



Figure 1: Low-emission Zones' workshop attendees. Alexandria, 2021.

Experts Meeting: From Policy to Action

A discussion on the Policy Paper “Low-Emission Zones (LEZs), and Prerequisites for Sustainable Cities and Clean Air in Egypt”.



Alexandria, 2021

1. Introduction

This meeting is based on the earlier launched policy paper on the "**Low-Emission Zones (LEZs) and Prerequisites for Sustainable Cities and Clean Air in Egypt**" (Figure 2). It is a product of the long-lasting cooperation between the Friedrich Ebert Stiftung – Egypt office, the Egyptian Ministry of Environment (MoE), and the Centre for Environment and Development for the Arab World and Europe (CEDARE).

The objective of the meeting was to have a lively discussion with stakeholders and concerned advocates of the sustainable mobility and urbanism community in Egypt. The discussion aimed at exchanging ideas and recommendations on the next steps regarding the implementation of Low Emission Zones and sustainable mobility plans in Egypt.

The event took place over two days and was held in the city of Alexandria, Egypt.

Link to the Policy Paper:

- English version: https://egypt.fes.de/fileadmin/user_upload/documents/publication/English_LEZ_report_final_for_web_11-5-2021.pdf
- Arabic version: https://egypt.fes.de/fileadmin/user_upload/documents/publication/Arabic_LEZ_report_final_for_web_11-5-2021.pdf

2. Meeting attendees

The attendees represented a range of public, private, and academic organizations, all concerned with sustainable mobility and urbanization issues. Out of around 40 invited attendees (from 30 different entities), 28 were able to attend or send someone to represent their organization (Figure 1).

The attendee list included:

- Head of the Environmental Quality Sector of the Egyptian Environmental Affairs Agency
- Head of the Central Administration of Transport Services (LTRA)
- Associate Minister for Industrial Affairs at the Ministry of Trade and Industry-EGYPT
- A representative from Alexandria Passengers Authority (APTA)
- Six academic professionals from different universities in Cairo and Alexandria (professors/teachers/research managers)
- Two representatives from the UN-Habitat Egypt
- Three representatives from Transport from Cairo (TFC) research organization
- A research representative from Takween Integrated Community Development
- Two managerial representatives from Electrified Egypt
- A managerial representative from ZF Egypt.
- A concerned Environmental Lawyer
- A concerned Press photographer



POLICY PAPER: Low-Emission Zones (LEZs) and Prerequisites for Sustainable Cities and Clean Air in Egypt
Ahmed El-Dorghamy, Maha Attia, January 2021

Figure 2: Policy paper: Low-Emission Zones (LEZs) and Prerequisites for Sustainable Cities and Clean Air in Egypt.

- Five concerned Engineers (Architecture, Computer Science, Digital Transformation and Energy systems)
- A concerned master's student from TU-Gouna

3. Summary of activity

The event followed the intended agenda (See Annex 1) with some minor modifications that enriched the discussion and introduced new points of view.

Day one:

The day started with the opening speech of FES's resident representative (Mr. Richard Probst), CEDARE's Energy and Environment Consultant (Dr. Ahmed El-Dorghamy), and the EEAA's Head of Environmental Quality Sector (Chem. Moustafa Mourad) (Figure 3).



Figure 3: Partners' opening speech

The opening was followed by the authors' presentation of the main points discussed in the Policy paper and the possibilities of its application in Egypt. Later, a discussion on "How to proceed from policy to action" was led by the different attendees in the form of a Q&A session, where the following points/questions were discussed:

- The possibilities of applying a valid and unified system for identifying emission classes of old Vs. new imported vehicles. (Which types of fuel shall be banned first?).
- What are the other enabling infrastructure projects that were not mentioned in the report?
- The need for better coordination of the current mobility projects to achieve the overarching target (Is it air quality, tackling climate change, or traffic reduction?).
- Can we implement a Low-emission zone before sufficiently preparing alternatives?
- The necessity of having a connected and updated data collection system.
- The possibilities of conversions and retrofitting (e.g., from E3 to E5).
- Identifying the stakeholders (who would lead the discussion?).
- The need for a pre-study that identifies the problem and seeks efficient policy decisions.
- Environmental, economic, and social benefits (e.g., EIA, Social injustice).
- What is the scope of application (e.g., Can we start small? Hotspots? Touristic cities?).
- The need for integrating the LEZ with the non-motorized and electric mobility plans.
- What are other political aspects that need to be considered (e.g., social stability)?

