




Urban Planning & Infrastructure in Migration Contexts (UPIMC) programme

# KAFR EL-BATTIKH SPATIAL PROFILE

Damietta Governorate, Egypt



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Damietta Governorate



Ministry of Local Development



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## Abbreviations

3RP	Regional Refugee & Resilience Plan
CAPMAS	Central Agency for Public Mobilization and Statistics (Egypt)
CRS	Catholic Relief Services
EFTA	European Free Trade Association
ERP	Enterprise Resource Planning
EUR	Euro (Currency)
GCM	Global Compact for Migration
GDP	Gross Domestic Product
GOPP	General Organization for Physical Planning (Egypt)
ICZM	Integrated Coastal Zone Management
IDA	International Development Association
IOM	International Organization for Migration
LPC	Local Planning Council
MALR	Ministry of Agriculture and Land Reclamation (Egypt)
MHUUC	Ministry of Housing, Utilities and Urban Communities (Egypt)
MOLD	Ministry of Local Development (Egypt)
MODMP	Ministry of Development of Mountainous and Desert Areas
MoF	Ministry of Finance
ND-GAIN index	Notre Dame Global Adaptation Initiative Index
NSPUD	National Strategy for Public Urban Development
NUCA	New Urban Communities Authority (Egypt)
NUA	New Urban Agenda
SCA	Supreme Council of Antiquities (Egypt)
SGBV	Sexual and Gender-Based Violence
SLR	Sea-Level Rise
SDS	Sustainable Development Strategy
SDG	Sustainable Development Goals
SECO	State Secretariat for Economic Affairs (Switzerland)
TDA	Trade and Development Agency
UN-Habitat	United Nations Human Settlements Programme
UNFCCC	United Nations Framework Convention on Climate Change
UNHCR	United Nations High Commissioner for Refugees
UNICEF	United Nations International Children's Emergency Fund
UPIMC	Urban Planning and Infrastructure in Migration Contexts
USAID	United States Agency for International Development
UCLG	United Cities and Local Governments
VLR	Voluntary Local Review
WFP	World Food Programme

## Arabic Terminology

Cordon	French word, refers in Arabic to the boundary of local government's administrative jurisdiction
Haiez	Urban planning and development boundary
Hiyaza	Adverse possession
Awqaf	Awqaf are similar to common law trusts where the trustee is the mosque or individual in charge of the waqf and the beneficiary is usually the community as a whole.
Ziman	The official boundary between agricultural and desert land
Markaz	District, is a second-level administrative division below Governorates of Egypt
Hai	Neighbourhood / quarter
Shyakhah	Neighbourhood subdivision

1 feddan = 1.038 acres

1 hectare = 2.38 feddans

1 sq.km = 247.105 acres

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## Executive Summary

This document is the product of intensive profiling work done for Kafr El Battikh city in Egypt. The profile follows a hierarchical scalar approach, starting from the national level and ending at the city level.

The Urban Planning and Infrastructure in Migration Contexts (UPIMC) Programme in Egypt is generously funded by the Swiss State Secretariat for Economic Affairs - SECO, aims to enhance the lives of refugees, displaced populations, and vulnerable local communities in Egypt's urban areas by improving access to basic services and socio-economic opportunities.

### National Level

Egypt's central geopolitical position has made it a major destination and transit country for refugees and asylum seekers from all around the Middle East and Africa. **Egypt** hosts more than **605,181 registered refugees and asylum seekers** from 59 different countries of origin, recording around a 20% increase since 2010. The majority of which live in urban areas in Greater Cairo, Alexandria, and Nile Delta regions. However, the total estimated number of people of concern exceeds the number of registered cases. Egypt faces a high annual inflation rate of 29.8% in January 2024<sup>1</sup>, exacerbated by the Russia-Ukraine war, highlighting issues like fragile food security, as Egypt struggles to secure food imports for its populous, with domestic agrifood production falling short of demand.

### Regional Level

The UPIMC programme is currently focusing on Damietta Governorate, integrating migration and

displacement challenges into urban planning. This includes a comprehensive cross-sectoral spatial analysis of Kafr El Battikh city, forming the basis for our strategic visions, scenarios, and actionable plans. The regional level covers topics such as the governorate's location and connectivity, the regional land administration and institutional context, the regional planning context, demographics, refugees, regional infrastructural access, land use, and the local economic activities were analysed.

Geographically, the governorate is located within the northern region of Egypt. Damietta is among the most attractive governorates to refugees, with more than **10,193 registered refugees and hundreds of internal migrants**. It is also the main hub for the furniture and textile industries in Egypt.

Damietta ranks as the **third-most densely populated** governorate with refugees in Egypt, following Greater Cairo and Alexandria. Its limited geographical size, combined with the presence of a substantial number of vulnerable populations, further exacerbates urban challenges. Damietta Governorate represents 1% of Egypt's total population while covering only 0.1% of the country's land area, marking it as a densely populated region, with most of its territory unoccupied. Nonetheless, population density in its urban areas is significantly high.

As urban areas within Damietta continue to expand, there is a growing strain on infrastructure and public services. Additionally, given that more than half of the governorate's inhabitants are under 30, there's a need for educational infrastructure and a rising dependency ratio, underscoring the necessity for strategic future planning.

The need for adequate water supply, sanitation, waste management, and transportation networks is critical, with existing facilities struggling to keep pace with the demand from the increasing population. Damietta is known for its furniture industry and has a significant port, there are challenges related to economic diversification and employment opportunities, especially for the youth. The reliance on a limited number of industries makes the local economy vulnerable to global market fluctuations and economic downturns. Environmental issues such as pollution, particularly in the Nile and coastal areas, and the degradation of natural resources pose significant challenges. Urban expansion often encroaches on agricultural land, affecting both the environment and the agricultural sector that many residents depend on for livelihood. Affordable housing is a significant concern, with rapid urban sprawl leading to the development of informal settlements that lack basic services and infrastructure. This sprawl also puts pressure on agricultural land, further complicating the balance between development and sustainability.

Damietta Governorate in Egypt is grappling with challenges like rapid urbanisation, housing affordability, and environmental sustainability. The recent arrival of Palestinian, Syrian, and Sudanese refugees further complicates the scenario, necessitating immediate responses alongside long-term urban development strategies. Such influx formed certain challenges related to the provision of basic services and inclusive planning. These challenges have also considerably increased the vulnerability of refugees and host communities, with many refugees **lacking access to housing and services, a stable income, and limited livelihood opportunities**.



## City Level

This section examines the administrative and governance context, urban growth, population density and distribution, land use, local economic activity, natural hazards, transport and mobility, planned infrastructure investments, and access to basic services and public facilities.

Kafr El Battikh city in Damietta Governorate has been significantly impacted by compounded challenges. As outlined in this chapter, various sectors and systems within the city are being strained by rapid population growth, unchecked urban development, poor governance, and growing inequalities in access to services, employment, and adequate housing. Additionally, environmental hazards and the effects of climate change are posing further challenges to the city and its inhabitants.

In the traditional norms of defining a village in Egypt, Kafr El Battikh is still perceived as a village. However, due to political motives and the need to collect votes for elections, it was officially declared a city in 2008.

Kafr El Battikh serves as an economic hub for primary, secondary, and tertiary activities, concentrated along the Al Balamoon Canal, which bisects the city from north to south. A significant portion of the population in Kafr El Battikh does not benefit from these scattered economic activities and faces daily commuting challenges that lead to traffic congestion. The city is undergoing demographic growth due to rapid urbanisation, which is expected to continue unless an urban plan is implemented. Newcomers often find themselves in deteriorating housing, further burdening the already strained basic services. Additionally,

unauthorized expansion into agricultural areas complicates the urban landscape. Urban challenges are further exacerbated by the ongoing conflict in neighboring countries, impeding the city's development. The lack of urban public open spaces in the city are a major challenge that needs to be addressed.

### City Assessment

An evaluation of Kafr El Battikh's performance found that 13% of the administrative area is well-connected, 55% is extremely inclusive, and 30% is resilient.

According to the Kafr El Battikh Spatial Profile, the city's recent expansion into new neighbourhoods to the east and west has led to increased vulnerability in terms of unplanned and unserviced areas, particularly in the *Al Riyad and Al Basateen neighbourhoods*. Throughout the city, the rapid urbanisation has also strained public services and infrastructure networks.

The evaluation process has revealed varying levels of vulnerability across different parts of the city. The detailed analysis of Kafr El Battikh has enhanced our understanding of its local characteristics. As detailed later in the document, while the majority of the city's districts and neighbourhoods are of sufficient and good quality, areas in the eastern and western parts are considered in poor condition. Despite the Balamoon canal lining enhancements made in recent years, the city still falls short of providing adequate public open spaces. The central neighbourhood, in particular, presents several critical issues that must be addressed in future policy strategies. These issues

include challenges in transportation, equitable access to safe streets, lack of economic activities, services, and facilities, as well as the need to improve the design quality of streets and sidewalks. Furthermore, enhancements are necessary in pedestrian and cycling infrastructure, along with better accessibility at both neighbourhood and regional levels, connecting New Damietta city and Kafr El Battikh.

## Introduction

With over 55% of the global population currently residing in urban areas—a figure projected to rise to 68% by 2050—cities are facing increasing challenges in meeting the diverse needs of their inhabitants. Urban spaces have become the primary destination for migrants and displaced populations, with more than 60% of refugees and 80% of internally displaced persons (IDPs) seeking shelter in cities. This trend intersects with growing climate change challenges, posing unprecedented difficulties for cities and local governments in ensuring the well-being, integration, and social cohesion of urban dwellers, particularly in the most vulnerable neighbourhoods. The urgency for long-term sustainable solutions tailored to urban environments highlights the need for a stronger connection between humanitarian and development efforts, especially in the face of protracted crises and displacement.

UN-Habitat is committed to bridging this gap, aligning with the United Nations 2030 Agenda, the Global Compact for Migration (GCM), and the Global Compact on Refugees, to ultimately ensure sustainable urban development and a more secure, long-term response to migration and protracted displacement. Recognizing human mobility as a key driver of urban growth, UN-Habitat has recently and increasingly committed to pioneer alternative approaches that address and harness migration in urban settings. Through the Urban Planning and Infrastructure in Migration Contexts (UPIMC) Programme, UN-Habitat is engaged in evidence-based integrated urban planning that leverages detailed multiscale spatial profiling to identify feasible interventions in vulnerable neighbourhoods experiencing migration influx. UPIMC aims to contribute to bridging the gap between humanitarian

and development practices in urban settings through integrated urban solutions that empower communities toward sustainable and inclusive urban futures.

### About the Urban Planning and Infrastructure in Migration Contexts (UPIMC) Programme

UN-Habitat's Urban Planning and Infrastructure in Migration Contexts (UPIMC) programme has partnered with the **Swiss State Secretariat for Economic Affairs (SECO)** to improve access to reliable services and socio-economic opportunities for migrants and host communities in urban settlements. UPIMC supports different municipalities hosting displaced populations in developing long-term strategies that harness their potential to bolster resilience to current and future challenges. UPIMC promotes multi-sectoral collaboration between UN-Habitat, national and local governments, humanitarian actors, development partners, as well as international financial institutions to develop sustainable interventions that build inclusive, safe, resilient, and sustainable settings. The programme is currently implemented in three countries: Cameroon, Egypt, and Jordan.

### Objectives

UPIMC aims to contribute to national and international efforts to improve the quality of life of migrants and host communities by supporting effective and evidence-based investments for durable solutions at the local level. UPIMC seeks to mitigate the vulnerabilities associated with migration and displacement, empowering local governments and stakeholders to foster complete integration and sustainable development for both migrants and host communities.

By doing so, UPIMC significantly contributes to achieving the Sustainable Development Goals (SDGs) at the local level. The programme assesses developmental challenges, needs and opportunities within cities and urban areas, establishing a vital link between local dynamics and broader trends. Going beyond analysis, UPIMC's spatial profiling process serves as a catalyst for action. By pinpointing critical challenges and their precise locations, it sets the stage for developing a precise urban vision and action plans for selected pilot areas, implementing impactful local interventions targeting migrants, displaced populations, and host communities. It's not just about understanding the context; it's about planning, transforming, and making sustainable change happen at the local level.

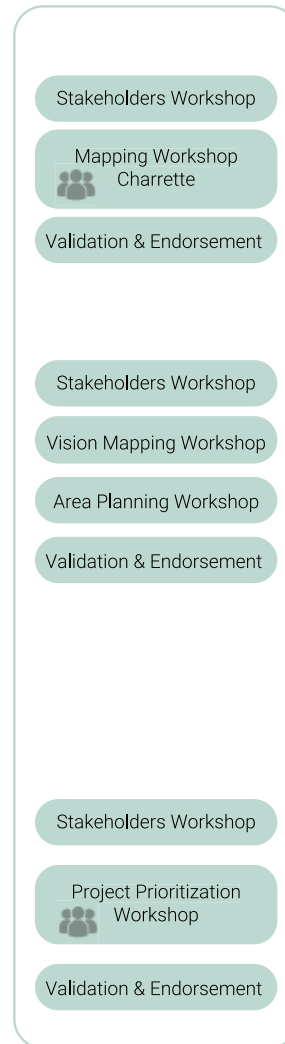
## Approach & Methodology

The UPIMC programme applies the three-phased planning approach of UN-Habitat’s Urban Lab to the complex and dynamic contexts in which it operates. The methodology comprises three interconnected components that span different scales:

- 1) Understanding the City:** Utilizing spatial profiling and analytics to inform evidence-based decision-making and development.
- 2) Planning the City:** Designing and supporting inclusive and sustainable development pathways for selected urban areas.
- 3) Transforming the City:** Starting from actionable interventions in the neighbourhoods most in need.

Knowledge Exchange and Capacity Building is cross-cutting component spanning across all phases, focusing on enhancing the skills and capabilities of local actors and stakeholders involved and the sharing and dissemination of insights, best practices, and lessons learned.

Knowledge Exchange & Capacity Building



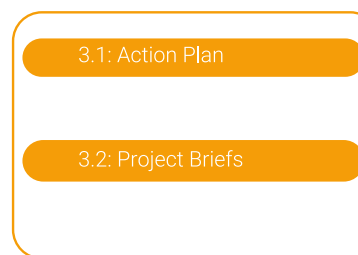
## 1 Understanding the city



## 2 Planning the city



## 3 Transforming the city



## About This Document - UPMC Spatial Profiling Component

In the first component, UPMC develops spatial profiles through a comprehensive cross-sectoral and multi-level analysis of urban areas hosting migrants and displaced populations. This provides a spatial understanding of the dynamics, challenges, and opportunities of migration and urban development in the pilot cities, which will crucially inform long-term decision-making in urban development and infrastructure planning. The profiling exercise maps critical intervention areas and their precise locations and is used to identify the pilot neighbourhood through participatory validating workshops. While the spatial profile is a stand-alone document, it functions as a roadmap guiding subsequent steps taken by UPMC in the selected neighbourhood. It is therefore essential to consider it while reading the vision, scenarios, and action plans that will be produced during the second and third components, and that are further illustrated in the final pages of the document.

