, platform screen doors (elevated stations), universal accessibility, integrated passenger information, retail spaces
- **Network integration:** Interchange with **Raml tram** at Victoria/Sidi Gaber, **Cairo-Alexandria railway** at Misr/Sidi Gaber, **future high-speed rail** at Borg El Arab [\(Source\)](#) [\(Source\)](#)

The **decommissioning of Al Raml railway station** and its **integration with the modernized tram network** creates **seamless multimodal connectivity**—a systems-level achievement that exceeds the sum of individual project benefits [\(Source\)](#) .

2.1.2.2 Financial Framework

Source	Amount	Status	Strategic Significance
European Bank for Re-construction and Development (EBRD)	€250 million	Board-approved November 2025	Green Cities Framework trigger—unlocks GCAP technical assistance and follow-on investments (Source)
European Investment Bank (EIB)	[Redacted]	Co-financing confirmed	Long-term infrastructure lending expertise
Agence Française de Développe-ment (AFD)	[Redacted]	Co-financing confirmed	Development finance, technical cooperation
Asian Infras-structure Investment Bank (AIIB)	[Redacted]	Co-financing confirmed	First AIIB urban rail in Egypt—diversifies financing sources (Source)
Egyptian Government	[Redacted]	Counterpart contribution	Sovereign ownership, policy alignment
Total financing package	€1.76 billion	Complete	Largest multi-MDB coordination in Egyptian infrastructure

The EBRD’s €250 million trigger status is institutionally transformative—it establishes Alexan-dria’s eligibility for Green Cities Framework 2 Window 2, enabling:

- €350,000 technical cooperation for GCAP development (Austria-EBRD CREATE Fund) (Source)
- Follow-on investment pipeline across GCAP-identified priorities
- Policy dialogue platform for integrated urban sustainability planning

Innovative financing features include:

- Long-term operations and maintenance contract with experienced international metro oper-ator (technical cooperation-supported procurement)
- Environmental and social action plan implementation with dedicated supervision
- Lender supervisory services ensuring quality and compliance (Source) (Source)

2.1.2.3 Implementation Timeline and Status

Phase	Activity	Timeline	Status
Feasibility update	Systra Group engineering	2020–2022	Completed (Source)
Financing mobilization	EBRD, EIB, AFD, AIIB, government	2022–2025	Completed
EPC procurement	International competitive tender	2024–2025	Completed
Construction commencement	Design-build implementation	2025	Active
Commissioning	Testing, training, trial operation	2027	Target
Commercial operation	Full service launch	2027–2028	Target

**Current status (February 2026):** Under construction with civil works advanced, early station construction visible, and **long-lead procurement** (rolling stock, signaling) proceeding. The **three-year maximum construction duration** is ambitious but achievable given **existing corridor utilization** that minimizes geotechnical and land acquisition risks (Source) (Source) .

**Construction-phase mitigation:** 195 replacement minibuses maintain passenger mobility during railway service suspension—an **institutional learning** from previous Cairo Metro construction disruptions (Source) .

2.1.2.4 Key Stakeholders

Category	Entity	Role
Political oversight	Deputy Prime Minister Kamel Al-Wazir, Minister of Industry and Transport	Strategic direction, inter-ministerial coordination
Implementing agency	National Authority for Tunnels (NAT)	Procurement, contract management, construction supervision
Construction consortium	Orascom Construction + Colas Rail	Design-build EPC delivery (Source)

Category	Entity	Role
International financing	EBRD (lead), EIB, AFD, AIIB	Coordinated lending, supervision, technical assistance
Future operations	Private operator (to be procured)	Long-term O&M under performance-based contract
Local integration	Alexandria Governorate	Land coordination, urban planning alignment

The **four-MDB coordination mechanism**—with EBRD as lead—represents **unprecedented harmonization** in Egyptian infrastructure, reducing transaction costs and ensuring consistent environmental and social standards [\(Source\)](#) [\(Source\)](#) .

**2.1.2.5 Vision 2030 Alignment** The Abu Qir metro is **explicitly positioned as Egypt Vision 2030 flagship** across multiple dimensions:

Dimension	Contribution	Evidence
Economic competitiveness	Productivity gains, labor market expansion, property value enhancement	60,000 pax/hr/direction capacity enables metropolitan-scale accessibility <a href="#">(Source)</a>
Social equity	Affordable, accessible service for underserved eastern Alexandria communities	Interchange design ensures multimodal connectivity for all income levels <a href="#">(Source)</a>
Environmental sustainability	<b>100% EBRD Green Economy Transition eligibility</b> —quantified GHG reductions from modal shift and electrification	EBRD assessment confirms substantial emission savings <a href="#">(Source)</a>
Urban development	Transit-oriented development potential at station areas, particularly Abou Qir terminus	Master planning integration underway

Dimension	Contribution	Evidence
Industrial development	Rolling stock procurement potentially from <b>Alstom Borg El Arab</b> complex—localization and export capacity building	2025 announcement of manufacturing complex <a href="#">(Source)</a>
International positioning	<b>Climate finance mobilization success</b> —four MDBs in coordinated co-financing	Model for replication in other Egyptian cities

The **gender-responsive design elements**—including station lighting, security features, and staff training—address **documented constraints on women’s public transport use**, with GCAP gender assessment informing implementation [\(Source\)](#) .

