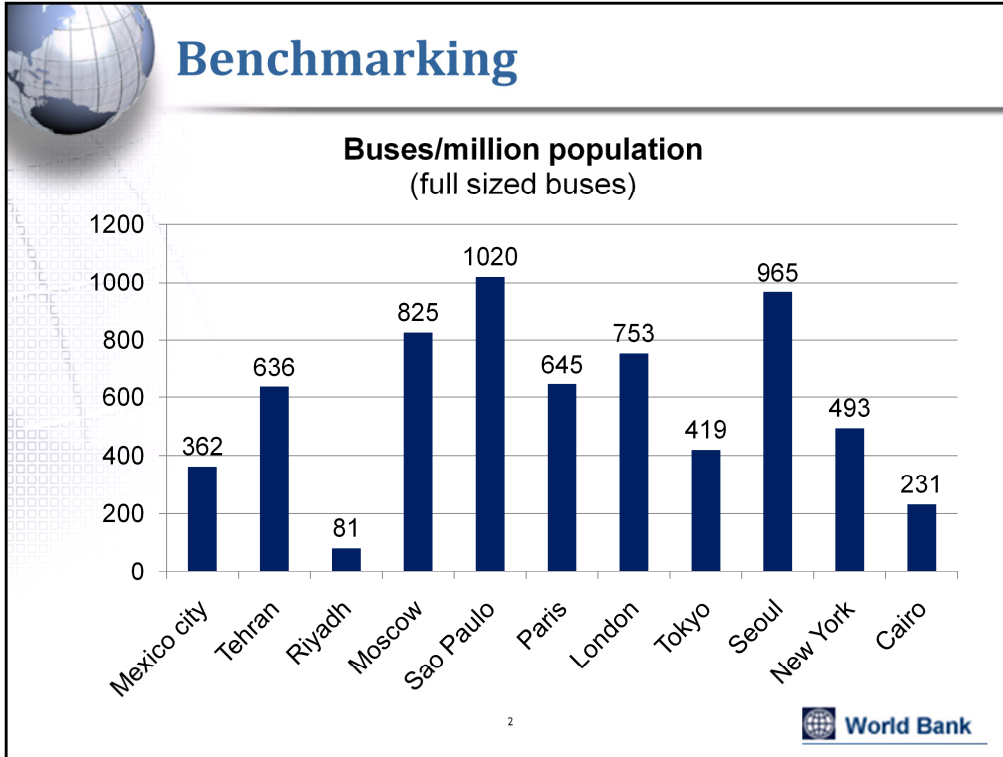


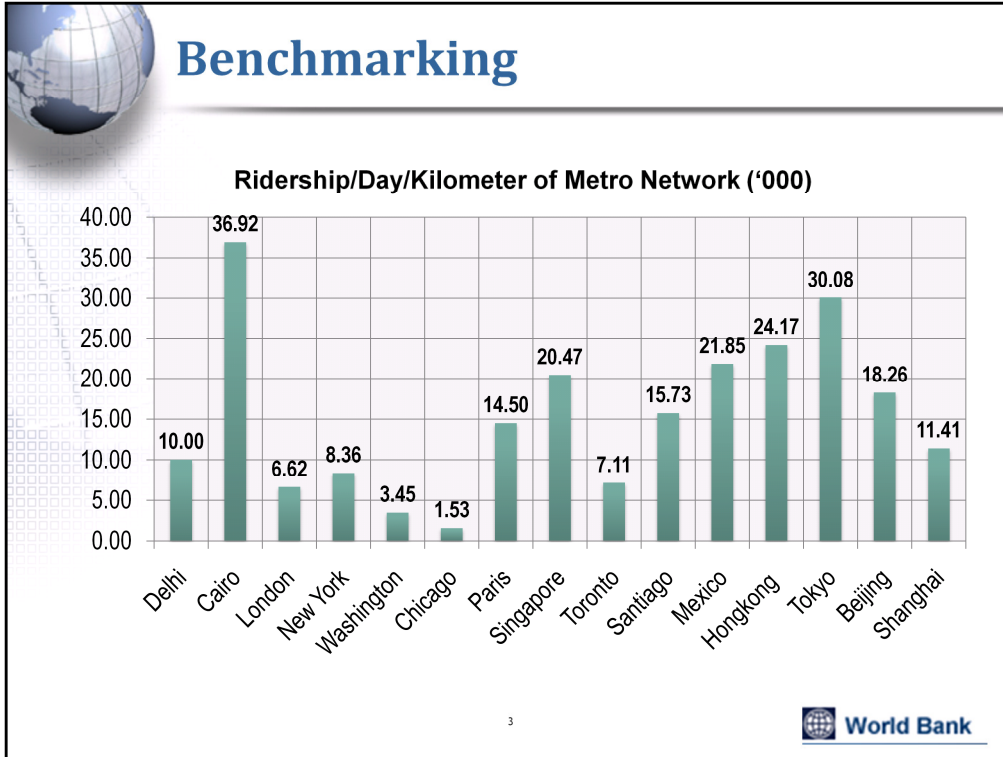
Compared to similar large metropolitan cities, Cairo has one of the smallest metro network compared to its population

Data is number km of metro lines divided by million inhabitants in the city



Compared to similar large metropolitan cities, Cairo has one of the smallest number of buses compared to its population