This publication comprises the spatial profiling of the city of Kafr El Battikh, in Egypt and represents the first component of the project in the city. The profiling exercise is to be used to inform the transformation of the city and especially of its most vulnerable neighbourhoods through targeted interventions in alignment with global objectives and trends. This approach encapsulates the essence of 'localizing,' linking global objectives to the very grassroots level. On the other hand, the detailed analysis of dynamics and priorities that are identified at the city and neighbourhood levels can crucially inform broader development trajectories in the country and the region.

## Target Audience

The Spatial Profile provides entry points for national and international practitioners and stakeholders who seek to develop long term development strategies in their cities, as well as donor organizations and potential financiers. At the same time, this profile targets grassroots individuals, who are the primary change-makers in their communities, by providing a spatialized overview of the main potentials and opportunities of the profiled cities and neighbourhoods.

## UN-Habitat In Egypt

Since its establishment in 2007, UN-Habitat in Egypt has been able to build strong partnerships with the various related stakeholders for enhanced impact and sustainability of interventions. This partnership varies from ensuring local and community participation during planning and implementation of interventions, to supporting local and central government assess and respond to urban needs and enabling dialogues and platforms that integrate knowledge from various representatives of academia, local community, NGOs, international agencies and the government.

On the ground, the UN-Habitat Egypt team is engaging the relevant actors, including the local community, and agencies, including local NGOs and CBOs, to explore catalytic development projects to improve access to basic needs and infrastructure as well as incremental changes in the enabling policy environment that will contribute to the delivery of long-term visioning and priority areas. It provides necessary logistical support to ensure the success of the UPMC programme, most

importantly regarding on-the-ground coordination and ensuring a multi-stakeholder approach and the completion of deliverables within the established timelines.

Since 2007 UN-Habitat has supported the government and people of Egypt to reconstruct and repair houses and community infrastructure facilities in the north and east of the country. UN-Habitat's technical assistance included design, preparation of the bills of quantities, assistance with securing land tenure rights, obtaining local authority approvals, and environmentally friendly construction method.




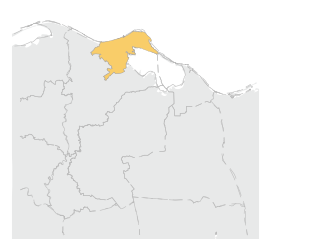
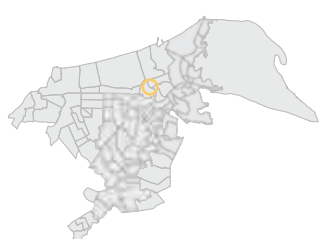
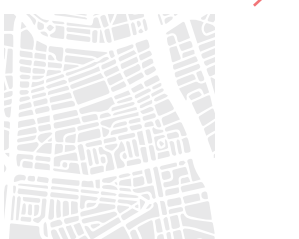
Egypt's 223 cities are inhabited by 43.1% of the population, and due to rapid urban growth in Egypt over the last four decades, urban planning, infrastructure and service delivery have not been able to keep up. Today, critical urban issues arise from the sheer size of the metropolitan city and from its population density. Due to inefficient public land management systems and prohibitive housing policies, impoverished individuals have no alternative but to settle in unplanned and sometimes unsafe areas. In addition to the stress on deteriorating infrastructure, public services and transportation systems are stretched to the limit.

## UPIMC programme In Egypt

The most significant challenges faced by UN-Habitat Egypt team during the UPIMC programme was the limited municipal capacities and lack of up-to-date data in Damietta Governorate. This resulted in difficulties when developing the Spatial Profile and formulating strategic analysis and spatial mapping. In the context of studying local strategic plan of Kafr El Battikh city and urbanisation issues, it was found that, when data was available, it often proved outdated, further complicating the task of accurately assessing the challenges and opportunities for strategic sustainable development. However, within these challenges lie significant opportunities for transformative impact.

By supporting in the development of municipal staff's capacities and their understanding of sustainable development approaches that the UPIMC programme supports, there is an opportunity to contribute to the resilience and adaptability of this important local governance structure. Additionally, supporting in the collection and analysis of data offers the opportunity to leverage local and national partnerships in Egypt to establish interconnected and collaborative data collection and management systems. Furthermore, the participatory data collection methods that UN-Habitat has been applying supports in enhancing the accuracy of data as well as increasing community involvement and ownership in the decision-making processes.

### UPIMC Egypt Research Topics

National Context	Regional Context Damietta Governorate	City Context Kafr El Battikh city	Neighbourhood Context Central Neighbourhood
 <ul style="list-style-type: none"> <li>• Demographics</li> <li>• Economics</li> <li>• Inclusiveness</li> <li>• Institutional setting</li> <li>• Development strategies &amp; plans</li> <li>• Planning &amp; operation capacities</li> <li>• Municipal finances</li> </ul>	 <ul style="list-style-type: none"> <li>• Hazards</li> <li>• Vulnerable People</li> <li>• Vulnerable Physical Assets</li> <li>• Transportation</li> <li>• Environment</li> <li>• Energy</li> <li>• Water</li> <li>• Transport</li> </ul>	 <ul style="list-style-type: none"> <li>• Recreational Facilities</li> <li>• Vulnerable People</li> <li>• Open spaces</li> <li>• Mobility</li> <li>• Economy</li> <li>• Education</li> <li>• Housing</li> <li>• Buildings</li> <li>• Waste</li> </ul>	 <ul style="list-style-type: none"> <li>• Land Use</li> <li>• Vulnerable People</li> <li>• Energy</li> <li>• Water</li> <li>• Transport</li> <li>• Buildings</li> <li>• Waste</li> </ul>

Localization in accordance with the Sustainable Development Goals (SDGs) and New Urban Agenda (NUA)



# 1

## INTRODUCING THE CONTEXT

NATIONAL - REGIONAL - CITY SCALE



Central Kafr El Battikh city, Damietta, Egypt.  
Source: UN-Habitat 2022

## National Urbanisation Context

### Geographical Setting

The Arab Republic of Egypt, hereafter named Egypt, is a transcontinental country stretching from Northeast Africa to Southwest Asia. The Sinai Peninsula acts as a land bridge between the two continents. Egypt is bordered by the Mediterranean Sea to the north, the Red Sea to the east, Sudan to the south, Libya to the west, and covers an area of 1,001,500 square kilometers<sup>2</sup> with a total population of 110,990,103<sup>3</sup>, and a projection estimated to reach 120 million by 2030<sup>4</sup>. Egypt's population is 42.7 % urban, with rural population numbers increasing at a rate of 1.82% per annum. However, the percentage of population that lives in urban population areas has not fluctuated dramatically over the last few years with a predictable and steady increase of population growth. Approximately 95% of the population lives within 20 km of the Nile River and its delta; vast areas of the country remain sparsely populated or uninhabited.

### Economy


Between the fifties and mid-seventies, Egypt's economy was highly centralized, with prominent publicly owned industries and a large agricultural sector dominated by smallholders, following land reforms<sup>5</sup>. After the Open-Door policies were introduced in 1974, foreign and domestic investments emerged, and a higher population fed into the international labor force, causing a prominent leap in the flow of external remittances entering the country, which was on many occasions invested into the urban growth of the country at both micro (individual) and macro (state) levels<sup>6</sup>. Egypt's macroeconomics improved significantly in the nineties because of external debt relief and adjustment reforms<sup>7</sup>. In the 2000s, further monetary taxation and business-friendly policies assisted the country

in creating a market-oriented economy, attracting increased external investment. After the event of the 2011 Revolution, Egypt's foreign exchange reserves fell dramatically. Egypt's Gross Domestic Product (GDP) growth fell to less than 2% from 2012 to 2013. In 2014 inflation rose partly due to fuel and electricity price hikes and continued to rise on several occasions due to international political events. However, some commentators saw a modest economic recovery, with foreign investments returning and GDP growth in 2020 rising to above 3%. In June 2023, Egypt's annual inflation rate hit an alarming record high of 36.8% amidst the Russia-Ukraine war. At the core of the crisis is Egypt's fragile food security. Egypt is overburdened as it seeks to secure food imports for its 110 million citizens. Egypt's agrifood production cannot meet even half of its domestic demand<sup>8</sup>.


### POPULATION

**110 Million**<sup>15</sup>  
 Urban Population - 43 %  
 Rural Population - 57%

### GROWTH RATE

 **1.97%** (annual)<sup>16</sup>  
**1.56 %** Urbanisation growth rate (2023)<sup>17</sup>

### AGE PROFILE (Statista, 2021)

 **32.80%** youth  
**50.63%** Female  
**51.7%** Male

### DENSITY

**104.11 p/sq.km**<sup>18</sup>  
**GDP Growth: 4.2%**<sup>19</sup>

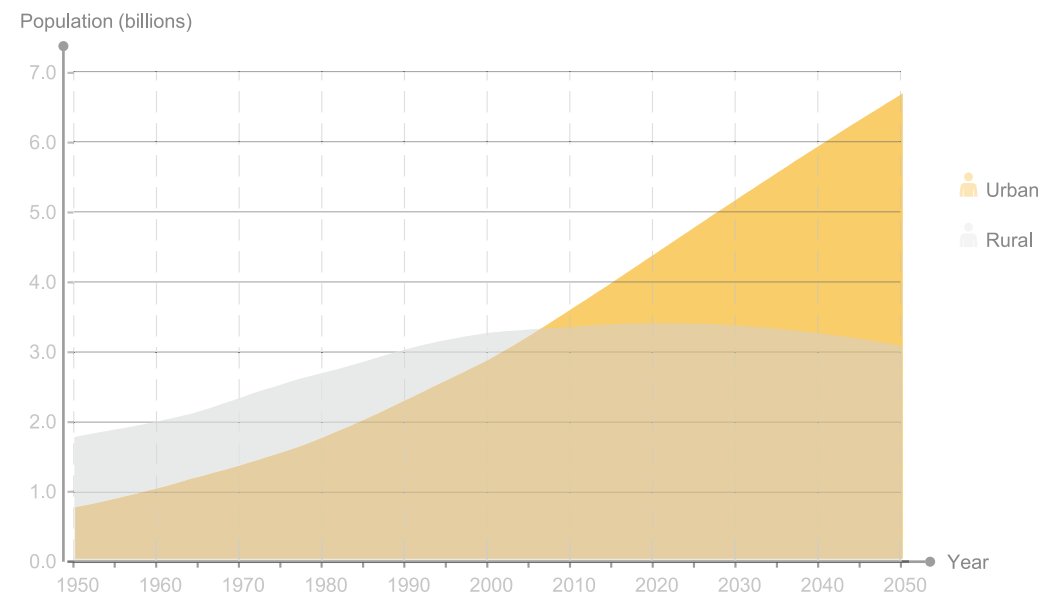


Fig. 2: Urban and Rural Population Growth in Egypt. Source: UN DESA, Population Division (2018).



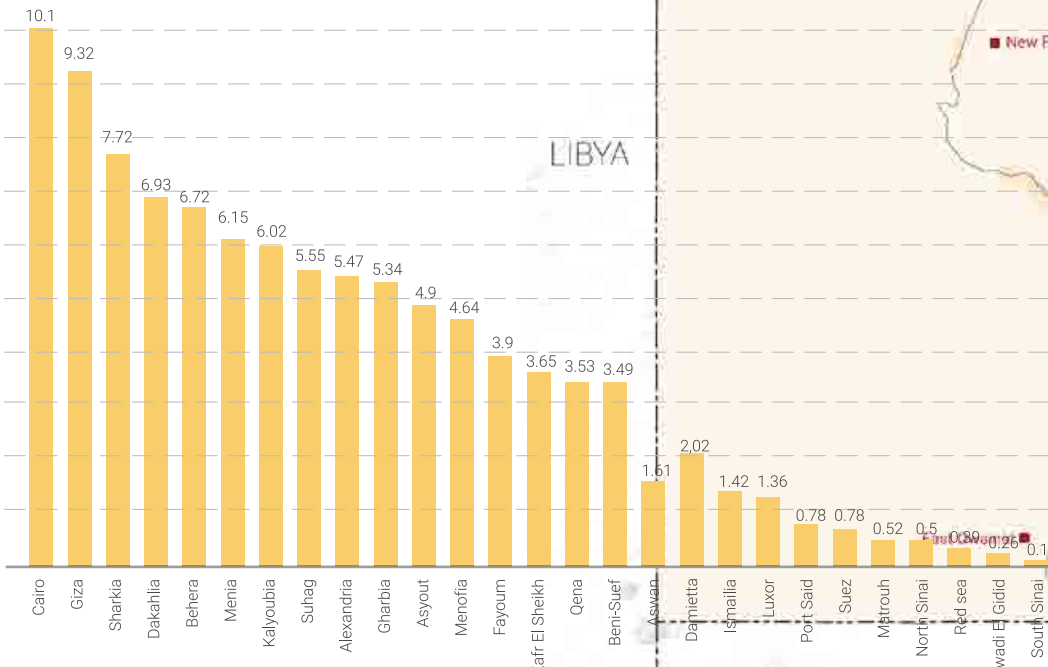


Fig. 4: Total population of Egypt as of 2022 in millions, by Governorate. Source: CAPMAS

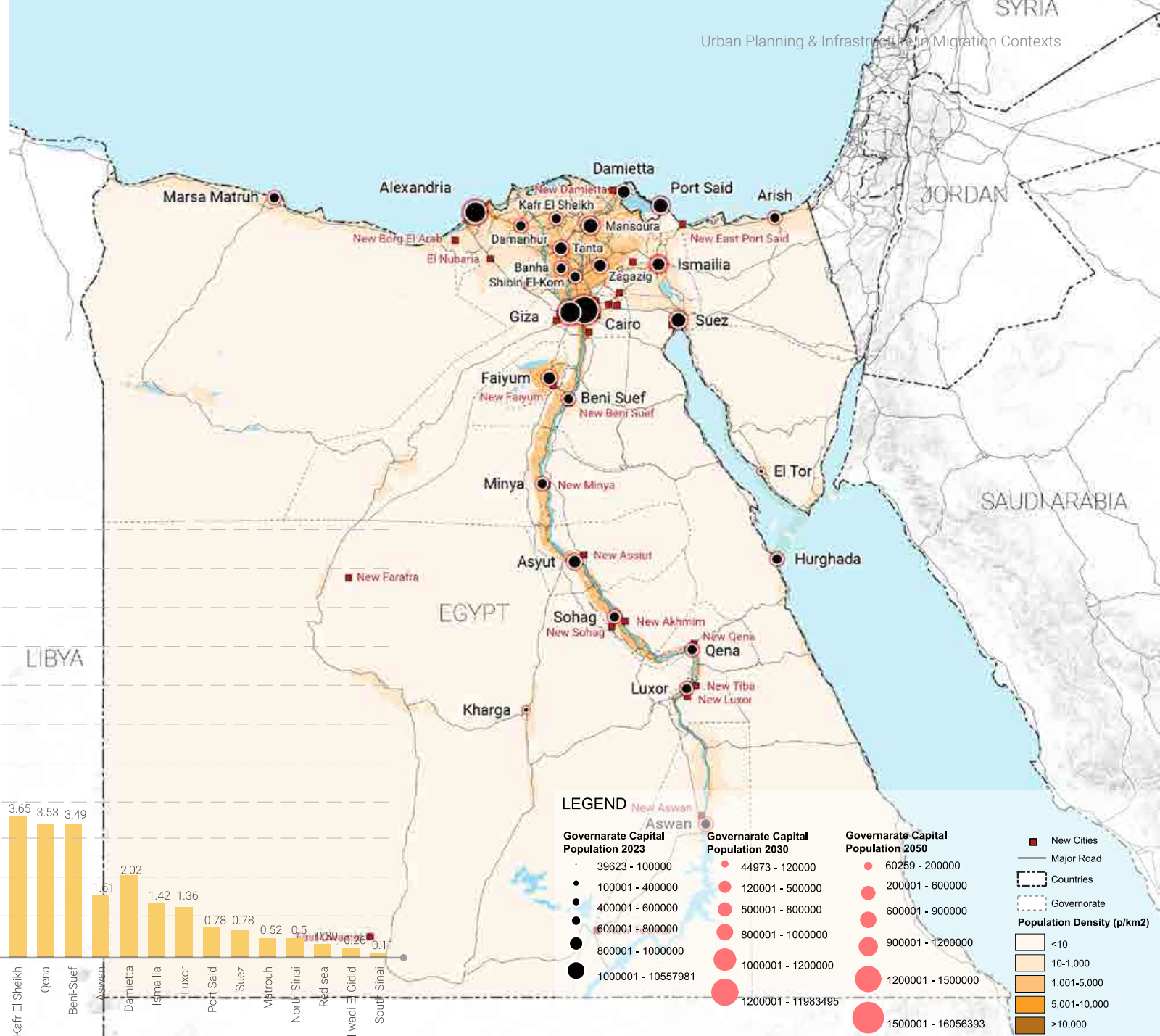
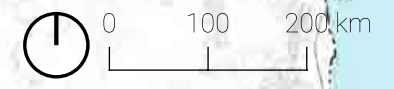