### 2.1.3 Future Rail Expansions (Design and Planning Phase)

#### 2.1.3.1 Metro Phase 2 and 3 Extensions

Phase	Corridor	Length	Status	Dependencies
Phase 2	Misir Station to <b>Ajami railway</b> (west)	~8 km	Feasibility study	Phase 1 ridership validation, financing availability
Phase 3	Ajami to <b>Borg El Arab/Burj Al Arab</b>	~15.5 km	Conceptual	High-speed rail interchange integration

These extensions would **transform the Abu Qir line from radial corridor to comprehensive network**, with **Borg El Arab interchange** connecting to the **national high-speed rail system** (El Alamein–New Administrative Capital) and establishing Alexandria as **northern Egypt’s multimodal transport hub** [\(Source\)](#) [\(Source\)](#) .

**2.1.3.2 Additional Tram Upgrades (TR8)** The **TR8 action** in GCAP envisions **systematic rehabilitation of remaining tram corridors** beyond Raml, contingent on:

- **Raml modernization operational success** (performance, public acceptance, institutional learning)
- **Financing availability** following major metro and Raml commitments
- **Demand validation** for corridor-specific investment

Status: **Conceptual, medium-to-long term (3–10 years)** [\(Source\)](#) [\(Source\)](#)

2.2 Bus Rapid Transit and Surface Transport

2.2.1 Bus Rapid Transit (BRT) Corridors

**2.2.1.1 Project Scope** Two dedicated BRT corridors are identified in GCAP as **cost-effective intermediate-capacity solutions** filling gaps between conventional bus and rail investment. BRT specifications would include:

Feature	Specification	Purpose
Running way	Dedicated lanes (fully segregated or high-quality priority)	Speed and reliability
Stations	Level boarding platforms, off-vehicle fare collection	Rapid passenger exchange
Vehicles	Electric or hybrid fleet, building on electric bus experience	Zero-emission operation
Intelligent systems	Signal priority, real-time passenger information, fleet management	Service optimization
Integration	Physical and fare interchange with metro/tram at key stations	Network coherence

**Probable corridor candidates:** The **six transverse roads** linking **Corniche Road** and **Mahmoudiya axis**—identified in GCAP transport analysis as critical connectivity gaps—represent logical BRT priorities [\(Source\)](#) [\(Source\)](#) .

2.2.1.2 Financial Framework

Parameter	Estimate
Total investment	€20 million (EGP 1,062.5 million)
Per-kilometer cost	~€2–4 million (vs. €30–50 million for light rail)
Funding status	Uncommitted—requires detailed study and financing mobilization

The **cost efficiency** of BRT—**5–10% of equivalent rail investment per kilometer**—enables broader network coverage within constrained capital budgets, though **operating cost and service quality trade-offs** require careful evaluation against rail alternatives [\(Source\)](#) .

2.2.1.3 Implementation Status

Aspect	Status
GCAP phasing	Short to medium term (1–5 years from 2025)
Current activity	Planning and design phase
Prerequisites	SUMP completion, corridor prioritization, demand modeling
Sequencing logic	Post-metro/tram initial operation to ensure network integration from inception

2.2.2 Alexandria Green Transport Initiative — Electric Buses

2.2.2.1 Project Scope and Technical Specifications The Alexandria Green Transport Initiative is Egypt’s first operational municipal electric bus deployment, launched March 2023 as a phased pilot-to-scale program:

Phase	Fleet	Timeline	Status
Phase 1	15 pure electric buses	March 2023–2024	Completed, operational
Phase 2	+25 buses (40 total)	2024–ongoing	Expansion underway
Phase 3	Full network integration	2025–2026	Planned

Vehicle specifications (BYD supply):

Parameter	Specification	Operational Implication
Capacity	90 passengers	High-demand corridor suitability
Range	250 km (210 km with A/C)	Daily service cycle coverage with margin
Charging time	3–4 hours	Overnight depot charging standard
Features	Air conditioning, GPS tracking, accessibility modifications	First-time A/C availability for Alexandria bus fleet

The **route deployment** focuses on **eastern and western coastal corridors**, including **Corniche Road operations** with high visibility and ridership [\(Source\)](#) [\(Source\)](#) .

2.2.2.2 Financial Framework

Aspect	Arrangement
Structure	Public-private partnership
Capital investment	Private sector (vehicle procurement, charging infrastructure)
Revenue recovery	Service payments from Public Transport Authority
Specific budget	Not disclosed—industry benchmarks suggest ~\$8–12 million for 40-vehicle fleet
Potential climate finance	Not explicitly documented; GHG quantification could enable carbon credit generation

2.2.2.3 Implementation Timeline and Status **Current status (February 2026): Partially operational with expansion underway.** Phase 1 operational performance—**energy consumption, maintenance requirements, passenger acceptance, climate resilience**—informs Phase 2 procurement specifications and deployment strategy. The **extended Phase 2 timeline** (relative to initial 2024 target) suggests **cautious scaling** to accumulate operational learning before major fleet commitment [\(Source\)](#) [\(Source\)](#) .