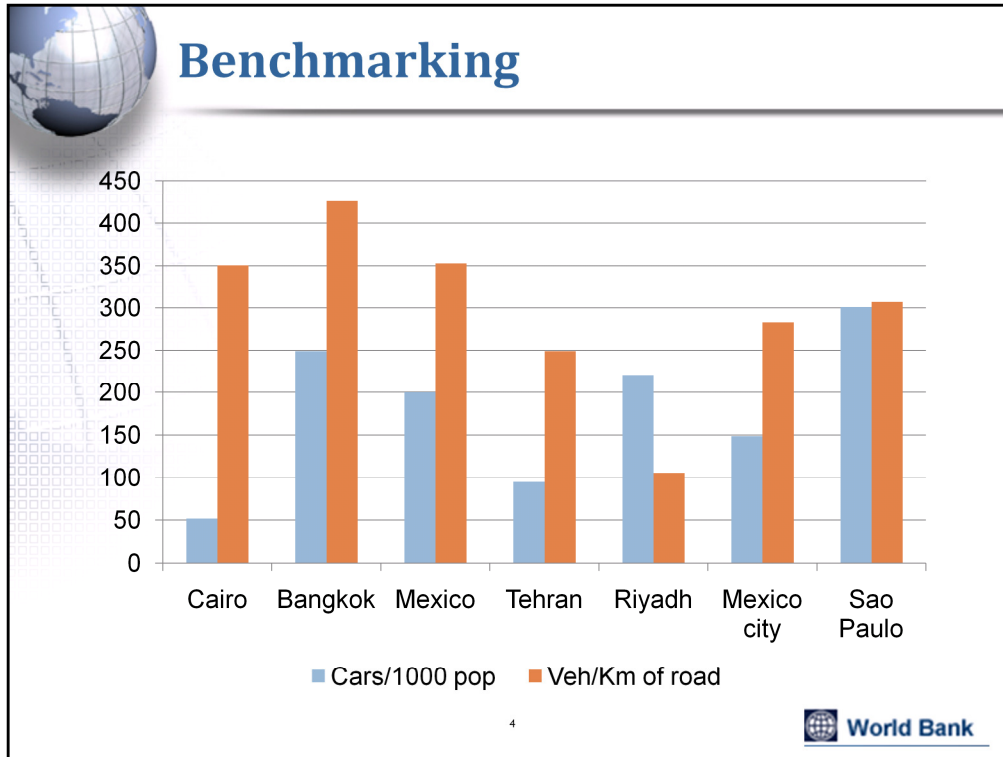
Data is number of full size buses divided by million inhabitants in the city



Compared to similar large metropolitan cities, Cairo has the highest ridership per km of metro line

As an example, compared to Washington DC, it carries per day 4 times more passengers although the network is 2.6 time smaller in km of lines (65 km in Cairo vs 170 km in Washington DC)

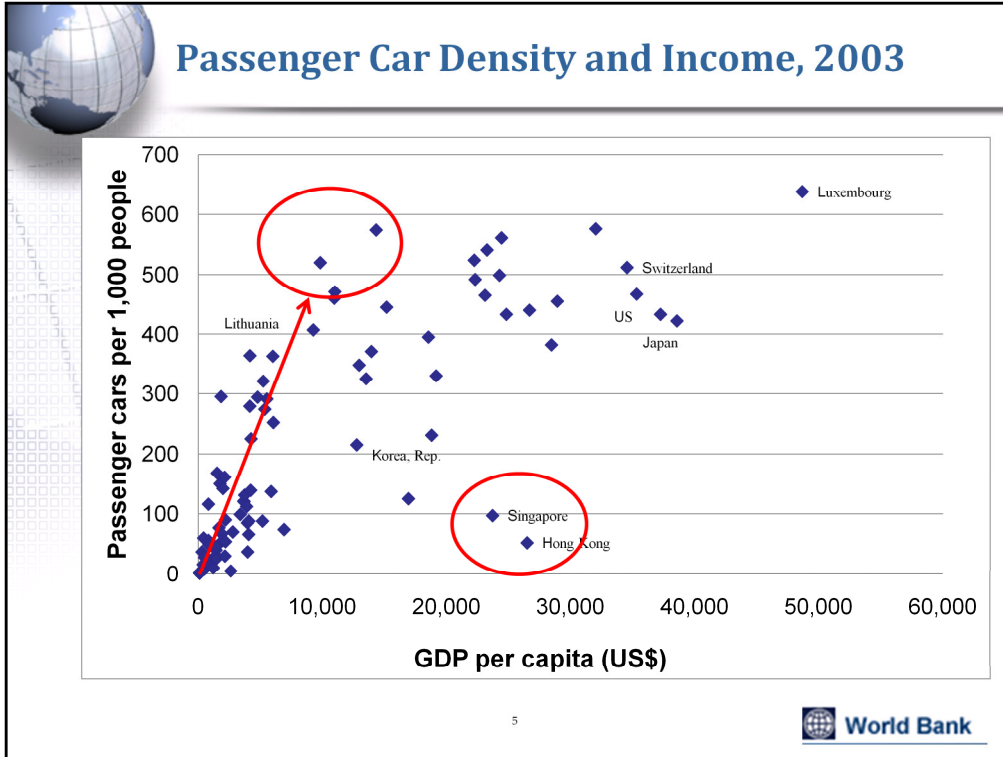
Data is number of passenger per day divided by the number of km of metro lines in the city



The number of cars per 1000 habitants in Cairo is the lowest among comparable cities of middle income countries but the number of cars per km of road is already among the highest.

If you increase the number of cars 4 time to reach the level of let's say Mexico city, as car ownership will progress, it is just impossible to increase fourfold the road network. The congestion will get worse and worse if nothing is done to move people through public transport and not just cars.

Data is number of cars divided per 1,000 habitants and number of vehicles divided per number of km of road in the city



This illustrates how car ownership grows with GDP per capita unless you adopt a development model with very good public transport network like Singapore or Hong Kong