Fig. 3: The Spatial Distribution of Existing and Estimated Population in 2020 and 2030 and 2050, Egypt Source: Department of Statistics, 2021



## Regional Access Infrastructure

Damietta (or Domyat) Governorate is one of the 27 governorate of Egypt. It is located in the northeastern part of the country, and has a population of over 1.59 millions #. The capital is the city of Damietta. The Governorate is bounded by the Mediterranean to the north, Manzala Lake to the east and by the Daqahlia Governorate to the south and west. The governorate's average elevation is around 7 m above sea level+, and extends over an area of 1,029 km<sup>2</sup>, equivalent to 5% of the Delta's area, and around 1% of Egypt's total area.

According to population estimates from 2022, Damietta Governorate has a population of over 1.3 million with most of its residents live in rural areas. Only 38.7% live in urban areas. There are 815,244 people in rural areas and 515,599 in urban areas

The Governorate is well known for manufacturing furniture, It is also famous for its distinguished resort, "Ras El Bar", which is located at the meeting point of the Mediterranean Sea with the Nile River. Around 80% of the governorate's income comes from furniture.

Damietta Governorate is located in the Delta Region extending from Cairo to the Mediterranean Sea between Alexandria in the West and Port Said in the East. The Governorate is divided by the Nile River into two branches in the north-eastern part of the region. Its influence is limited by Mansoura City, a key industrial hub in the area, Dakahlia Governorate on the south, and Port Said and its industrial developments.

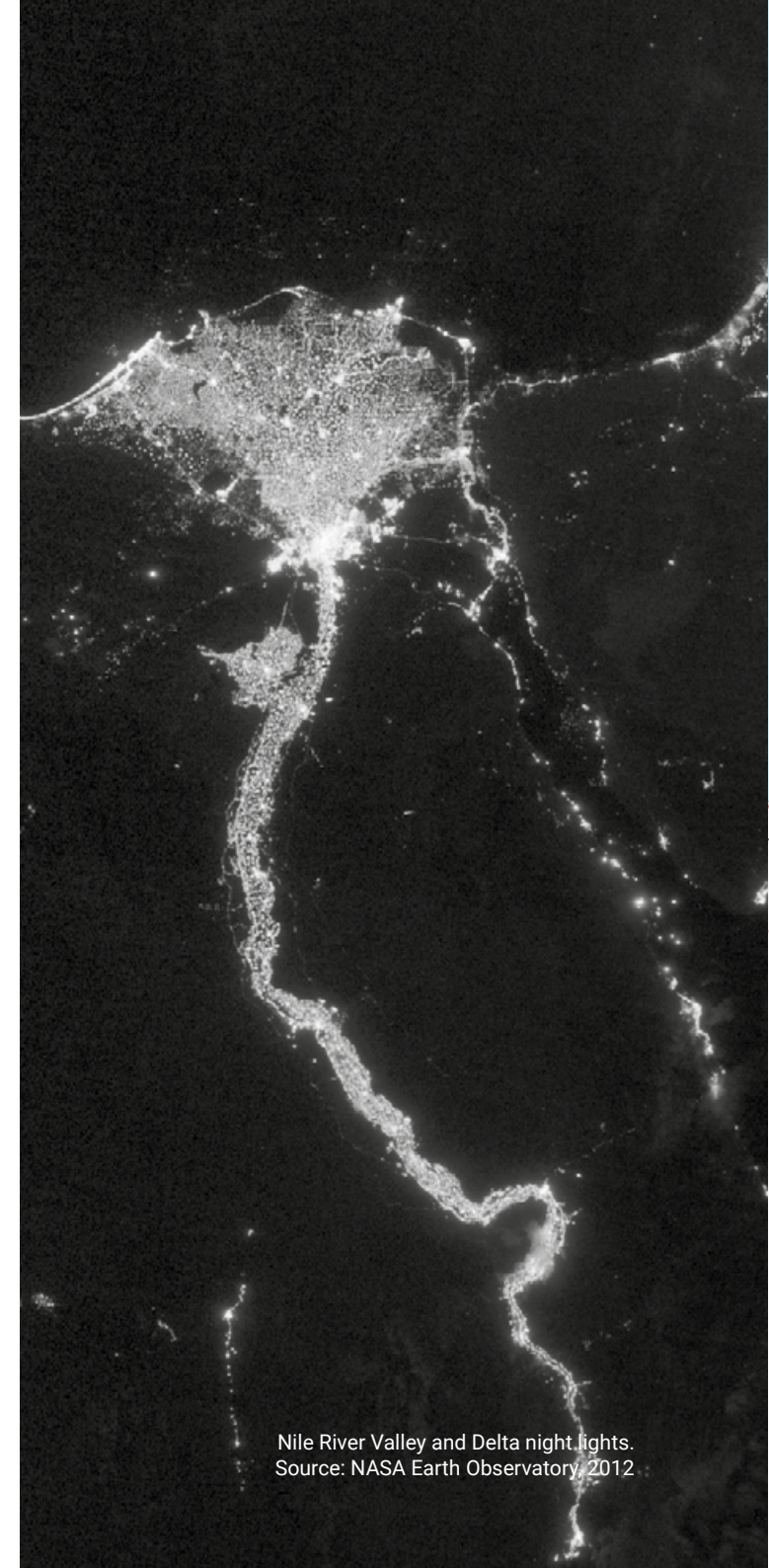
Before Alexandria's rise and the Suez Canal's opening, Damietta served as Egypt's window into the outside world, ensuring maritime relations with the western Mediterranean. With one of the oldest ports in Egypt,

Damietta became a hub of economic trade connected to several major international and inland trade routes. The port of Damietta plays an important logistic role in the region, given its strategic and unique location on the Mediterranean 20.

Damietta Governorate mainly used to be accessible through two paths, the shortest one from south to the north, by crossing several urban settlements such as Shubra El Kheima, Tanta, and Banha, using congested and poorly maintained roads and then reaching the highway at Mansoura. The second path goes through Port Said highway, which can be longer but faster. Nowadays, the development of the international Coastal highway passes through the city of Damietta and allows direct connection from East to West.

Damietta's transport network is multimodal, from land and rail to the river. Inland roads connect to all Egyptian Governorates via the international Coastal Road and transversal axis. The International Coastal Highway is a strategic regional highway connecting Egypt with the Maghreb Region. The Governorate's total road network is about 1224 km, with 80% of its roads in good condition.

Damietta also has a railway network connecting Capital City, Cairo, and the surrounding cities. The Government of Egypt is also planning to establish a rail corridor through the Delta Nile by upgrading the Tanta - El Mansoura - Damietta route. This key traffic corridor will also facilitate the transport of goods into the capital and other major cities.



Nile River Valley and Delta night lights.  
Source: NASA Earth Observatory, 2012

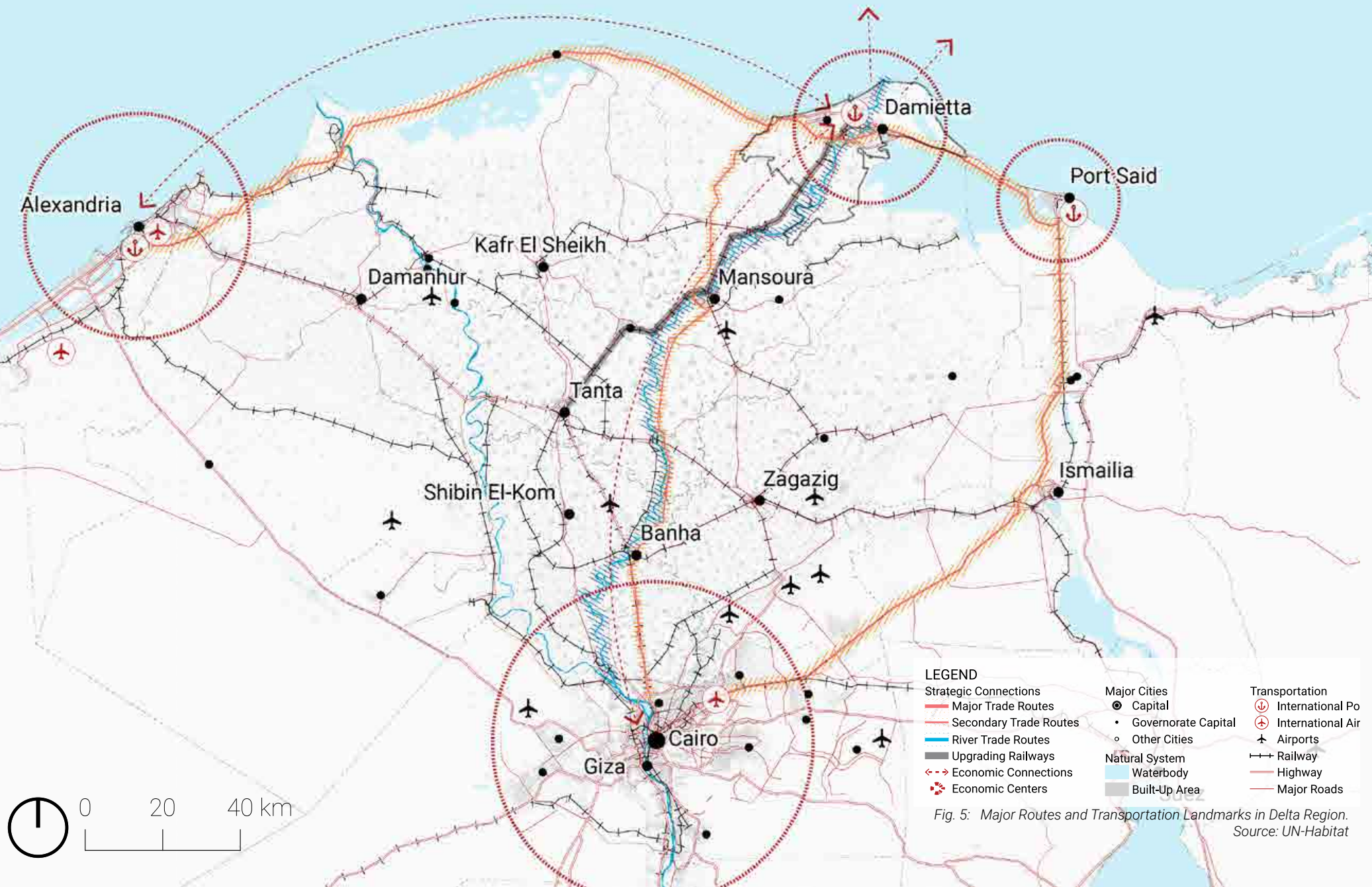


Fig. 5: Major Routes and Transportation Landmarks in Delta Region. Source: UN-Habitat

## Location & Connectivity

The transportation and road networks of Damietta Governorate are well connected to the road networks of the eastern Delta and Sinai Governorates, as well as the Governorates of West Delta and the Northwest Coast, including Cairo, Qalyubia, and Upper Egypt. The city of Damietta enjoys strong and direct communication opportunities with the Delta region in general and the East Delta region in particular through the regional road network. The total length of paved roads is 752 km, and the total length of dirt roads is 18 km.

The city of Kafr El Battikh is linked to the surrounding cities and communities, whether located inside or outside Damietta's Governorate, through several rapid regional connections, the most important of which are:

- The international coastal regional road, which is the most important regional road passing through the city of New Damietta from the southern side, and its extension also passes through the north of the city.
- Mansoura / Damietta Road is a 14 km long road that passes through the port of Damietta.
- Railway network links Damietta Governorate with its neighboring Governorates, namely Kafr El-Sheikh - Dakahlia - Sharkia - Gharbiya Governorates.

Damietta Port plays a pivotal role in developing Kafr El Battikh and the Governorate, especially after improving the regional road network that connects the port and the new city with the surrounding Governorates. Damietta port is 8.5 km west of the Damietta branch of the Nile River, and to the west of Ras El Bar in the Mediterranean. Needless to mention, the port represents an effective development element in revitalizing the economic base of Damietta Governorate.

The functional elements of Damietta Port are summarized in two main elements; (1) A service element as a port for ships: loading and unloading of goods exported and imported to Egypt, and as a port for receiving transit goods (transit port between the markets of the Middle and Far East, and between Egypt, the United States and Europe), and (2) A productive and commercial element includes an industrial complex, a free zone, and a commercial area.

The relative importance of the location of Kafr El Battikh stems from its location within the regional orbit of Damietta Governorate, in addition to its proximity to the port, which is one of the most important elements in supporting the city's interaction with its surrounding. Consequently, Kafr El Battikh is considered a development pole that integrates with the existing city to address pressing challenges of the Governorate, mainly related to unlocking economic opportunities. Such a position provides huge opportunities for investment in various fields (food, chemical, furniture, paper industries, engineering industries, packaging, and storage), whether in the industrial or coastal areas, as well as in the field of housing.

According to the Strategic Plan for Damietta Governorate 2032, key strategic projects aiming at improving connectivity and accessibility infrastructures within the area include the following:

- Expanding and developing the international coastal road.
- Establishing a road that will serve as a transversal axis linking Damietta Governorate with the Governorates of Dakahlia, Kafr Al-Sheikh, and Buhaira.
- Consolidation axis proposed in Sinai and the

Canal and East of the Nile Double the railway line "Mansoura - Damietta" railway line to become a double primary class line.

