

Methodology of estimation of the avoided GHG:

Based on the expected volume of passengers activity to be shifted from private cars to the project after its operation (represented in passenger.km) and specific energy consumption of both mode of transport (expressed in ton of fuel/passenger.km) the expected fuel savings have been calculated. Consequently, and based on gasoline specific GHG emission factors (mainly that CO₂ expressed as ton of CO₂/ton of gasoline), total reduction of CO₂ emissions has been calculated.

For Modernization of CML 1

Kindly you can find a brief description of the project in the following links:

<https://www.ebrd.com/work-with-us/projects/psd/cairo-metro-line-1-modernisation.html>

<https://www.eib.org/en/projects/pipelines/all/20160947>

Environmental and social data sheet:

<https://www.eib.org/attachments/registers/77595027.pdf>

you can find a brief description of the upgrading of Cairo metro line 2 project in the following: |

<https://www.eib.org/en/projects/pipelines/all/20170694>

You can find the ESAP of upgrading of Cairo metro line 2 on the following link:

<https://www.ebrd.com/documents/admin/cairo-metro-line-ii-esap.docx?blobnocache=true>

you can find a brief description of the Raml tram project on the following links:

<https://www.eib.org/en/projects/pipelines/all/20160125>

You can find the Environmental and social data sheet on the following link

<https://www.eib.org/attachments/registers/77595126.pdf>