2.2.2.4 Key Stakeholders

Entity	Role
Alexandria Governorate	Policy leadership, regulatory authorization
Ministry of Transport	National policy alignment, technical standards
Public Transport Authority	Service planning, contracting, oversight
BYD	Vehicle supply, technical support, training
Private operators	Fleet operation, maintenance, charging infrastructure

2.2.2.5 Vision 2030 Alignment



Pillar	Contribution
Clean energy transition	Zero-tailpipe-emission urban transport
Technology demonstration	<b>Proof-of-concept for national scaling</b> —Alexandria experience informs Cairo, Giza, other metropolitan procurement
Industrial development	Relationship with <b>Chinese EV industry</b> ; future localization potential as Egyptian automotive sector develops
COP27 legacy	Host city green transformation narrative

## 2.3 Integrated Transport Systems and Intelligent Mobility

### 2.3.1 Electronic Fare Payment System (TR4)

Aspect	Specification
Scope	Unified ticketing across <b>metro, tram, and bus networks</b> ; contactless payment integration (cards, mobile, potential national ID linkage)
Technical requirements	Centralized clearing, interoperable vehicle/station equipment, real-time transaction processing, origin-destination data generation
Status	<b>Requires further detailed study</b>
Dependencies	Metro/tram modernization completion for equipment interoperability; institutional coordination across multiple operators
Implementation model	Potential private sector delivery via concession or service contract

### 2.3.2 Sustainable Urban Mobility Plan (SUMP)

Aspect	Specification
Development cost	<b>€0.5–2 million</b>
Priority investments	<b>€3–6 million</b> (post-SUMP identification)

Aspect	Specification
Scope	Comprehensive mobility analysis, demand modeling, scenario development, measure prioritization, investment programming
Status	Under development as GCAP component
Integration requirements	Alexandria 2030 Integrated Urban Water Management, national transport strategies, climate action plans

### 3. Energy Efficiency and Renewable Energy Projects

#### 3.1 Waste-to-Energy and Circular Economy Initiatives

##### 3.1.1 Sludge-to-Energy Facility (E1)

**3.1.1.1 Project Scope and Technical Specifications** The **Sludge-to-Energy Facility (E1)** addresses a **critical environmental and operational challenge**: Alexandria’s largest wastewater treatment plant currently transports **200 tons of sewage sludge daily** to the **saturated “9N” landfill**—45 kilometers distant—generating **community complaints, traffic impacts, and imminent capacity exhaustion** [\(Source\)](#) [\(Source\)](#) .

Technical process and performance:

Parameter	Specification	Benefit
Technology	Anaerobic digestion (mesophilic primary, unheated secondary)	Proven, robust biological process
Daily biogas production	18,500 cubic meters	Renewable fuel for electricity generation
Electricity generation	5 MWh daily via combined heat and power (CHP)	50% of plant electricity needs
Treatment capacity support	800,000 m³/day wastewater	Core plant operational integration
Sludge volume reduction	30–35%	Reduced disposal requirements, transportation savings
Digestate output	Stabilized organic material	Agricultural fertilizer or further processing feedstock

Parameter	Specification	Benefit
Land area	12 feddans (~50,400 m²) within existing plant boundary	No greenfield land requirement

**Environmental co-benefits** extend beyond climate mitigation to **odor reduction** (quality of life for neighboring communities), **pathogen destruction** (safe digestate utilization), and **transportation reduction** (lower traffic, emissions, road wear) [\(Source\)](#) [\(Source\)](#) .

3.1.1.2 Financial Framework

Parameter	Estimate
Total capital cost	€30 million (EGP 1,594 million)
Financing structure	EBRD (potential), Egyptian government co-financing
Revenue model	Energy cost savings, potential carbon credits, avoided disposal costs
Benchmark comparison	Comparable to international installations of similar scale

The **Suez precedent**—Alexandria East facility sewage sludge recovery unit launched 2022—provides **operational validation and technology demonstration** that reduces implementation risk [\(Source\)](#) .

3.1.1.3 Implementation Timeline and Status

Aspect	Status
GCAP phasing	Short to medium term (1–5 years)
Current status	Under development/early implementation
Site preparation	ADSCO (Alexandria Distribution Company) has identified land <a href="#">(Source)</a>
Critical path	Detailed engineering, environmental permitting, financing closure, procurement

3.1.1.4 Key Stakeholders

Entity	Role
Alexandria Water Company (AWCO)	Facility owner, operator, energy offtaker
Ministry of Housing, Utilities and Urban Communities	Policy oversight, financing coordination
Construction Authority for Potable Water and Wastewater (CAPW)	Implementation, construction management
EBRD	Potential international financing, technical assistance
International technology suppliers	Anaerobic digestion, CHP, biogas cleaning systems

3.1.1.5 Vision 2030 Alignment

Pillar	Contribution
Renewable Energy (42% by 2030 target)	Biogas electricity generation
Sustainable Waste Management	Elimination of landfill dependency for sludge
Circular Economy	Resource recovery: energy + nutrients from waste stream
Climate Action	Methane emission avoidance, fossil fuel displacement

3.2 Solar Energy Infrastructure

3.2.1 Scaling Up Solar for Water Treatment Plants (E2)

3.2.1.1 Project Scope and Technical Specifications The Scaling Up Solar initiative (E2) targets large-scale photovoltaic installations dedicated to water treatment plant electricity supply—addressing the energy intensity of water sector operations while demonstrating sectoral decarbonization pathway (Source) (Source) .

Parameter	Specification
Application	Four water treatment plants + pressure booster station

Parameter	Specification
Beneficiaries	Manshia 2, Alseyouf, Maamoura, Nozha WWTPs; Abu Qir pressure booster
Annual energy production target	106,000 MWh
GHG emission reduction	~44,200 tonnes CO <sub>2</sub> e annually
Technical configuration	Ground-mounted/rooftop PV, grid integration, potential battery storage

The **dedicated supply architecture**—solar generation matched to treatment plant load profiles—differs from grid-connected renewable projects, requiring **load matching optimization** and potentially **storage integration** for 24/7 operational continuity ([Source](#)) .

3.2.1.2 Financial Framework

Parameter	Estimate
Total investment	€33 million (EGP 1,753 million)
Indicated financing	EBRD, EU, international renewable energy investors
Revenue model	Electricity cost savings, excess generation sales, carbon credits

The **€33 million E2 budget**—comparable to E1’s €30 million—suggests **similar implementation scale and impact**, with the two initiatives together addressing **water sector energy needs through complementary renewable resources**: biogas for baseload, solar for daytime peak reduction ([Source](#)) .