- Double the railway line to transport goods from Kafr El-Battikh to Damietta Port to increase the capacity.
- Development of railways located within the Governorate.
- Completing the Damietta Port development plan to become a global port (with an area of 1,800 feddans) that provides 28,000 job opportunities.
- River transport lines (river buses for passengers and barges for goods)
- Establishing an airport in Damietta to serve passengers and cargo.
- Developing the fishing port in Ezbet Al-Burj and establishing an integrated industrial city.
- Construction of a dry port and transportation services between Damietta and Gamasa.

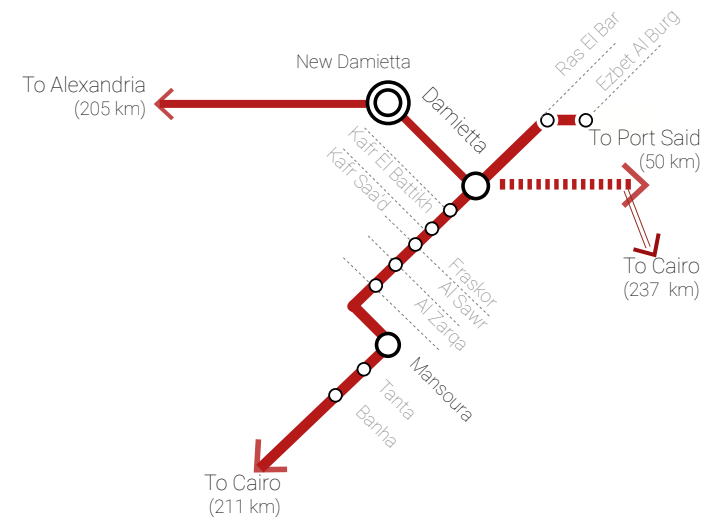
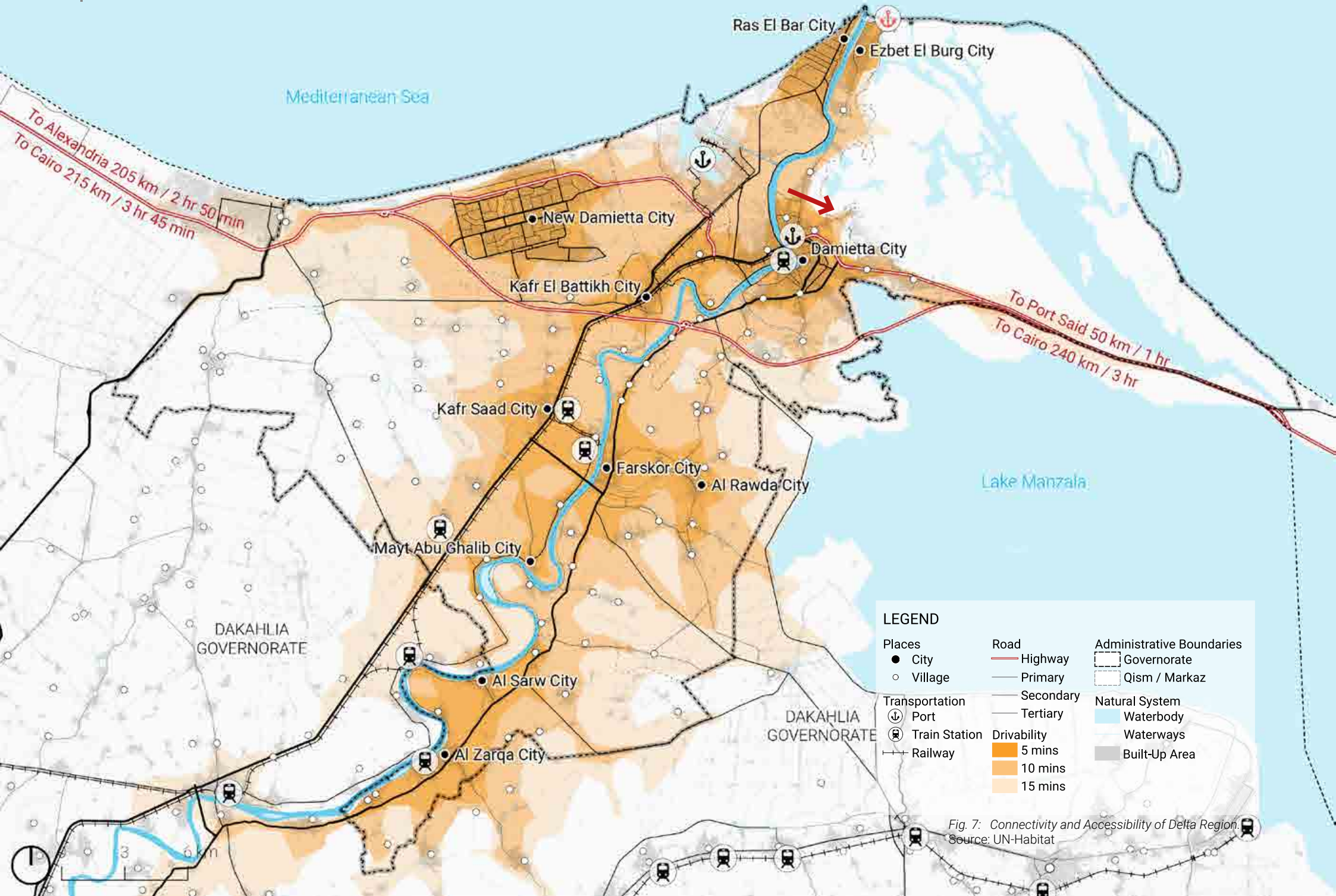


Fig. 6: Network of major urban areas in Delta region. Source: UN-Habitat



To Alexandria 205 km / 2 hr 50 min  
 To Cairo 215 km / 3 hr 45 min

To Port Said 50 km / 1 hr  
 To Cairo 240 km / 3 hr

**LEGEND**

<b>Places</b>	<b>Road</b>	<b>Administrative Boundaries</b>
● City	— Highway	--- Governorate
○ Village	— Primary	--- Qism / Markaz
<b>Transportation</b>	— Secondary	<b>Natural System</b>
⚓ Port	— Tertiary	■ Waterbody
🚂 Train Station	<b>Drivability</b>	— Waterways
— Railway	■ 5 mins	■ Built-Up Area
	■ 10 mins	
	■ 15 mins	

Fig. 7: Connectivity and Accessibility of Delta Region. Source: UN-Habitat

## Demographics in Egypt

Egypt is the most populous country in the Arab world. Egypt's population nearly doubled between 2000 and 2023, coinciding with the political situations in Syria, Sudan, and Yemen. Egypt has one of the youngest populations in the world, with around 60% of its population under the age of 30 and 40% are between the ages of 10 to 29<sup>21</sup>. This requires long-term planning of resources to meet the future needs of the growing population.

Despite the influx of several waves of refugees, Egypt has managed to keep a fair development growth rate over the past decade. Egypt has a GDP per capita (2023) of 116511.34 EGP (USD 4,093.9)<sup>22</sup> and an average growth rate of 4.2% per annum from 1993 until 2022<sup>23</sup>. Annual remittances averaged 4030.78 Million USD from 2001 until 2023<sup>24</sup>.

In terms of employment, women in the country had a significantly higher unemployment rate compared to men. As of the third quarter of 2021, the unemployment rate among women was 15.3% against 5.9% among men. Moreover, the unemployment rate was higher for the young population aged 20-24 years at 20.6%<sup>25</sup>. Despite high education attainment rates, young people in Jordan have low prospects for job opportunities. In 2021, 19.83% of the employees in Egypt were active in the agricultural sector, 29.08% in industry and 51.09% in the services sector. Furthermore, it is estimated that 32.5% of Egyptians live below the national poverty line<sup>26</sup>.

Rural Egypt had a higher share of population considered poor compared to Urban Egypt. In fact, in its rural areas in Upper Egypt, the poverty rate reached nearly 43%<sup>27</sup>.

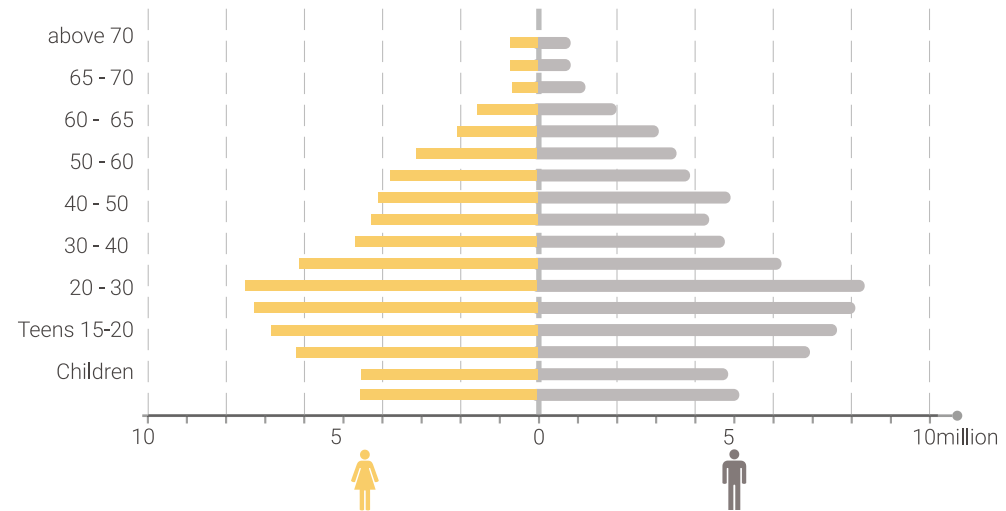


Fig. 8: Egypt population distribution by gender and age in 2024. Source: CAPMAS

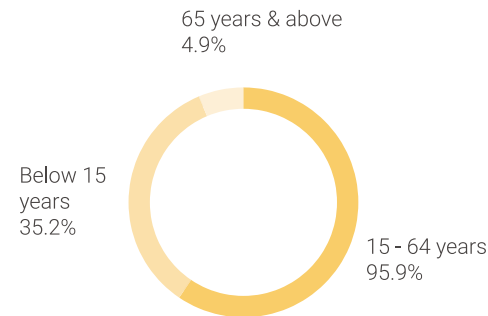


Fig. 9: Egypt population distribution in 2024, by Age  
Source: CAPMAS

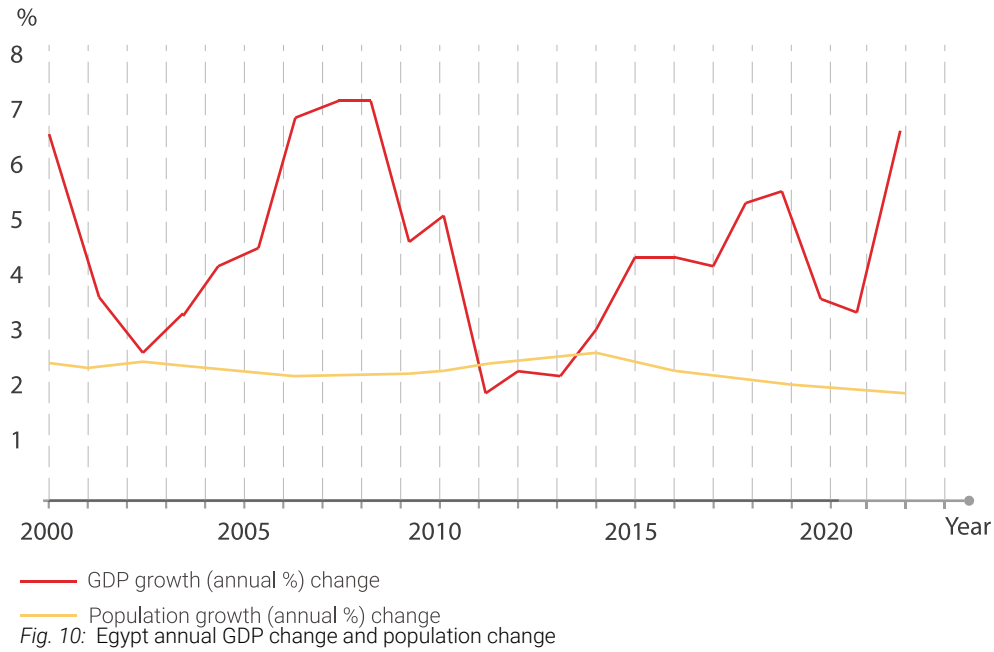


Fig. 10: Egypt annual GDP change and population change

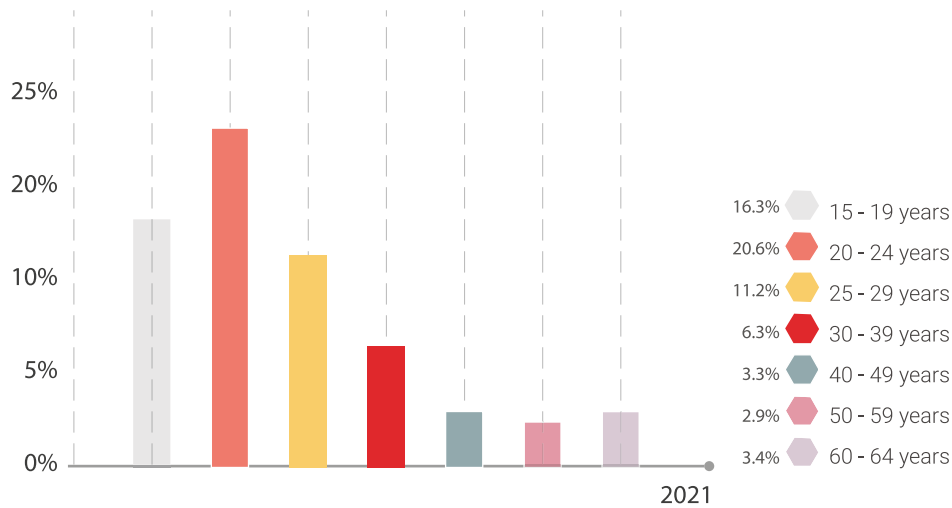


Fig. 11: Egypt population unemployment percentages by age

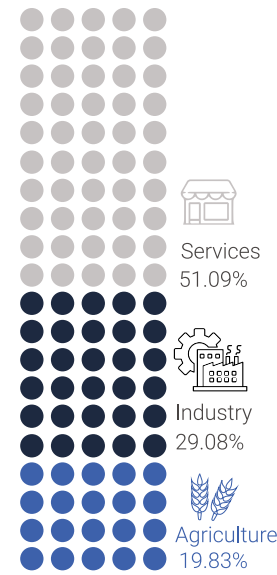


Fig. 12: Share of total employment by sector. Source: World Bank



Central Cairo, Egypt.  
Source: UN-Habitat

## Migration Context in Egypt

Egypt remains a destination country, with refugees arriving across the Middle East and East Africa. The International Organization for Migration (IOM) announced that the current number of international migrants residing in Egypt has reached a total of 9 million migrants and refugees<sup>28</sup>, which is equivalent to 8.7% of the Egyptian population<sup>29</sup>. Almost 56% of them are residing in five governorates: Cairo, Giza, Alexandria, Damietta and Dakhaleya.

