

UPPER EGYPT RESILIENT ROAD TRANSPORT TECHNICAL ASSISTANCE

(Project Period: 02/03/2021-10/31/2022)



Credit: World Bank Group

CHALLENGES AND OBJECTIVES

Upper Egypt lags behind the rest of the country in economic growth, connectivity, and access to services. The region's population and economy center around the River Nile, and is vulnerable to natural hazards such as cyclones, flooding, landslides, and extreme heat events. The road network is particularly exposed to such disasters, due to a lack of disaster risk management considerations in technical design and maintenance, as well as inadequate Road Asset Management Systems (RAMS). This has resulted in unsafe road conditions and accidents during natural hazards, often severely disrupting access and economic activity.

Through the technical assistance grant, "Upper Egypt Resilient Road Transport Technical Assistance", the [Japan-World Bank Program for Mainstreaming DRM in Developing Countries](#) (the Program) has been supporting the improvement of road transport resilience in four selected governorates (Qena, Sohag, Minya, and Assiut). The objective of this technical assistance is to develop and operationalize a comprehensive RAMS, which will enable continuous monitoring and assessment of road assets, improve planning and prioritization of maintenance and repair work, and help plan emergency response, recovery phases, and whole-of-life maintenance priorities.

JAPANESE EXPERIENCE LEVERAGED

One of Japan's leading engineering consulting firms developed case studies for this technical assistance, on the experiences of road asset management in Nagasaki and Gifu Prefectures in Japan. According to the case studies, to tackle the lack of human resources in RAM, Nagasaki and Gifu Prefectures have collaborated with their respective local universities to create programs to train RAM experts, called "Michimori" in Nagasaki and "Maintenance Experts (ME)" in Gifu.

There are also programs to train ordinary residents to become "Michimori Assistants" (Nagasaki) and "Maintenance Supporters (MS)" (Gifu), who assist their local governments by regularly watching over their region's roads and reporting any damages and potential hazards. These experiences from Japan are expected to provide valuable hints to procure the human resources necessary for RAM in Upper Egypt. In addition, the [Road Geohazard Risk Management Handbook](#) produced through the Program served as a key guiding material in designing pilot RAMS in the governorates of Qena and Sohag.

MOVING FORWARD

All activities under this project complement the ongoing "[Upper Egypt Local Development Program](#)", a \$500 million World Bank program to improve the business environment for private sector development. The program has spurred private sector-led job creation and strengthened local government capacity to deliver infrastructure and services, leading the [UN Department of Economic and Social Affairs to list it as an example of best practices aimed at meeting the 2030 Sustainable Development Goals](#). This technical assistance will assist in incorporating disaster risk management and resilience considerations to local transport infrastructure being financed, developed, and implemented under this World Bank-financed program. Furthermore, the resulting policy dialogue and lessons learned from this technical assistance will be applicable nationwide and are expected to contribute to the transition towards resilient road transport in Egypt as a whole.