



## Egypt National Railways Restructuring Project (P101103)

MIDDLE EAST AND NORTH AFRICA | Egypt, Arab Republic of | Transport & ICT Global Practice |  
IBRD/IDA | Specific Investment Loan | FY 2009 | Seq No: 16 | ARCHIVED on 12-Jan-2016 | ISR22382 |

Implementing Agencies: Egyptian National Railways

### Key Dates

#### Key Project Dates

Bank Approval Date:17-Mar-2009

Effectiveness Date:24-Jun-2010

Planned Mid Term Review Date:30-Sep-2013

Actual Mid-Term Review Date:07-Dec-2013

Original Closing Date:30-Sep-2015

Revised Closing Date:31-Jan-2019

### Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The objective of the proposed Egypt National Railways Restructuring Project (ENRRP) is to assist the Government in improving the reliability, efficiency and safety of the railways' services through signaling and track renewal investments by the Egyptian National Railways (ENR) and the modernization of its management and operating practices in order to enhance the railways' sector responsiveness to economic and social needs and to strengthen the financial viability of the Project Implementing Entity.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

Yes

Board Approved Revised Project Development Objective (If project is formally restructured)

The objective of the Project is to improve the reliability, efficiency and safety of the railways' services on targeted sections of the rail network.

### Components

Name

Component 1-1: Signaling Modernization - Cairo (Arab El Raml) to Alexandria:(Cost \$174.50 M)

Component 2: Renewal of track:(Cost \$106.00 M)

Component 3: Modernization of Management and Operating Practices:(Cost \$13.50 M)

Component 1-2: Signaling Modernization - Beni Suef to Asyut:(Cost \$337.00 M)

Contingencies and front end fees:(Cost \$14.00 M)

### Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	● Moderately Satisfactory	● Moderately Satisfactory



Overall Implementation Progress (IP)	● Moderately Satisfactory	● Moderately Satisfactory
Overall Risk Rating	● Substantial	● Substantial

## Implementation Status and Key Decisions

Both progress towards achievement of the project development objective and overall implementation progress remain moderately satisfactory. Despite initial delays, implementation of Component 1 (Modernization of signaling systems of the Cairo-Alexandria and Beni Suef-Asyut lines) is now moving forward. The contract for the Cairo - Alexandria line, which is executed by Thales, is proceeding with some delay. The signaling modernization of the Beni Suef – Asyut line also started with a contract awarded to Alstom. Implementation of Component 2 (Track renewal works along the Cairo-Aswan line) is now close to completion and the works will be successfully finalized ahead of schedule. Finally, ENR continues to make some progress in the implementation of Component 3 (Modernization of management and operating practices) and has just established a high level committee to steer the reform process.



## Risks

### Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	--	● Substantial	● Substantial
Macroeconomic	--	● Moderate	● Moderate
Sector Strategies and Policies	--	● Substantial	● Substantial
Technical Design of Project or Program	--	● Low	● Low
Institutional Capacity for Implementation and Sustainability	--	● Moderate	● Moderate
Fiduciary	--	● Moderate	● Moderate
Environment and Social	--	● Moderate	● Moderate
Stakeholders	--	● Moderate	● Moderate
Other	--	--	--
Overall	--	● Substantial	● Substantial



## Results

### Project Development Objective Indicators

#### ► Availability ratio of the useful fleet (%): long distance passenger (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	49.50	69.70	70.40	80.00
Date	17-Mar-2009	31-Mar-2015	30-Sep-2015	31-Jan-2019

#### ► Availability ratio of the useful fleet (%): short distance passenger (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	74.50	74.70	75.50	80.00
Date	17-Mar-2009	31-Mar-2015	30-Sep-2015	31-Jan-2019

#### ► Availability ratio of the useful fleet (%): freight (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	15.30	43.90	46.80	77.00
Date	17-Mar-2009	31-Mar-2015	30-Sep-2015	31-Jan-2019

#### ► Kilometrage per available locomotive: long distance passenger (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	143000.00	132500.00	47000.00	176000.00
Date	17-Mar-2009	31-Mar-2015	30-Sep-2015	31-Jan-2019