Egypt's major cities host many refugees, particularly in some of the most economically disadvantaged neighbourhoods. Additionally, the nation is currently grappling with a fresh wave of individuals escaping the conflict in Sudan, which erupted into intense fighting in April 2023. As of March 31, 2024, the refugee population registered with UNHCR included 328,203 Sudanese, 156,213 Syrians, 41,833 South Sudanese, 35,701 Eritreans, 18,297 Ethiopians, 8,638 Yemenis, 7,828 Somalis, 5,658 Iraqis, along with refugees from over 54 other nationalities. Approximately half of the refugees and asylum seekers currently on record are of Sudanese origin accounting for 41% of the total registered refugees. According to the United Nations, the number of registered Sudanese refugees and asylum seekers is anticipated to experience a substantial increase within the next six months. The Sudanese crisis has triggered an urgent response along Egypt's southern border, while those refugees who arrived earlier continue to confront the enduring hardships of living in impoverished urban areas.

Around 39% of all refugees and asylum-seekers in Egypt are children. The number of vulnerable children continues to increase. There are roughly 4,500 unaccompanied and separated children in Egypt who have fled from Ethiopia, Eritrea, Somalia, and Sudan.

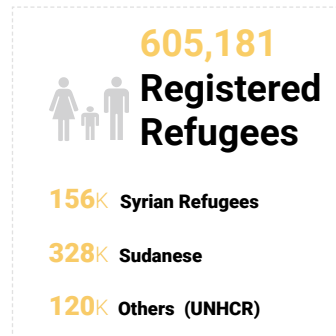


Fig. 14: Registered Refugee Population in Egypt. Source: UNHCR

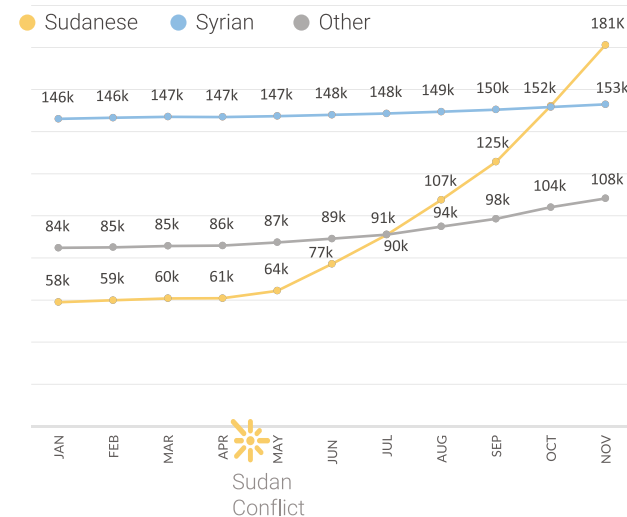


Fig. 13: Registered Refugee Population Trends 2023 (as of end of Nov 2023). Source: UNHCR



Central Cairo, Egypt.  
Source: UN-Habitat



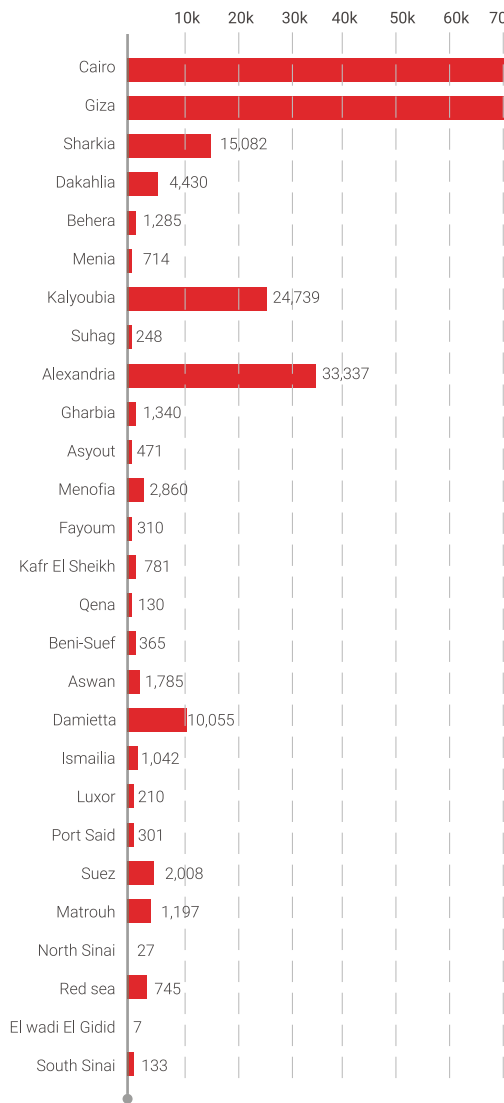


Fig. 15: Number refugees living in different governorates in Egypt. Source: UNHCR

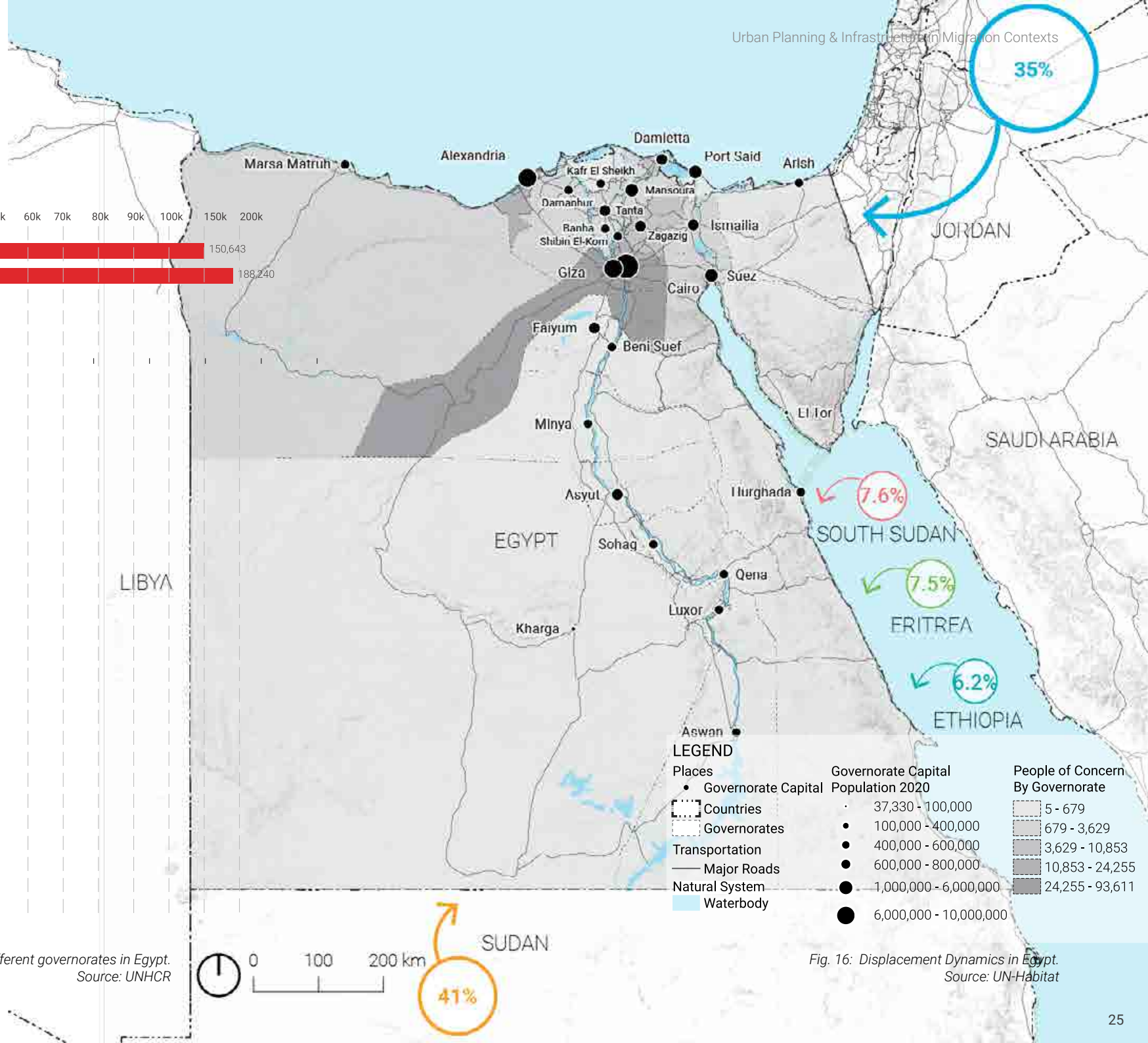


Fig. 16: Displacement Dynamics in Egypt. Source: UN-Habitat

## Cross-Border Displacement Dynamics

Several migration waves (internal and external) occur in Egypt, which also result in several modalities of response. The two dominant modalities for response in place are opening services for the migrants and responding by redeveloping urban cities (e.g., establishing new cities and districts like Sheikh Zayed District in Ismailia city and New Port Said). The vast majority of the registered refugee and citizen population resides in urban areas with 68% in Greater Cairo, followed by 10% in Alexandria and 8% in Qalyubia<sup>30</sup>. The socioeconomic situation of refugees is challenging, and these groups still face several pressing challenges. Resilient interventions promise improved conditions for citizens and refugees, especially since the humanitarian fund is decreasing. It is noteworthy to mention that non-Arab refugees face additional challenges due to cultural differences<sup>31</sup>.

During the first half of the 20<sup>th</sup> century, and even before signing the 1951 refugee convention and 1967 protocol, Egypt continued to host several migration influxes. The Armenian refugee wave in 1915 is among the first, followed by waves of Greek, Polish and Yugoslav refugees who arrived due to the Second World War. Egypt also witnessed three main histories of internal displacements throughout the past century, namely (1) the displacement of the Nubian population in 1964 because of the construction of the High Dam in Aswan, (2) the displacement of the population of Port Said city during the Suez War in 1956, and (3) the internal displacement of Suez Canal residents 1967 and 1974 as a result of the Six Days War in June 1967.

Such waves have had a direct and indirect impact on the affected settings' built environment manifested through the actions taken by the state to reconstruct the evicted settings and establish new districts and

cities. Egypt also received four main forced migration waves from neighboring geographies in the Middle East, namely (1) Palestine refugees as a result of the 1948 and 1967 events, (2) Kuwaitis during the Second Gulf War in 1990, (3) Iraqis during the Third Gulf War between 2003 and 2007, (4) Syrians since 2011, (5) and finally Sudanese since April 2023.

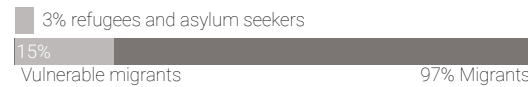


Fig. 17: Percentage of registered refugees and asylum seekers among migrants' population. Source: IOM

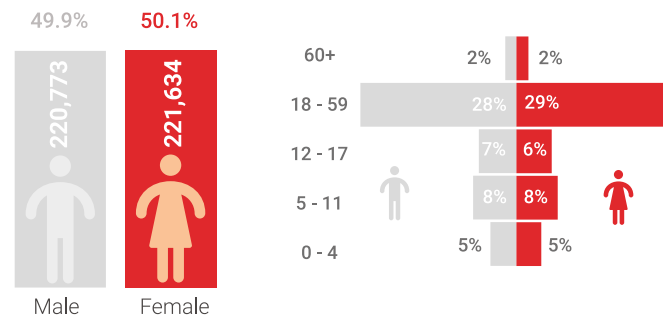


Fig. 18: Registered refugee population breakdown by age and gender in 2024. Source: UNHCR

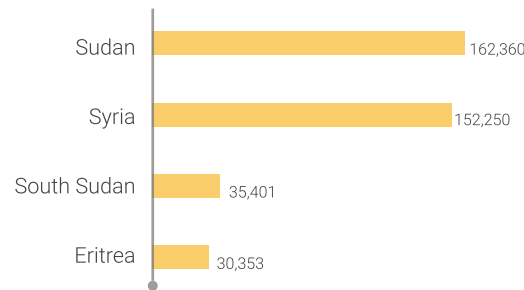


Fig. 19: Refugees top 4 countries of origin in 2024. Source: UNHCR



Refugee community, Egypt. Source: UN-Habitat



## Migrants' & Refugee Vulnerabilities

Inflation rates in Egypt have reached record levels, with serious consequences for the cost of living. This also results in an increase in negative strategies for coping among refugees. According to IOM Egypt data, 15% of migrants reaching out to IOM for assistance often met one or several of the vulnerability criteria, it leads to 1,100,000 to 1,300,000 individuals who can be described as "vulnerable" or "people of concern", who might need a direct assistance. Additionally, there is an increase of the unemployment rates among Syrians, other nationalities, and hence among the overall population before and after COVID-19. Percentage of migrants who are out of the labor force (those who are not working and not looking for work) is estimated at 45.7%. A recent study for IOM Egypt done by the Egyptian Center for Public opinion research showed that the majority of migrant workers hired without work contracts and primarily work at the private/informal sector.

Disaggregating the unemployment rate by gender, more women are unemployed than men (35% women compared to 26% men). Syrian women have remarkably refrained from engaging in work as 21% of working age women were in the labour force.

Overall, access to labour income was limited to only one-third of the refugees who generate an average monthly income of EGP 2,386.9 per capita. The income generated from regular work was lower by 38% among female-headed households compared to their male counterparts.

- 39% Refugees are considered poor
- 53% Non-Arabic speakers refugees live under female-headed households.
- 16% Syrian refugees live under female-headed households.
- 50% Refugees 15 years old/above join labour market.
- 60% African non-Arabic speakers join labour market.
- 42% Syrian refugees join labour market.

Fig. 20: Refugees poverty profile in Egypt in 2021. Source: UNHCR

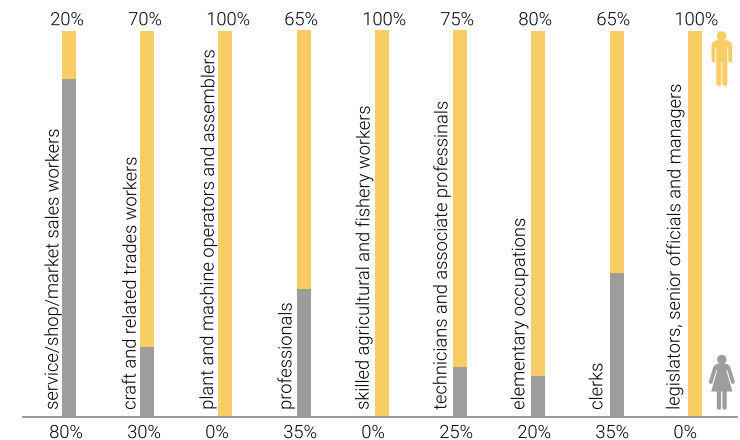


Fig. 21: Refugees working force by sector and gender in 2021. Source: UNHCR

## Humanitarian Response To The Syrian Crisis In Egypt

The state's response to the different displacement waves varied from setting up temporary refugee camps (during the World War) to resettling the population in other villages and cities. Additionally, almost all displaced populations enjoyed access to the state's infrastructure and services, including the housing and business markets.

After more than 13 years of protracted crises in Syria, Egypt continues to host migrants and asylum seekers till this day. Syrians enter Egypt either through tourist visas or asylum-seeking (family reunification). The Government of Egypt continues to allow refugees and asylum-seekers registered with UNHCR to regularize their residency and grants six-month renewable residence permits. Syrian refugees mostly reside in urban areas alongside Egyptian communities and are mainly concentrated in Greater Cairo - which includes Cairo, Giza and Qalyubia - as well as Damietta and Alexandria.