3.2.1.3 Implementation Timeline and Status

Aspect	Status
GCAP phasing	Short to medium term
Current status	Under development
Preliminary activities	Site assessment, solar resource measurement, grid connection capacity evaluation

#### 3.2.1.4 Key Stakeholders

Entity	Role
Alexandria Water Company	Demand specification, offtake agreement, site access
Ministry of Electricity and Renewable Energy	Policy alignment, grid integration, renewable energy targets
New and Renewable Energy Authority (NREA)	Technical standards, incentive programs
International renewable energy investors/developers	Project development, financing, construction, operation

#### 3.2.1.5 Vision 2030 Alignment

Pillar	Contribution
Renewable Energy Expansion (42% by 2030)	Utility-scale solar generation
Sectoral Decarbonization	Water sector electricity demand met by renewables
Cost Reduction	Solar competitiveness frees public resources
Replicability	Template for nationwide water sector solar deployment

#### 3.2.2 Solar-Powered Street Lighting (E3/E4)

Parameter	Specification
Scope	Automated solar-powered LED street lighting with smart control systems and remote monitoring
Coverage	60 km along new west and east corridor roads <a href="#">(Source)</a>
Unit specifications	60–200 Watt solar panels per unit; LED luminaires; sensors and digital switches for battery/panel optimization
Budget	€1.6 million (EGP 85 million)

Parameter	Specification
Status	Implementation in progress
Stakeholders	Alexandria Governorate, Ministry of Local Development

The **modular, scalable nature** enables **incremental deployment** with performance monitoring informing expansion decisions. **Smart control features**—adaptive dimming, remote fault detection, performance optimization—extend equipment lifetime and reduce maintenance burden [\(Source\)](#) [\(Source\)](#) .

3.3 Grid Modernization and Energy Efficiency

3.3.1 Alexandria Regional Control Center (RCC) Modernization

**3.3.1.1 Project Scope and Technical Specifications** The **Alexandria Regional Control Center (RCC) Modernization** is **critical enabling infrastructure** for Egypt’s electricity sector transformation—**enhancing operational efficiency, reducing losses, and enabling renewable energy integration** for **9 million inhabitants** in the Alexandria service area [\(Source\)](#) [\(Source\)](#) .

Component	Specification	Purpose
Software systems	Advanced Distribution Management System (ADMS) with real-time network modeling, renewable forecasting, demand-side management	Grid optimization, variable renewable integration
Building infrastructure	Energy performance renovation	Operational efficiency, staff working environment
Field infrastructure	Substation adaptations for remote monitoring, automated switching, voltage/VAR optimization	Network visibility, rapid fault response, loss reduction
Telecommunications	Fiber-optic backbone replacement	Reliable, high-bandwidth data communication

3.3.1.2 Financial Framework

Source	Amount	Purpose
Total project cost	€50 million	Full modernization scope

Source	Amount	Purpose
European Union grant	€10 million	Technical assistance, early implementation, climate-relevant components
Agence Française de Développement	€40 million (estimated)	Loan financing, implementation support
Egyptian government	Contribution (estimated)	Counterpart funds

The **€10 million EU grant—20% of total cost**—is exceptionally high for infrastructure projects, reflecting the **strategic priority** attached to **energy transition and Euro-Mediterranean connectivity** under the **EU Global Gateway** initiative [\(Source\)](#) .

3.3.1.3 Implementation Timeline and Status

Aspect	Detail
National program launch	2015 (seven RCCs nationwide)
Alexandria-specific implementation	Ongoing
Current status (February 2026)	<b>Under construction/implementation</b>
Extended timeline factor	Complexity of operational system transformation, coordination with broader grid modernization

3.3.1.4 Expected Outcomes

Outcome	Target	Significance
Technical loss reduction	10%	Substantial energy and cost savings
Service quality improvement	Enhanced reliability metrics	Economic productivity, customer satisfaction
Renewable energy integration	Improved accommodation of variable generation	<b>Enables 42% renewable target achievement</b>

The **Alexandria RCC’s enabling role** extends beyond direct service area—**improved grid management capacity supports renewable energy integration nationwide**, with Alexandria’s implementation experience informing national rollout [\(Source\)](#) .



### 3.3.2 Building Energy Efficiency Initiatives

#### 3.3.2.1 SOLE Project — Alexandria University Faculty of Engineering

Parameter	Specification
Full name	<b>SOLE (Solar Energy for Local communities)</b>
Location	Faculty of Engineering, Alexandria University
Funding	<b>€250,000</b> (90% ENI CBC Mediterranean Programme, 10% Alexandria Chamber of Commerce)
Measures	150 kWp rooftop and facade PV; LED lighting replacement; standby battery for elevator
Validated outcomes	<b>30% electricity savings; 40% lighting consumption reduction</b> ; 27,000 kWh/month savings; EGP 39,000/month financial savings
Status	<b>Completed</b> (early 2020s)
Function	<b>Reference case study</b> for building energy efficiency; educational and training platform

The **SOLE** project’s demonstrated performance—**30% electricity reduction with 5–7 year simple payback**—provides **empirical foundation** for scaled public building retrofit programs ([Source](#)) ([Source](#)) .