#### Comments

Value for 3 months vs an annual target



► Kilometrage per available locomotive: short distance passenger (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	68000.00	51000.00	18000.00	97000.00
Date	17-Mar-2009	31-Mar-2015	30-Sep-2015	31-Jan-2019

Comments

Value for 3 months vs an annual target

► Kilometrage per available locomotive: freight (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	75000.00	70000.00	27000.00	85000.00
Date	17-Mar-2009	31-Mar-2015	30-Sep-2015	31-Jan-2019

Comments

Value for 3 months vs an annual target

► Long distance passenger traffic on Cairo-Alexandria: total annual passenger-km in air conditioned (AC) trains (million) (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	855.00	782.00	302.00	1907.00
Date	17-Mar-2009	31-Mar-2015	30-Sep-2015	31-Jan-2019

Comments

Value for 3 months vs an annual target



► Long distance passenger traffic on Cairo-Alexandria: total annual passenger-km in non-AC long distance trains (million) (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1323.00	835.00	383.00	2503.00
Date	17-Mar-2009	31-Mar-2015	30-Sep-2015	31-Jan-2019

Comments

Value for 3 months vs an annual target

► Long distance passenger traffic on Beni Suef - Asyut: total annual passenger-km in AC trains (million) (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	2245.00	2224.00	1141.00	3204.00
Date	17-Mar-2009	31-Mar-2015	30-Sep-2015	31-Jan-2019

Comments

Value for 3 months vs an annual target

► Long distance passenger traffic on Beni Suef - Asyut: Total annual passenger-km in non-AC long distance trains (million) (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	4239.00	2224.00	839.00	4944.00
Date	17-Mar-2009	31-Mar-2015	30-Sep-2015	31-Jan-2019

Comments

Value for 3 months vs an annual target

► Average number of fatalities due to railway accidents on the ENR network measured as the total annual number of victims on ENR network per one million passenger-km (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.60	4.90	2.50	0.30



Date	30-Jun-2008	31-Mar-2015	30-Sep-2015	31-Jan-2019
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## Overall Comments

## Intermediate Results Indicators

## ▶ Punctuality of AC trains on the line Cairo-Alexandria (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.29	0.76	0.28	0.07
Date	30-Jun-2008	31-Mar-2015	30-Sep-2015	31-Jan-2019

## ▶ Punctuality of AC trains on the line Beni Suef - Asyut (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.42	0.84	0.25	0.09
Date	30-Jun-2009	31-Mar-2015	30-Sep-2015	31-Jan-2019

## ▶ Installation of a modernized signaling system on Cairo-Alexandria line completed and operating 24/7 (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	N	N	Y
Date	30-Jun-2013	31-Mar-2015	30-Sep-2015	31-Jan-2019



► Installation of a modernized signaling system on Beni Suef-Asyut line completed and operating 24/7 (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	N	N	Y
Date	30-Jun-2013	31-Mar-2015	30-Sep-2015	31-Jan-2019

► Completion of studies to prepare the next phase of the modernization of the signaling system (ETCS level 1) (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	N	N	Y
Date	30-Jun-2013	31-Mar-2015	30-Sep-2015	31-Jan-2019

► Number of kilometers of renewed tracks along the Cairo-Aswan and Benha-Port Said lines (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	186.50	228.50	260.00
Date	30-Jun-2008	31-Mar-2015	30-Sep-2015	31-Jan-2019

► Maintenance costs on sections where tracks are renewed: annual total cost of track infrastructure maintenance on sections renewed under the project (EGP million) (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	2.77	3.14	3.14	0.54
Date	30-Jun-2008	31-Mar-2015	30-Sep-2015	31-Jan-2019





► Average management training time: ratio between the number of staff-days allocated for training during a year and the average number of management staff at ENR (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	2.90	2.20	5.25	12.00
Date	30-Jun-2008	31-Mar-2015	30-Sep-2015	31-Jan-2019


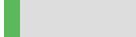
► Completion of studies to support the restructuring of ENR (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N	N	N	Y
Date	30-Jun-2013	31-Mar-2015	30-Sep-2015	31-Jan-2019