All refugees and asylum-seekers in Egypt have access to public healthcare services. Currently, Syrian, Sudanese, South Sudanese and Yemeni nationals have access to the public system on par with Egyptians. In August 2023, the Ministry of Higher Education imposed a \$2,000 fee for first-time university registration for foreign students, including refugees, ending the previous equal treatment policy. This influx of refugees on public facilities is adding increasing challenges in current economy. On the other hand, some Syrians managed to feed the Egyptian economy by establishing small to medium-scale businesses that can be found within the fabric of the city such as restaurants, or in satellite cities such as the 10th of Ramadan and Obour cities, through establishing textile industries.

The vast majority of refugees and asylum-seekers cite difficulties in meeting their basic needs as one of their biggest challenges in Egypt. Regular vulnerability assessments performed by 3RP partners show that the vulnerability levels among Syrian refugees in Egypt are constantly rising. Although though they face the same issues as urban poor households in the host community, they also have to deal with more complicated administrative processes for residency renewals and fewer job opportunities. The lack of access to work permits due to significant administrative constraints forces refugee households to resort to informal employment, which can occasionally be risky and exploitative. Consequently, it is estimated that 67% of Syrian refugees are extremely poor and in need of assistance.

The recent structural economic changes in Egypt (especially after the liberalization of the Egyptian Pound) have significantly affected both vulnerable citizens and refugees, resulting in serious challenges to reduce their reliance immensely on aid. Such vulnerability, coupled with a protracted refuge, necessitates more resilient interventions targeting the communities and the infrastructure of their residence settings, especially in the poorest settings, which will eventually contribute to building inclusive cities and achieving durable solutions. Resilience interventions become even more crucial to support the efforts of the Government of Egypt and the international community to provide adequate health services and education to Syrian refugees and enhance the capacity of national institutions to absorb and respond to the increasing demand for public services <sup>32</sup>.

As a strategic response to the Syrian crisis, Egypt has joined forces with the international community and is committed to the Regional Refugee and Resilience Plan - 3RP. Moreover, the Government of Egypt and UNHCR adopted the "One Refugee" approach, aiming to ensure equity in access to protection, services, and humanitarian assistance for Africans, Iraqis and Yemenis registered with UNHCR <sup>33</sup>. The Government of Egypt (GOE) and UNHCR, the UN Refugee Agency, will launch the 2024 Egypt Refugee Response Plan (ERP) in early 2024 <sup>34</sup>, representing an opportunity to build on the strong partnership between GOE and the international community.

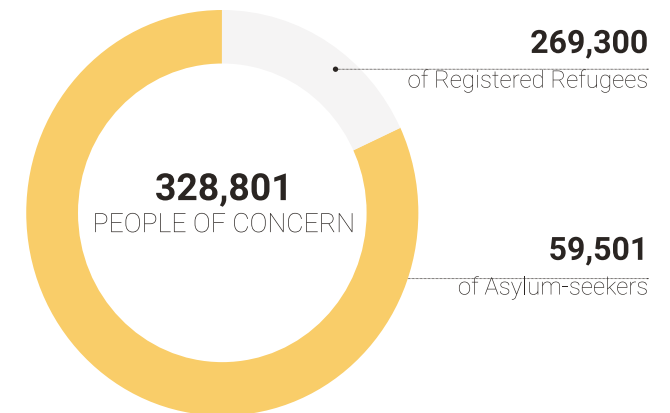


Fig. 22: Number of people of concern in Egypt <sup>35</sup>  
Source: UNHCR

### Egypt Response Plan (ERP) for Refugees and Asylum seekers from Sub-Saharan Africa, Iraq and Yemen

The ERP was first launched in 2018 to respond to the humanitarian needs in the country by drawing strategic responses over five main sectors; (1) Protection, (2) Public Health, (3) Education, (4) Basic Needs and Livelihoods, and (5) Food Security.

The main priority areas of the intervention included improving registration, targeted multi-purpose, cash assistance, promotion of livelihood opportunities, prevention and response to SGBV, and improved access, to child protection, amongst other interventions<sup>36</sup>. However, despite the well-developed proposed interventions, the funding of the ERP continues to decrease one year after another; for instance, the funding of 2020 ERP did not exceed 45%, which demands a serious shift towards applying more durable and resilient solutions that target the development and humanitarian demands in an agile manner, especially that the overlap between the delivery of humanitarian assistance and the provision of long-term development can be effortlessly found in the communities that host protracted refugee.

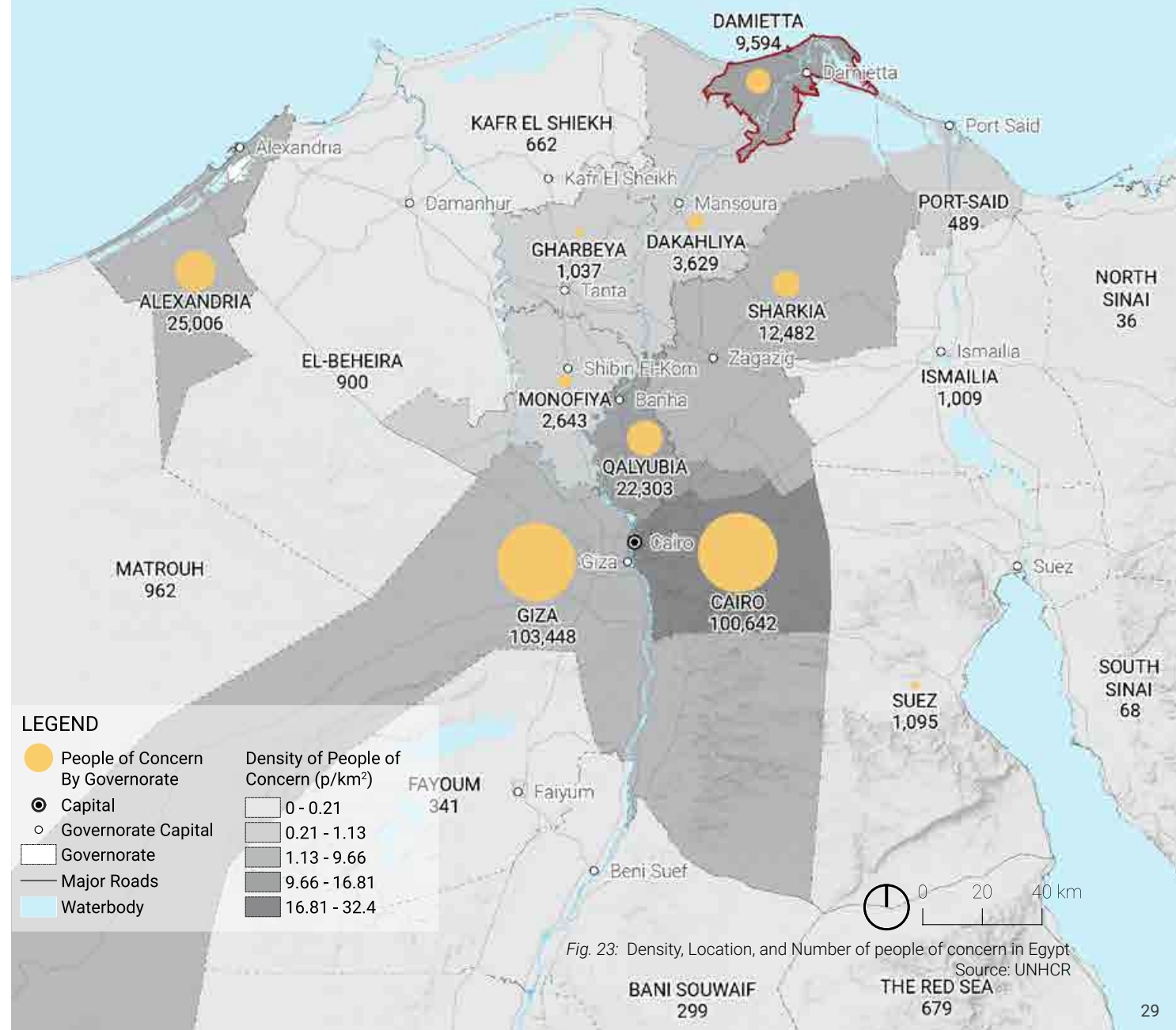


Fig. 23: Density, Location, and Number of people of concern in Egypt  
Source: UNHCR

## Demographics in Damietta Governorate

The total area of the Governorate is 910.26 sq. km, resembling 4.6% of the Delta's total area and 0.1% of the state's land. The estimated area of the inhabited land is 668.87 sq. km, of which 90% is rural. Damietta Governorate has a total population of 1,560,475 inhabitants with a density of 1,413 p/km<sup>2</sup>. The population is mainly rural<sup>37</sup>, occupied by approximately 60.6% compared to 39.4% urban population.

The governorate's growth rate is about 2.9%, and the governorate contributes about 1.4% of the gross national product.

Damietta Governorate is among the most overpopulated Governorates of Egypt, with an annual growth rate of approximately 2%. Following the same national pattern, major population centers remain concentrated along the Nile River, with Damietta city being the biggest one with a total population of 305,920 inhabitants, followed by New Damietta, Ezbet El Burg, Kafr El-Battikh, and Fraskor (fig. 24).

### Refugees Population in Damietta Governorate

Damietta Governorate hosts a total of 9,133 refugees, mainly coming from Syria. New Damietta hosts the majority of refugees, around **10,193**, due to existing social networks and carpentry skills well known in the area, followed by Ras El Bar with 364 refugees and Fraskor with 103 refugees.

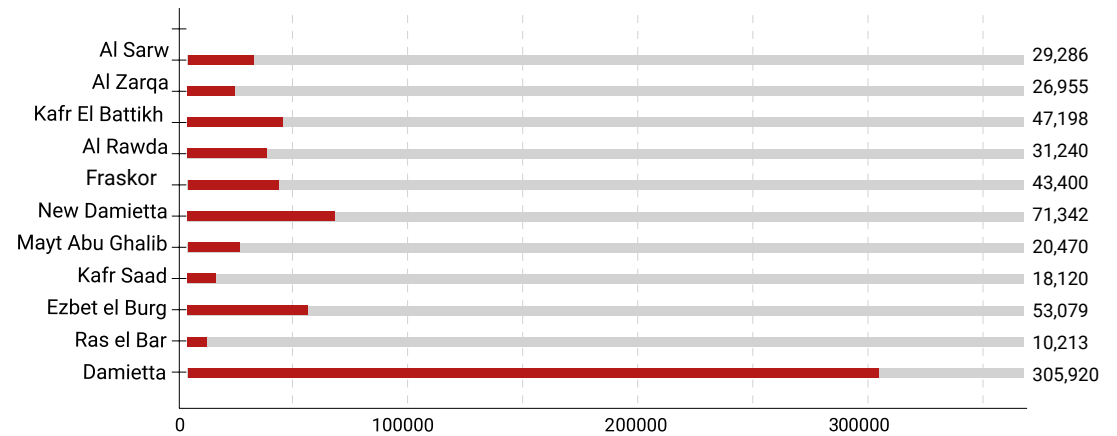


Fig. 24: Number of population residing in different cities in Damietta Governorate in 2021. Source: citypopulation.de

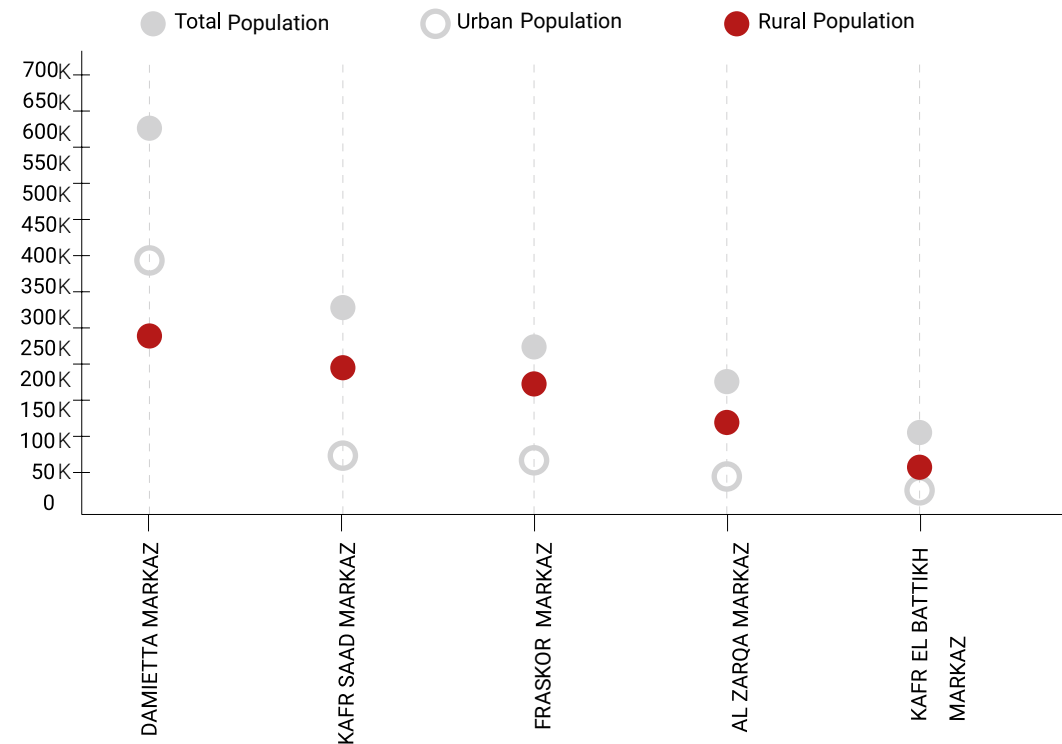


Fig. 25: Total number of population in different cities and comparing its rural and urban population. Source: UNHCR

## Demographics in Kafr El Battikh city

Kafr El Battikh is located within the Damietta Governorate, on the Nile's eastern bank.

Today, the city's economy thrives primarily on agriculture and trade, benefiting from an extensive expanse of agricultural land renowned for its palm tree and guava plantations.