#### 3.3.2.2 Nabta Smart Town Energy Assessment

Parameter	Specification
Location	Nabta Smart Town, New Borg El Arab
Scope	Early energy assessment for <b>neighborhood-level energy efficiency and renewable energy integration</b>
Status	Planning and feasibility study
Significance	<b>Proactive integration</b> of energy planning into new development—avoiding retrofit challenge of existing stock

4. Water and Wastewater Infrastructure

4.1 Network Expansion and Treatment Upgrades

4.1.1 Expansion of Sewerage Network (WW3)

Aspect	Specification
Scope	Extension of sewerage coverage to <b>unserved areas</b> ; reduction of <b>informal discharge</b> and environmental contamination
Status	<b>Requires further detailed study</b>
GCAP integration	Water sector roadmap component

4.1.2 Upgrade of Wastewater Treatment Plants (WW4)

Parameter	Specification
Scope	<b>Capacity expansion and technology upgrades</b> ; improved effluent quality for environmental compliance and potential reuse
Budget	<b>€60 million</b>
Status	<b>Under development/implementation</b>
Coordination	With E1 (sludge-to-energy) and E2 (solar) for integrated energy-water management

4.2 Water Distribution and Supply

4.2.1 Water Distribution Network Upgrading

Aspect	Specification
Priority	<b>Non-revenue water reduction</b> (currently 24% in Alexandria vs. national average)
Measures	Pressure management, leak detection and repair, selective pipe replacement
Integration	SCADA implementation for 40 pumping stations (real-time monitoring and control)
GCAP framework	Water sector roadmap component

#### 4.2.2 Small-Scale Desalination Plants

Aspect	Specification
Purpose	<b>Supplementary coastal supply</b> for water-scarce periods
Technology	Reverse osmosis with <b>renewable energy integration potential</b>
Status	<b>Site identification ongoing</b> ; undefined locations along Alexandria coast
Considerations	Energy intensity of desalination; brine disposal; integration with existing supply network

### 5. Solid Waste Management and Circular Economy

#### 5.1 Waste Treatment and Disposal Infrastructure

##### 5.1.1 Upgrade of Selected Waste Treatment Facilities

Aspect	Specification
Scope	<b>Mechanical biological treatment (MBT) and sorting facilities</b> ; recycling and material recovery enhancement
Status	Part of GCAP solid waste roadmap; specific investments to be identified

##### 5.1.2 Sanitary Landfill and Waste-to-Energy Facility Upgrade

Aspect	Specification
Scope	<b>Landfill gas capture and utilization</b> ; potential <b>waste-to-energy generation</b>
Status	<b>Planning and feasibility phase</b>
Future private sector role	Anticipated for operations and technology provision

## 6. Climate Resilience and Urban Planning

### 6.1 Coastal and Flood Risk Management

#### 6.1.1 Coastal Resilience Plan

Aspect	Specification
Scope	<b>Sea level rise adaptation measures</b> ; coastal protection infrastructure; integration with national Integrated Coastal Zone Management
Status	Integrated with GCAP climate resilience roadmap
Urgency	Alexandria's <b>high exposure</b> to Mediterranean storm surge and projected sea level rise

#### 6.1.2 Sustainable Drainage Systems (CR2)

Parameter	Specification
Full name	<b>Sustainable Drainage Systems (SuDS)</b> for stormwater management
Approach	<b>Green infrastructure</b> : permeable surfaces, bioswales, retention ponds, constructed wetlands
Coverage	City <b>hotspots</b> with recurrent flooding
Budget	<b>€35 million (EGP 1,860 million)</b>
Co-benefits	Flood risk reduction, groundwater recharge, urban heat island mitigation, biodiversity, amenity
GCAP phasing	<b>Short term</b> (1–3 years)
Status	<b>Under development</b>

### 6.2 Brownfield Development and Multipurpose Spaces

#### 6.2.1 Mina El Basal/Mahmoudia Canal Development

Aspect	Specification
Scope	<b>Integrated urban regeneration</b> of Mina El Basal area and Mahmoudia Canal corridor; <b>mixed-use development with green infrastructure</b>
Status	<b>Conceptual planning phase</b>
Potential	Heritage industrial site transformation; waterfront revitalization; climate-resilient development model

6.2.2 Green Corridor Under Abu Qir Metro Viaduct (TR9)

Aspect	Specification
Scope	<b>Linear park and non-motorized transport corridor</b> beneath elevated metro viaduct
Benefits	Urban greening, microclimate improvement, active mobility infrastructure, residual space utilization
Status	<b>Requires further detailed study</b>
Dependency	Metro Phase 1 construction completion for viaduct availability

7. Industrial and Logistics Infrastructure

7.1 Railway Manufacturing and Localization

7.1.1 Alstom Industrial Complex — Borg El Arab

Parameter	Specification
Location	Borg El Arab, Alexandria Governorate
Total area	<b>40 feddans (16.8 hectares)</b>
Phase 1 area	<b>13 feddans</b>
Manufacturing scope	<b>LRT vehicles, monorail trains, high-speed train components</b> ; signaling systems, control panels, wiring harnesses, electrical systems

Parameter	Specification
Announcement	2025
Status	Under construction
Strategic significance	Localization of transport manufacturing; export capacity to regional African and Middle Eastern markets; technology transfer and supply chain development

The Alstom complex’s integration with Alexandria’s rail projects—**potential rolling stock supply for metro extensions and tram upgrades**—creates **demand certainty** that supports investment viability and **accelerates localization learning** ([Source](#)) .