#### Overall Comments

### Data on Financial Performance

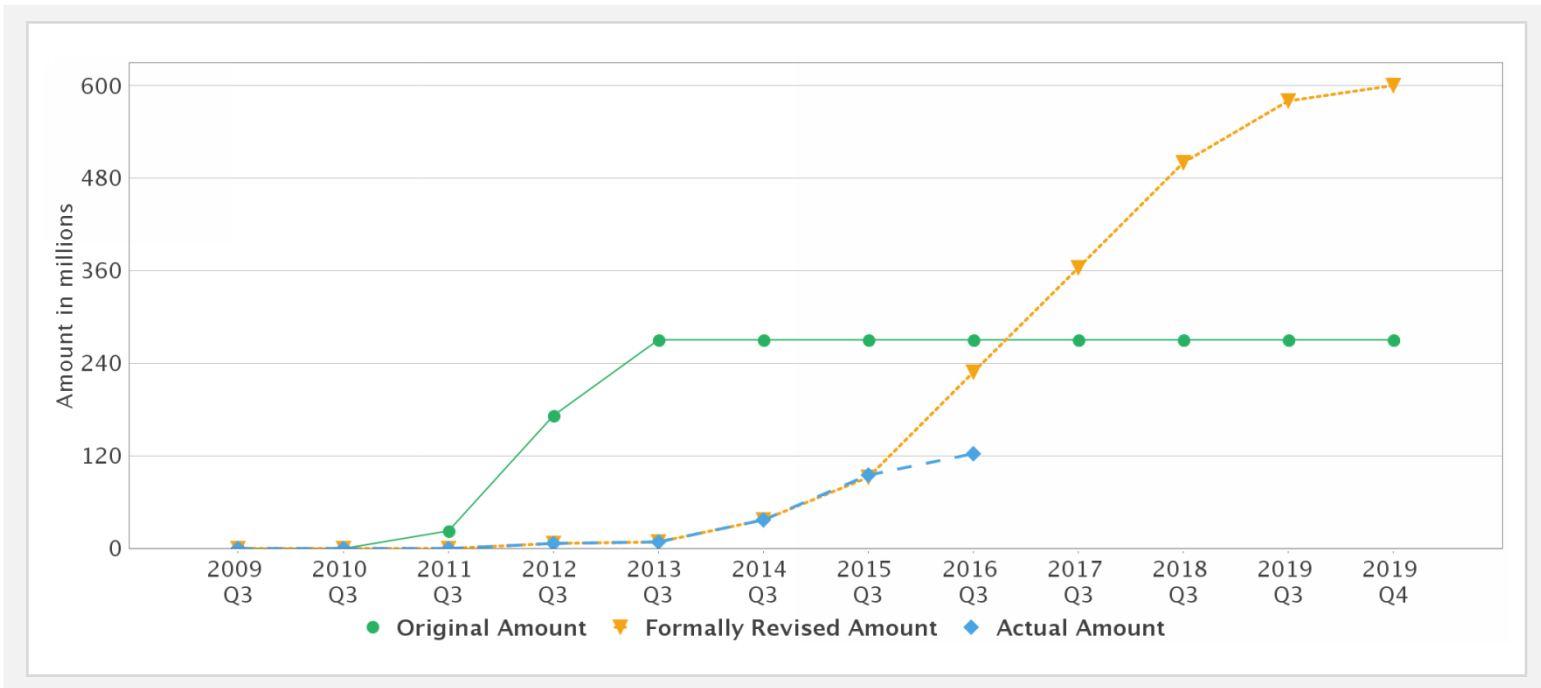
#### Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P101103	IBRD-76560	Effective	USD	270.00	270.00	0.00	111.58	158.42	 41%
P101103	IBRD-79820	Effective	USD	330.00	330.00	0.00	12.42	317.58	 4%

#### Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P101103	IBRD-76560	Effective	17-Mar-2009	02-Aug-2009	24-Jun-2010	30-Sep-2015	31-Jan-2019
P101103	IBRD-79820	Effective	14-Dec-2010	23-Sep-2011	28-Mar-2012	31-Mar-2017	31-Jan-2019

#### Cumulative Disbursements



### Restructuring History

Level 1 Approved on 25-Jun-2014

### Related Project(s)

P117356-EG-Railways Restructuring Additional Financing