Area of Kafr El Battikh	1.363 km <sup>2</sup>
Population (2024)	47,347
Median Age	22.9 years
Population change (1975 to 2015)	+113.7%
Population change (2000 to 2015)	+18.7%
Annual Population Change (2018 to 2021)	1.82%

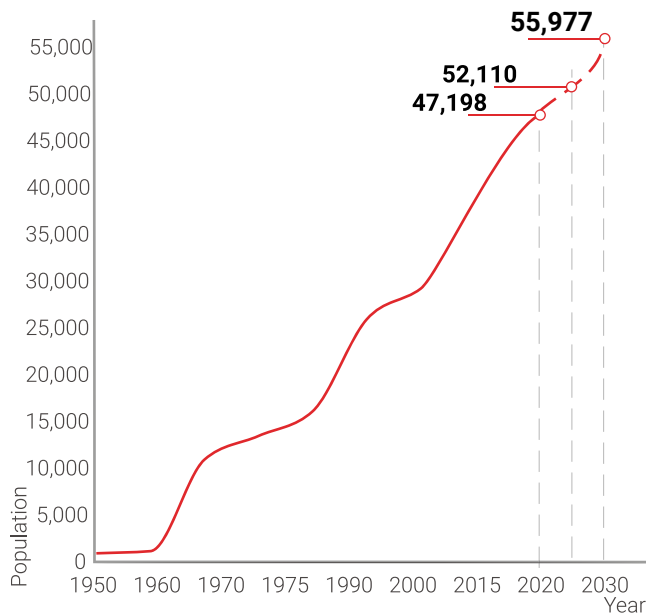


Fig. 26: Total number of population in Kafr El Battikh. Source: CAPMAS



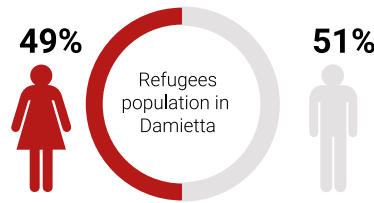
Fig. 27: Location of Kafr El Battikh city within Damietta Governorate. Source: UN-Habitat

## Migration Context In Damietta Governorate

Damietta's refugee population represents 15% of the total population on the north coast **70,713** as of April 2024. Out of **10,193** refugees in Damietta Governorate, 9,399 reside in New Damietta city where Syrian refugees represent 98% of this population. The refugees residing in New Damietta city may find themselves compelled to migrate towards Kafr El Battikh City, driven primarily by economic factors, including inflation and the rising costs of housing. These factors are pushing the affordability of basic necessities and accommodation out of reach for many. The financial strain on refugees, who are already navigating the challenges of displacement, becomes increasingly Infeasible.

According to the joint assessment for Syrian refugees in New Damietta conducted in 2013 by several international agencies, namely UNHCR, WFP, UNICEF, IOM, CRS, and RESALA, the main protection challenges for Syrian refugees in New Damietta are related to their accessibility to accurate information on available services, trauma, psycho-social support, social isolation, livelihood, and access to adequate housing. While accessibility to education is granted by law, the main challenges in accessing education are associated with the high classroom crowdedness, curriculum differences, and accessibility of educational premises to Persons with Disabilities. The same problems are faced by the Egyptians as well. Such a situation has resulted in severe losses in the academic achievement of the refugees. In the health sector, the main challenges were related to quality and availability of services such as prenatal care and vaccination for children under five years, mainly due to the lack of awareness of the available services and the costly medication expenses.

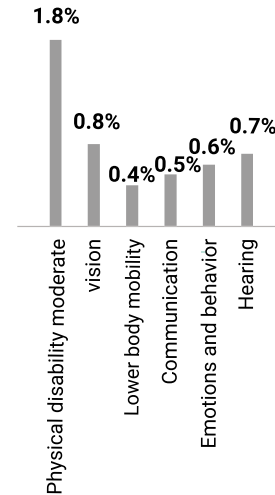
### GENERAL INFORMATION



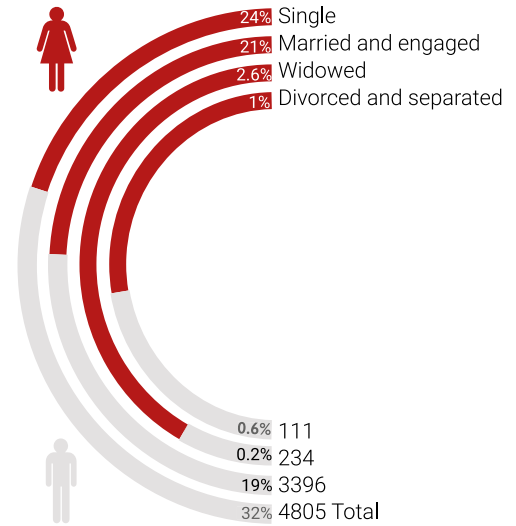
### Average family size



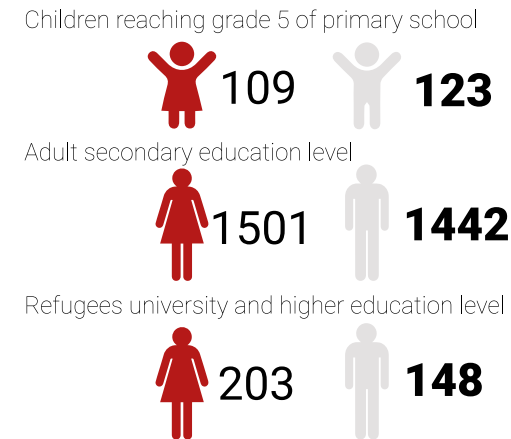
### Disability



### Marital Status



### Educational Level



**5%** Syrian refugees **18 years** old are illiterate.  
**57%** Refugees have primary/preparatory education.  
**12%** Refugees have higher education.

Fig. 28: Displacement Figures in Damietta Governorate. Source: UNHCR



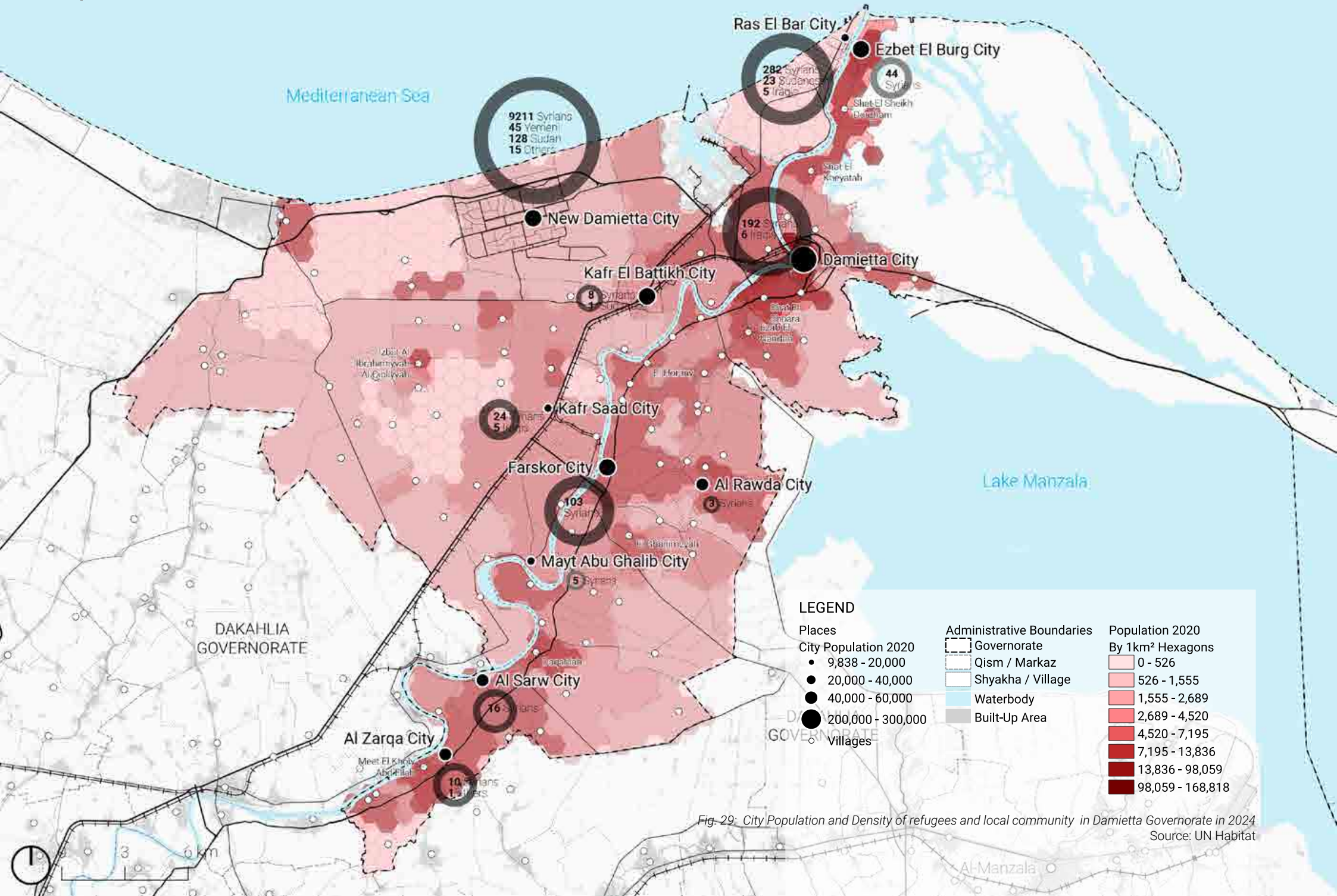


Fig. 29: City Population and Density of refugees and local community in Damietta Governorate in 2024  
Source: UN Habitat

## Climate Change Context

Climate Change is a significant concern in Egypt, impacting economic, social, and environmental sustainability.

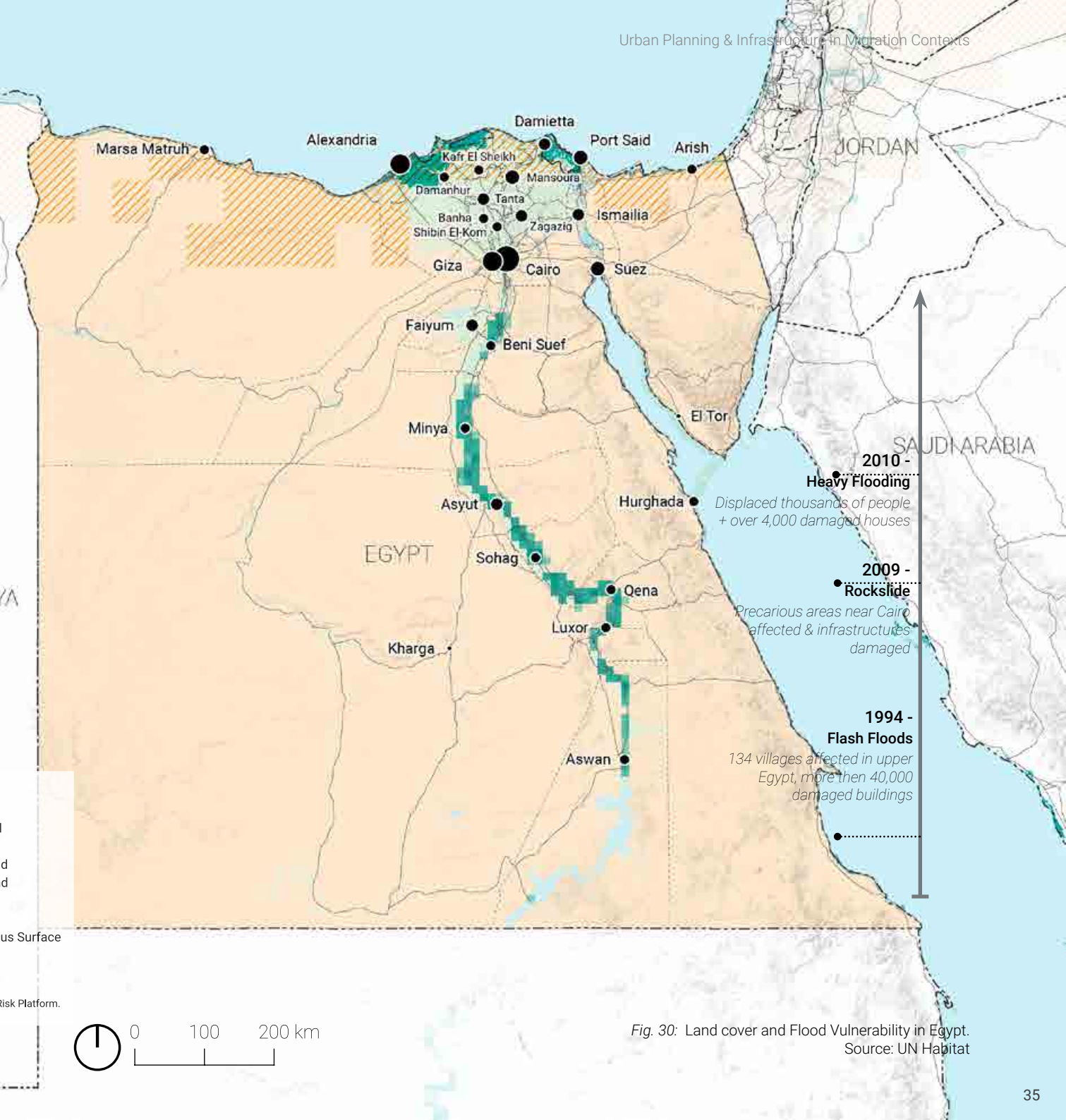
- Egypt ranks 107 out of 181 countries in the 2019 ND-GAIN Index, indicating vulnerability to climate change effects.
- The country is located in an arid to semi-arid zone, with most of its population concentrated along the Nile Delta and Mediterranean coast.
- Egypt faces threats like shoreline changes, flash floods, and dust storms due to climate change.
- The National Strategy for Adaptation to Climate Change and Disaster Risk Reduction was adopted in 2011, focusing on low emissions development, increasing renewable energy, and preserving natural resources.
- Coastal areas, home to 15% of Egypt's population, are at risk of sea level rise, leading to inundation and salt intrusion.
- Major cities like Alexandria, Port Said, Damietta, and Rosetta are critically exposed to climate change impacts, affecting agriculture, tourism, industry, and fisheries.
- Increased temperatures and extreme weather events could exacerbate droughts, affect water scarcity, and impact agricultural productivity.
- Sea level rise by 2085 could result in the loss of agricultural land and urban areas, with significant economic impacts projected to decrease GDP by 6% by 2030.
- Food security is threatened by limited water availability, loss of agricultural land, and population growth.
- Pollution of the Nile from wastewater and industrial discharge poses risks to biodiversity, human health, and economic development.
- The construction of the Grand Ethiopian Renaissance Dam could further decrease water supply and increase pollutant concentrations.

### Natural Hazards



Egypt has developed several key publications and strategies to address climate change. These include:

- **National Climate Change Strategy (NCCS) 2050:** This is Egypt's comprehensive roadmap to integrate climate resilience into national development, with a focus on reducing emissions, adapting to climate risks, and promoting green growth. It also aligns with global commitments like the Paris Agreement.
- **Egypt's Updated Nationally Determined Contributions (NDCs):** As part of its obligations under the Paris Agreement, Egypt updated its NDCs to enhance its emission reduction targets by 2030, focusing on energy, transport, and agriculture sectors.
- **Country Climate and Development Report (CCDR):** Published by the World Bank, this report provides a framework to integrate climate action into Egypt's development agenda, highlighting the need to address water scarcity, urbanization, and infrastructure vulnerabilities.
- **Egypt Vision 2030:** Although primarily a development strategy, it incorporates sustainability and climate change adaptation as key pillars, ensuring long-term environmental and economic resilience.
- **Green Growth Policy Review (OECD 2024):** This review offers recommendations for Egypt to enhance green growth through policies on energy efficiency, sustainable agriculture, and low-carbon technologies.