7.2 Port and Logistics Development

7.2.1 Alexandria Port Solar Solutions

Aspect	Specification
Scope	Pilot testing of solar power for port operations
Purpose	Decarbonization of maritime logistics; energy cost reduction
Status	Pilot phase

7.2.2 Cairo-Alexandria Trade Logistics Development

Parameter	Specification
Scope (national with Alexandria component)	Railway bypass for Greater Cairo; Alexandria Port to 6th of October Dry Port corridor
Total cost	\$998 million
World Bank financing	\$400 million
Modal shift target	184,000 containers annually from truck to rail by Year 7
CO e reduction	1,119 metric tons per annum by Year 7
Alexandria relevance	Port connectivity enhancement; freight rail integration with passenger network

8. Cross-Cutting Initiatives and Enabling Frameworks

8.1 Alexandria Green City Action Plan (GCAP)

8.1.1 GCAP Development and Governance

Aspect	Specification
Establishment	January 2025 (formal adoption)
Trigger	EBRD Green Cities Framework membership (via Abu Qir metro financing, November 2025)
Planning horizon	10–15 years
Total investment pipeline	€506.38 million (EGP 26.9 billion)
Institutional framework	Governorate-level coordination; multi-stakeholder advisory structure; international financial institution partnership protocols
Technical assistance	€350,000 (Austria-EBRD CREATE Fund) for GCAP development (Source)

The **GCAP’s transformative function** extends beyond investment cataloging to **institutional capacity building**—establishing structured, evidence-based green infrastructure planning as standard practice in Egyptian urban governance.

8.1.2 GCAP Sectoral Coverage and Phasing

Sector	Short Term (1–3 yr)	Medium Term (3–5 yr)	Long Term (5–10 yr)	Total Pipeline
Transport	SUMP, BRT corridors, e-fare payment study	BRT implementation, metro extensions study	Additional tram upgrades, network completion	€20M+ (BRT only; metro/ tram separate)
Energy	Sludge-to-energy, solar street lighting, solar scaling study	Solar scaling implementation, building efficiency scale-up	Advanced grid integration, storage	€64.6M identified
Water/ Wastewater	Network upgrading, NRW reduction	Treatment plant upgrades, desalination	Comprehensive water security	€60M+

Sector	Short Term (1–3 yr)	Medium Term (3–5 yr)	Long Term (5–10 yr)	Total Pipeline
<b>Solid Waste</b>	Facility upgrade planning	MBT implementation, landfill gas capture	Waste-to-energy scale-up	TBD
<b>Climate Re-silience</b>	SuDS implementation, coastal planning	Integrated adaptation, brownfield regeneration	Full resilience infrastructure	€35M+ (SuDS)

## 8.2 Financing Mechanisms and International Partnerships

### 8.2.1 Multilateral Development Bank Engagement

Institution	Alexandria Exposure	Key Projects	Strategic Role
<b>EBRD</b>	€250M+ confirmed, follow-on potential	<b>Metro trigger</b> , GCAP framework, pipeline development	<b>Green Cities anchor</b> ; policy dialogue; private sector linkage
<b>EIB</b>	€138M+ confirmed	<b>Tram modernization</b> , metro co-financing	Climate action lending; urban transport expertise
<b>AFD</b>	€150M+ estimated	Tram, metro, RCC, multi-sector engagement	<b>Long-term development partnership</b> ; technical cooperation
<b>AIIB</b>	[Redacted]	Metro co-financing	<b>Infrastructure-focused diversification</b> ; Asian capital mobilization
<b>World Bank</b>	\$400M (national with Alexandria component)	Cairo-Alexandria logistics, railway safety	National connectivity; freight modernization

### 8.2.2 European Union Grant Financing



Project	Grant Amount	Purpose	Instrument
Raml Tram Modernization	€8 million	Technical assistance, climate adaptation, institutional strengthening	NDICI
Regional Control Center	€10 million	Technical assistance, early implementation, energy transition	Global Gateway
<b>Total EU grants</b>	<b>€18 million+</b>	Catalytic support for larger loan mobilization	Multiple instruments

The **EU grant share**—~1% of total identified investment—is **disproportionately impactful** through: **risk reduction** (first-loss coverage), **capacity building** (technical assistance), and **political signaling** (catalyzing larger commitments) ([Source](#)) .

### 8.2.3 Public-Private Partnerships

Application	Structure	Status
<b>Electric bus fleet</b>	Private capital for vehicles and infrastructure; service payments from PTA	<b>Operational (Phase 1)</b>
<b>Metro operations and maintenance</b>	International operator; performance-based contract; long-term concession	<b>Procurement planned</b>
<b>Waste-to-energy facilities</b>	Potential developer finance; power/heat offtake agreements; carbon credits	<b>Under development</b>

## 9. Egypt's Vision 2030: Projects Under Construction

### 9.1 Direct Vision 2030 Flagship Projects

Project	Sector	Budget (€M)	Vision 2030 Pillar(s)	Status (Feb 2026)	Key Evidence
<b>Alexandria Sustainable Raml Tram Modernization</b>	Transport	<b>592</b>	Sustainable Transport, Environmental Sustainability, Cultural Heritage	<b>Under Construction</b>	Hitachi Rail announcement: “aligns with Egypt’s Vision 2030 for sustainable development” <a href="#">(Source)</a>
<b>Alexandria Abu Qir Metro Phase 1</b>	Transport	<b>1,390</b>	Sustainable Transport, Urban Development, Energy, Economic Competitiveness	<b>Under Construction</b>	Ministerial statements: “sustainable, environmentally friendly transport solutions”; EBRD 100% GET eligibility <a href="#">(Source)</a> <a href="#">(Source)</a>
<b>Alexandria Regional Control Center Modernization</b>	Energy Efficiency	<b>60</b>	Energy Security, Renewable Energy Integration	<b>Under Construction/ Implementation</b>	AFD documentation; EU Global Gateway framing <a href="#">(Source)</a>
<b>Sludge-to-Energy Facility (E1)</b>	Energy/Waste	<b>30</b>	Renewable Energy, Sustainable Waste Management, Circular Economy	<b>Early Implementation</b>	GCAP priority action; site identification complete <a href="#">(Source)</a> <a href="#">(Source)</a>