After this fruitful discussion, the day ended, and the attendees were encouraged to discuss more on the following day.

Day two:

The second day started with an online live meeting with representatives from the British exhaust manufacturing company Eminox¹. They presented the company's work in retrofitting different bus engines. They also showed the latest retrofitting technologies used in many low-emission zones, clean air zones, and congestion charge zones around the world. Moreover, the speakers discussed and explained London's Ultra-LEZ as well as the government's support for retrofitting in the city over the past 5 years.

¹ <https://eminox.com/>

This online meeting was followed by a very informative presentation (Figure 4) by the UN-Habitat Egypt Project officer and project assistant. The presentation included an introduction to the UN-Habitat's work on the shared-bike system in downtown Cairo and the development of a Bus rapid transit (BRT) on the 6th of October city. Their plans included different elements of non-motorized mobility options, last-mile connections, and the use of digital systems for monitoring and future data collection. Their discussion ended with a long Q&A session that aimed at understanding the UN's approach and integrating it with the different stakeholders' plans.



Figure 4: UN-Habitat Egypt, presentation

Finally, the day ended with a detailed discussion regarding editing and approving the recommendations mentioned in the policy paper, brainstorming the potential collaborators, and previewing ideas for the following steps towards realistic policy implantation.

4. Highlights of the outcomes

The outcomes and conclusion of the event were a result of the final discussion on the policy recommendations. Where the following recommendations were highlighted and agreed upon:

- Creating a time frame for adding regulations on the acceptable emission standards, engine specifications, and vehicle quality assertions (this shall be done in cooperation with the ministry of petroleum and the ministry of transportation).
- Deciding on the approved types of filters and emission control devices to control both old and new imported vehicles (this shall be done in cooperation with the ministry of petroleum, the ministry of finance, and the Customs department).
- Formation of a committee that includes members of the concerned entities to support and facilitate the policy implementation.
- The gradual implementation of the policy (e.g., starting with small cities for a pilot experiment, or starting by banning petrol, then diesel vehicles).
- Employing the private sector especially for providing policy monitoring and evaluation services (e.g., air quality, mapping of vehicle, engine modifications)
- Involving the concerned EIA Monitoring Bodies.
- Public advocacy and information provision, through NGOs and Media campaigns.
- Ensuring the provision of comprehensive feasibility and cost analysis studies.

Overall, the policy faced general acceptance by the attending experts, their general feedback was mainly directed towards starting the implementation by a study on the status quo which can lead the decision-makers towards the correct direction.

ANNEX 1: Meeting Agenda

Low Emission Zones (LEZs) - Experts Meeting

DAY-1: Low-Emission Zones – Policy Brief for Egypt

9:00- 10:00	- Registration
10:00- 10:30	<u>- Opening:</u> Mr. Richard Probst, Resident Representative, Friedrich Ebert Stiftung Dr. Hossam Allam, Regional Program Manager, CEDARE Chem. Moustafa Mourad, Head of the Environmental Quality Sector, EEAA
10:30-12:30	<u>PRESENTATION: Sustainable Cities & Low Emission Zone Schemes</u> Dr. Ahmed El-Dorghamy, Center for Environment and Development for the Arab Region and Europe (CEDARE) Eng. Maha Attia, CEDARE study team and co-author. Q&A
11:30-12:00	- Coffee Break
12:00-14:30	<u>Discussion: How to proceed from Policy to Action</u> - Expert/stakeholders interventions/presentations and exchange of updates - Open discussions
14:30-15:30	Lunch

DAY-2: PLANNING FOR CLEANER FUELS & BUSES

10:00- 10:30	<u>PRESENTATIONS:</u> 1) Case studies: Development of bus systems in Egypt, UNHABITAT, Egypt 2) Case study: International Experiences of Low Emission Zones and necessary accompanying measures (TBC). Q&A
11:30-12:00	- Coffee Break
12:00-14:30	<u>Discussion: Cleaner Bus Fleets in Egypt and enabling modal-shift</u> - Expert/stakeholders interventions - Drafting recommendations for next steps and potential collaborations - Closing remarks
14:30-15:30	Lunch