Project	Sector	Budget (€M)	Vision 2030 Pillar(s)	Status (Feb 2026)	Key Evidence
Scaling Up Solar for Water Treatment (E2)	Renewable Energy	33	Renewable Energy Expansion (42% by 2030 target)	Under Development	GCAP short-medium term priority <a href="#">(Source)</a>
Sustainable Drainage Systems (CR2)	Climate Re-silience	35	Environmental Sustainability, Climate Action	Under Development	GCAP short-term priority <a href="#">(Source)</a>

Total flagship investment under construction/in development: €2.14 billion+

## 9.2 Vision 2030 Strategic Alignment Assessment

### 9.2.1 Sustainable Development Goals Integration

SDG	Alexandria Project Contribution
SDG 7: Affordable and Clean Energy	Sludge-to-energy, solar scaling, grid modernization, building efficiency
SDG 9: Industry, Innovation, and Infrastructure	Metro, tram, BRT, Alstom manufacturing complex, digital systems
SDG 11: Sustainable Cities and Communities	Integrated transport network, climate-resilient infrastructure, green space development
SDG 13: Climate Action	Quantified GHG reductions, renewable energy expansion, adaptation investments

9.2.2 Egypt Vision 2030 Thematic Pillars

Dimension	Key Contributions
Economic Competitiveness	Productivity gains from reduced congestion; localization of manufacturing (Alstom); logistics efficiency; job creation in construction and operations
Social Equity and Quality of Life	Expanded public transport access for underserved populations; affordable fare structures; universal accessibility features; improved air quality
Environmental Sustainability	Modal shift from private vehicles; renewable energy expansion; circular economy development; climate resilience infrastructure; heritage-sensitive urban transformation

10. Project Database Summary

10.1 Completed Projects (2016–2025)

Project	Sector	Year	Budget	Outcomes	Key Stakeholders
SOLE Project — Alexandria University Faculty of Engineering	Energy Efficiency	2020s	€250,000	30% electricity savings, 40% lighting reduction, validated performance	ENI CBC MED Programme (90%), Alexandria Chamber of Commerce (10%) (Source)
Alexandria Green Transport Initiative Phase 1	Sustainable Transport	2023–2024	Not disclosed	15 electric buses operational, technology demonstration, operational learning	Alexandria Governorate, BYD, Private operators (Source)

10.2 Projects Under Construction (as of February 12, 2026)

Project	Sector	Start	Expected Completion	Budget (€M)	Funding Sources	Vision 2030
<b>Alexandria Raml Tram Modernization</b>	Sustainable Trans-port	<b>Feb 2026</b>	2027	<b>592</b>	EIB €138M, AFD €100M, EU €8M, Government €346M	<b>Direct</b> ( <a href="#">Source</a> )
<b>Alexandria Abu Qir Metro Phase 1</b>	Sustainable Trans-port	<b>2025</b>	2027–2028	<b>1,390</b>	EBRD €250M, EIB, AFD, AIIB, Government	<b>Direct</b> ( <a href="#">Source</a> ) ( <a href="#">Source</a> )
<b>Alexandria Re-regional Control Center</b>	Energy Efficiency	Ongoing	TBD	<b>60</b>	AFD, EU €10M grant, Government	<b>Direct</b> ( <a href="#">Source</a> )
<b>Sludge-to-Energy Facility</b>	Energy/Waste	TBD	TBD	<b>30</b>	EBRD (potential), Government	<b>Direct</b> ( <a href="#">Source</a> )
<b>Scaling Up Solar (E2)</b>	Renewable Energy	TBD	TBD	<b>33</b>	EBRD, EU, Investors	<b>Direct</b> ( <a href="#">Source</a> )
<b>Solar-Powered Street Lighting</b>	Energy Efficiency	Ongoing	TBD	<b>1.6</b>	Municipal, Donors	Indirect ( <a href="#">Source</a> )
<b>Alstom Industrial Complex Borg El Arab</b>	Industrial Infrastructure	<b>2025</b>	TBD	Not disclosed	Private (Alstom), Government	Indirect ( <a href="#">Source</a> )

10.3 Pipeline Projects (Design and Planning Phase)

Project	Sector	Est. Budget	Status	Dependencies
BRT Corridors (2)	Sustainable Transport	€20M	Planning	SUMP completion, corridor prioritization
Metro Phase 2 and 3 Extensions	Sustainable Transport	TBD	Feasibility study	Phase 1 ridership validation, financing
Additional Tram Upgrades (TR8)	Sustainable Transport	TBD	Conceptual	Raml modernization success
Electronic Fare Payment System (TR4)	Intelligent Transport	TBD	Study phase	Metro/tram operational readiness
Green Corridor Under Metro Viaduct (TR9)	Urban Greening	TBD	Study phase	Phase 1 viaduct completion
Small-Scale Desalination Plants	Water Supply	TBD	Site identification	Demand assessment, environmental study
Waste-to-Energy Facility Upgrade	Waste/Energy	TBD	Feasibility	Solid waste institutional framework

11. Key Stakeholder Mapping

11.1 Government Entities

Level	Entity	Core Functions
National	Ministry of Transport	Policy oversight, strategic direction, international coordination

Level	Entity	Core Functions
	<b>Ministry of Planning and Economic Development</b>	Vision 2030 alignment, financing coordination, SDG integration
	<b>Ministry of Electricity and Renewable Energy</b>	Energy sector policy, grid integration, renewable energy targets
	<b>Ministry of Housing, Utilities and Urban Communities</b>	Water and wastewater sector oversight
	<b>Ministry of Local Development</b>	Municipal governance, decentralization support
<b>Implementing Agencies</b>	<b>National Authority for Tunnels (NAT)</b>	<b>Primary rail infrastructure implementer</b> —metro, tram, major projects
	<b>Egyptian Electricity Transmission Company (EETC)</b>	Grid infrastructure, RCC modernization
	<b>Construction Authority for Potable Water and Wastewater (CAPW)</b>	Water sector construction
<b>Governorate/Local</b>	<b>Alexandria Governorate</b>	Local implementation coordination, urban planning, land management
	<b>Alexandria Water Company (AWCO)</b>	Water and wastewater operations
	<b>Public Transport Authority</b>	Bus and tram operations, service planning

### 11.2 International Financial Institutions

Institution	Role in Alexandria	Comparative Advantage
<b>EBRD</b>	<b>Green Cities anchor</b> ; metro trigger; GCAP framework; pipeline development	Private sector linkage; policy dialogue; transition impact

Institution	Role in Alexandria	Comparative Advantage
<b>EIB</b>	Tram modernization lead; metro co-financing; climate action lending	Long-term infrastructure finance; EU policy alignment
<b>AFD</b>	Multi-sector engagement (transport, energy, water); technical cooperation	Development finance expertise; Egypt country knowledge; Francophone coordination
<b>AIIB</b>	Metro co-financing; infrastructure diversification	Asian capital mobilization; rapid processing
<b>World Bank</b>	National logistics (Alexandria component); railway safety	Global development knowledge; concessional financing

### 11.3 Bilateral and European Union Partners

Partner	Mechanism	Alexandria Relevance
<b>European Union</b>	NDICI, Global Gateway	€18M+ grants; technical assistance; climate diplomacy
<b>ENI CBC Mediterranean</b>	SOLE project funding	Building energy efficiency demonstration

### 11.4 Private Sector and Industry

Segment	Key Entities	Role
<b>Construction/Engineering</b>	<b>Hassan Allam Construction, Arab Contractors, Orascom Construction, Colas Rail</b>	Civil works, EPC delivery, systems integration
<b>Railway Technology</b>	<b>Hitachi Rail, Hyundai Rotem, Alstom</b>	Signaling, rolling stock, manufacturing
<b>Electric Vehicles</b>	<b>BYD</b>	Electric bus supply, technical support
<b>Utilities/Operations</b>	Suez (international), <b>future metro private operator</b> (TBD)	Water/wastewater services, metro O&M



## 12. Conclusions and Strategic Outlook

### 12.1 Investment Trends and Patterns

Three transformative trends characterize Alexandria’s 2016–2026 infrastructure evolution:

Trend	Evidence	Implications
From traditional to green and resilient infrastructure	100% EBRD GET eligibility for metro; GCAP framework; renewable energy integration	Climate finance mainstreaming in urban infrastructure planning
From single-source to multi-institutional financing	Four-MDB coordination for metro; blended finance structures	Risk distribution, standards harmonization, transaction complexity management
From public monopoly to strategic private sector engagement	Electric bus PPP; planned metro O&M concession; Alstom manufacturing	Efficiency and innovation introduction while maintaining public ownership of strategic assets

### 12.2 Implementation Challenges and Risks

Challenge	Manifestation	Mitigation Approach
Construction delays and cost overruns	Historical pattern in Egyptian rail projects; Raml tram schedule optimism	Intensive project management; international supervision; contractual incentives
Multi-stakeholder coordination complexity	Four-MDB harmonization; government-ministry-local alignment	Established coordination mechanisms; GCAP institutional framework
Institutional capacity constraints	NAT expansion from Cairo-centric to national role; new technology adoption	Technical assistance embedding; training programs; private sector knowledge transfer
Demand and revenue risk	Ridership projections; fare affordability vs. cost recovery	Phased implementation; performance monitoring; adaptive management

### 12.3 Future Priorities and Recommendations

Priority	Rationale	Implementation Pathway
<b>Accelerate GCAP implementation and follow-on investments</b>	€506M pipeline represents <b>next wave of transformative projects</b>	Financing mobilization for sludge-to-energy, solar scaling, SuDS; institutional capacity maintenance
<b>Enhance monitoring and evaluation frameworks</b>	<b>Results-based management</b> essential for climate finance accountability and adaptive learning	GCAP monitoring system operationalization; SDG indicator integration; public reporting
<b>Scale successful pilot projects</b>	Electric buses, solar street lighting demonstrate <b>replicable models</b>	Standardized procurement; performance-based contracting; national policy integration
<b>Deepen private sector engagement</b>	<b>Operations and maintenance efficiency</b> critical for long-term sustainability	Metro O&M concession award; waste-to-energy developer competition; service quality benchmarking

Alexandria’s 2016–2026 infrastructure transformation establishes the city as **Egypt’s leading laboratory for green urban development**—with lessons and models of direct relevance to Cairo, Giza, and emerging new cities. The **concentration of flagship projects under construction in February 2026**—metro, tram, and enabling energy infrastructure—creates **implementation momentum** that, if sustained through the 2027–2030 period, will deliver **demonstrable Vision 2030 achievement** and **replicable templates for national scaling**.