**2010 - Heavy Flooding**  
Displaced thousands of people + over 4,000 damaged houses

**2009 - Rockslide**  
Precarious areas near Cairo affected & infrastructures damaged

**1994 - Flash Floods**  
134 villages affected in upper Egypt, more than 40,000 damaged buildings

**LEGEND**

Governorate Capital  
Population 2020

- 37,330 - 100,000
- 100,000 - 400,000
- 400,000 - 600,000
- 600,000 - 800,000
- 1,000,000 - 6,000,000
- 6,000,000 - 10,000,000

Places

- Governorate Capital
- ▭ Countries
- ▭ Governorates

Transportation

- Major Roads

Natural Hazards

- Coastal Flood
- River Flood
- Drought

Land Cover

- Cropland
- Forest
- Grassland
- Shrubland
- Wetland
- Water
- Impervious Surface
- Bareland

Source: UNISDR Global Assessment Report (2015) Risk Platform. Muis-et-al.

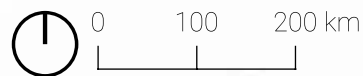


Fig. 30: Land cover and Flood Vulnerability in Egypt. Source: UN Habitat

## Urbanisation

Almost 95% of the country's population and main economic activities are concentrated along the Nile Valley, the Delta, and the Canal Zone, representing 5 to 6% only of its one million square kilometers total area<sup>9</sup>. This concentration of population and activities continues despite an overriding government spatial policy since the late 1970s that aims to shift development towards the desert to relieve the overcrowdedness in the Valley. The total population in the Delta region is almost 50 million inhabitants, accounting for nearly 50% of Egypt's total population<sup>10</sup>. Official figures report that in 2024 a total of 43.1% of Egypt's population is urban, residing in 124 urban areas. It is noteworthy to mention that such a trend of decreasing urban population is more related to the administrative definitions of urban settings in Egypt rather than the overall mobility of the population.

In Egypt, the official Census definition of urban areas is merely administrative; (1) urban Governorates – limited to Cairo, Port Said, Suez, and, recently, Alexandria; (2) agglomerations that have been declared "cities" and have a city council, or (3) the capitals of rural districts (markaz)<sup>11</sup>. This definition is not related to the population but to the administrative boundaries, which were rarely reclassified or redrawn by CAPMAS. In other words, the population counted within the administrative boundaries of the setting is considered urban, while any population outside is rural, leading to a gross underestimation of urbanisation.

Cities in Egypt continue to grow in population size, and inhabitants keep moving toward these urban areas for opportunities and better services. The rapid growth of Egyptian cities has rooted the imbalanced distribution of services in favor of the main urban centers, particularly

Cairo and Alexandria<sup>12</sup>. Consequently, the pressure on major cities of Egypt has led to a series of challenges, such as a rapid increase in population densities and inadequacies in infrastructure and services provision in major urban centers, loss of environmental balance due to resource consumption, and urban encroachment onto agricultural land. Moreover, "Ashwa'iyyat" informal settlements are amongst the major challenges that cities in Egypt are facing.

According to the Ministry of Local Development in 2007, about 1,171 areas across the country were considered informal, accommodating a population of around 15 million inhabitants<sup>13</sup>, which is approximately 15% of the total population. In the Greater Cairo Region, almost two-thirds of inhabitants live in unplanned areas.

In 2018, the Ministry of Housing has announced its goal to eliminate Egypt's informal settlements by 2030. Demolition of unplanned neighbourhoods took place for development projects. Efforts aimed to relocate displaced residents by the demolitions into new urban communities across the country<sup>14</sup>.

YEAR	URBAN	RURAL	% URBAN	% RURAL
1947	6,363	12,604	34%	66%
1960	9,965	16,12	38%	62%
1966	12,033	18,043	40%	60%
1976	16,036	20,59	44%	56%
1986	21,216	27,038	44%	56%
1996	25,286	34,027	42.60%	57.40%
2006	30,950	41,631	42.60%	57.40%
2020	43,781	58,552	42.78%	57.22%

Fig. 31: Urban population and Rural population Growth from 1947 to 2020  
Source: World Bank



Fig. 32: Main Cities of Egypt  
Source: UN Habitat

## New Urban Communities

Driven by the official recognition by the government that “the old inhabited areas along the Nile valleys are no longer able to absorb the increasing population and that Egyptians have to conquer their desert land to ensure the sustainable growth of the nation”, the new town policy was launched in 1974-75 under Law 59 of 1979<sup>38</sup>, aiming to attract population beyond the river banks, create an industrial base outside the Valley, and attract public and private investments. This has led to the founding of the New Urban Communities Authority (NUCA) under MHUUC, which became responsible for establishing new communities. The responsibilities of NUCA encompassed identifying sites, providing on- and off-site infrastructure, and distributing land for investors. Individual new cities would be managed by “town development agencies” reporting directly to NUCA.

The “**first generation**” of new towns was planned to be geographically and economically independent of major cities (e.g. New Damietta, Tenth of Ramadan, the Sixth of October, and El Sadat) each with its industrial base and large target populations<sup>39</sup>. The “**second generation**” of nine new settlements was planned in the desert around Greater Cairo in the mid-1980s adopting the concept of satellite settlements. In parallel, a “**third generation**” of new towns was established near the desert as sister towns or twins to provincial cities. Examples include New Assiut, New Thebes, New Minya, etc.

Until the early 1990s, new towns were largely developed to target the working classes by constructing state subsidized low-cost housing blocks. However, the three previous generations were criticized for the quality and aesthetic of social housing. A shift towards a more capitalist orientated approach was adopted

in the following years. The shift can be spotted in the extended boundaries of the new towns and the inclination towards attracting the investors’ sectors of the community. At the same time, three “second generation” satellite settlements were amalgamated to create New Cairo in the desert east of the metropolis.

### Challenges Facing New Cities

The new towns/cities are often criticized for their significantly low occupancy rate. Initially the new towns were planned to host up to five million inhabitants. Yet, not a single new urban community has reached its target population and the vast majority have not even surpassed the 50% mark<sup>40</sup>. According to CAPMAS estimates, the new cities’ success at meeting their target population is far lower and ranges from a low of 3% to a high of 27%. The 2013 Census enumerated less than 5% of the national population in all new towns.

The new cities also remain state investment dependent, and management is still centralized with the state. Furthermore, the new cities are generally considered an unaffordable alternative<sup>41</sup>. This is mainly related to considering the supply side only with limited consideration of contextual dynamics such as socio-economic conditions, which has increased the cost of basic services such as transportation. In some cases, proper technical tests prior to development e.g., like soil tests, were not undertaken. Accordingly, the designated lands could not be developed and remained vacant despite their high speculative value.

Most importantly, the high standards of housing and the restricted uses imposed in new cities have given a low appeal to the middle and lower classes of the community. For instance, most buildings in new cities

are not authorized or permitted to open retail shops, services, or offices, when these prohibited uses are often the income generation means of the majority of urban communities in Egypt.

Yet, it is noteworthy that some cities witnessed more relaxed restrictions. For instance, in the city of Sixth of October, older worker housing areas were permitted for change of land-use, and the result was the conversion of the housing blocks into a series of small shops and services. Such an intervention, if successful, could be meaningful translating to other cities to catalyze developmental opportunities. Notably, many new cities in Egypt have witnessed significant development during the influx of Syrian refugees into the country, specifically of those refugee populations located in Greater Cairo, Alexandria, and Damietta<sup>42</sup>. This can be mainly related to the potential that those new cities, such as the Sixth of October, and Tenth of Ramadan, hold for the Syrian refugees, such as proximity to universities and other economic opportunities in addition to the relatively unoccupied areas that could host the refugee population.

Combined with the favorable treatment by the national authorities, the Syrian refugees had access to a number of economic and livelihood opportunities, which contributed to the overall development of these new cities. In many cases, the strong social network that the Syrian refugees established over time led to some new cities like the Sixth of October (or little Damascus) and New Damietta to become known as the first arrival destination of new asylum seekers from the refugee community.

## Role Of Damietta Port In Damietta

Damietta Governorate is Egypt's first window on the Mediterranean coast. It is located north of the Delta on the eastern bank of the Nile, and the Governorate's capital is 15 km from the river's mouth.

The Governorate witnessed significant economic changes in the mid-eighties of the twentieth century as a direct response to the establishment of Damietta Port, which is considered an interchange port of Alexandria. This has led to a significant reduction in shipping costs and fees for the waiting for ships. The development of container transport achieved a great leap as a transit port with the largest container space in Egypt. The Governorate has a fishing fleet amounting to 50% of the total fishing fleet at the national level and an arsenal for shipbuilding. There is also a free industrial zone next to the eastern border of Damietta Port, with an area of 8 sq. km for industrial exports. An additional industrial area is located south of New Damietta city, over 2.5 sq.km.

Damietta, well known for its furniture industry as the main source of income, has recorded zero unemployment (the lowest unemployment rate in the country) and experienced an influx of workers coming from adjacent Governorates such as Dakkahalia and Gharbiya. However, in the last few years, the sector has faced various challenges, which led to an increase in unemployment, with a current rate of 8%.

Ras El Bar Resort is characterized by a unique location that forms a wonderful panorama at the confluence of the Nile River with the Mediterranean Sea at the "tongue" in the form of a triangle. The resort has witnessed tremendous development that made it to the forefront of the republic's resorts in local tourism.

There are also numerous investments in the Governorate, such as freezing and packaging vegetables and fruits in the free industrial zone in the new city of Damietta, wood industries, and complementary furniture industries.

It is noteworthy that establishing Damietta port and the international highway and industrial zones in New Damietta significantly changed the perspective of development in Damietta Governorate. However, the urban development strategy proposed in Damietta's Regional Strategy was not entirely successful in achieving a more balanced distribution of population and economic activity on limited agricultural lands. The new east-west development axis failed to absorb the Governorate's population growth or relieve the pressure from the north-south development axis on Damietta branch. This is mainly due to the fluctuating population growth of New Damietta and the failure of Kafr Saad and Kafr El-Battikh to reach a population size capable of creating secondary urban centers of economic feasibility.



Damietta port, Damietta Governorate, Egypt.  
Source: Google maps image

## Land Use

The Governorate's lands consist of river sediments deposited over thousands of years. Its dominant geographical features include the Nile and the Delta, which cover 4.6% of the Governorate, while sandy banks and salt marshes are found along the coast. The dunes extend parallel to the northern coast of the delta from east of Burullus lake to the northern border of Kafr El-Battikh. This area is bordered from the south by dense palm trees, and by moving inland away from the northern shore, areas of meadows, swamps, and ponds start to dominate the area's nature.

The delta has gone through a number of stages of expansion and accumulation over time. However, during the past century and a half, the construction of dams and barrages along the upper and lower reaches of the Nile contributed to the gradual shrinkage of the size of the delta. The cultivated lands in the Governorate constitute about 74% of the land area, while water covers more than 20% of the Governorate area. Barren lands are mainly located at the coast strip and are not adequate for agriculture potential due to high salinity. The Nile River divides the Governorate into two parts, carrying water along its eastern branch through the delta from Cairo to the Mediterranean Sea. The Delta region, located on both banks of the Nile, is responsible for producing most of the crops grown in Damietta.

Despite the cultivation of various crops in the Governorate, wheat and long-legged clover crops are predominant during the winter, while rice cultivation is predominant during the summer. The soil of the area formed by river deposits is generally sandy (calcareous) and suffers from poor drainage, as the groundwater level in it is often less than 150 cm below the surface of the earth, which results in high soil salinity.

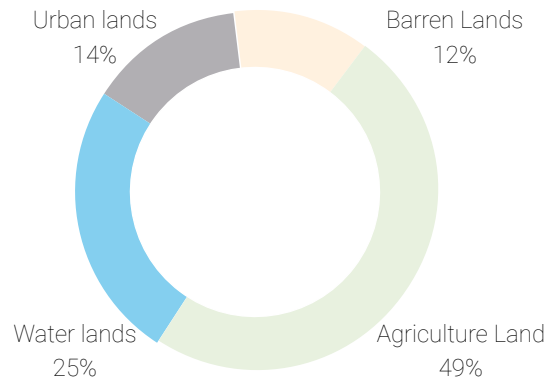


Fig. 33: Land Cover Percentages in Damietta Governorate. Source: UN Habitat

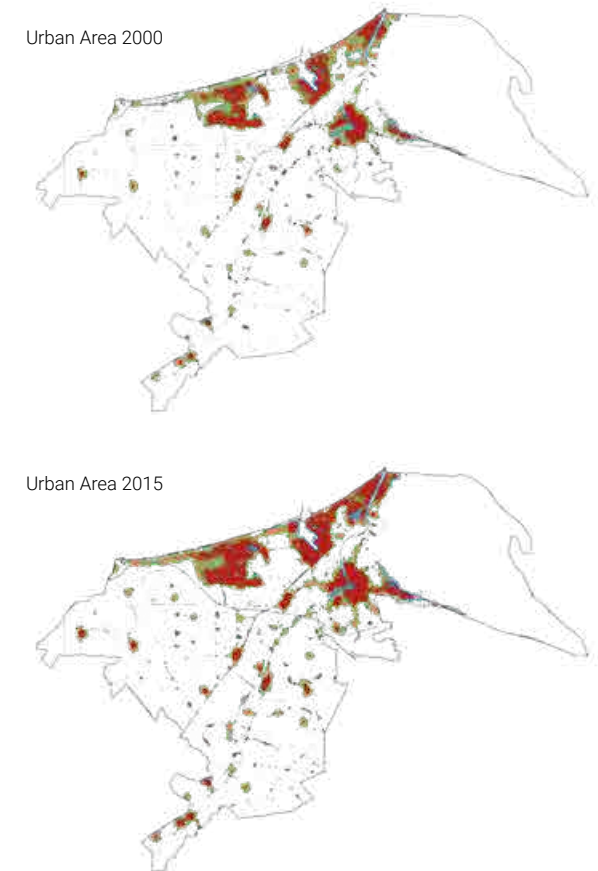


Fig. 34: Urban Areas in 2000 and 2015 Source: UN Habitat

## Environment

### Environmental Challenges

Groundwater quality is deteriorating as a result of pollution resulting from domestic sewage and wastewater containing agricultural chemicals. Salinity levels are very high. Although this is a matter of concern, it can be said that most of the waters of the Nile and irrigation canals are still unpolluted. The water quality in Lake Manzala is witnessing a significant deterioration, and the recorded levels of many heavy substances exceed the permissible limits by more than 20 times. As for the standard chemical parameters (total dissolved substances, chemical oxygen, biological oxygen, and phosphate), the recorded values exceed the permissible limits by about three to ten times, and a large part of the reasons for the deterioration of water quality is due to two factors: the increase in the incoming water pollution loads and the decrease in the quantities of seawater entering the lake since the links between the lake and the sea were closed in 1967<sup>43</sup>.

The amount of fresh water and silt discharged from the Nile into the Mediterranean has been significantly reduced, especially with the building of the Aswan High Dam. As a direct result, Damietta Governorate has been experiencing significant erosion in its shoreline, reaching 500m within almost 10 years (1983 -1995). The erosion continues severely with the non-stop urbanisation along the river's banks and the coastline. Average rates of shoreline change from -35 m/y to 40 m/y were measured from the satellites and verified from the ground depending on the implemented protection measures and shoreline orientation concerning marine processes<sup>44</sup>.

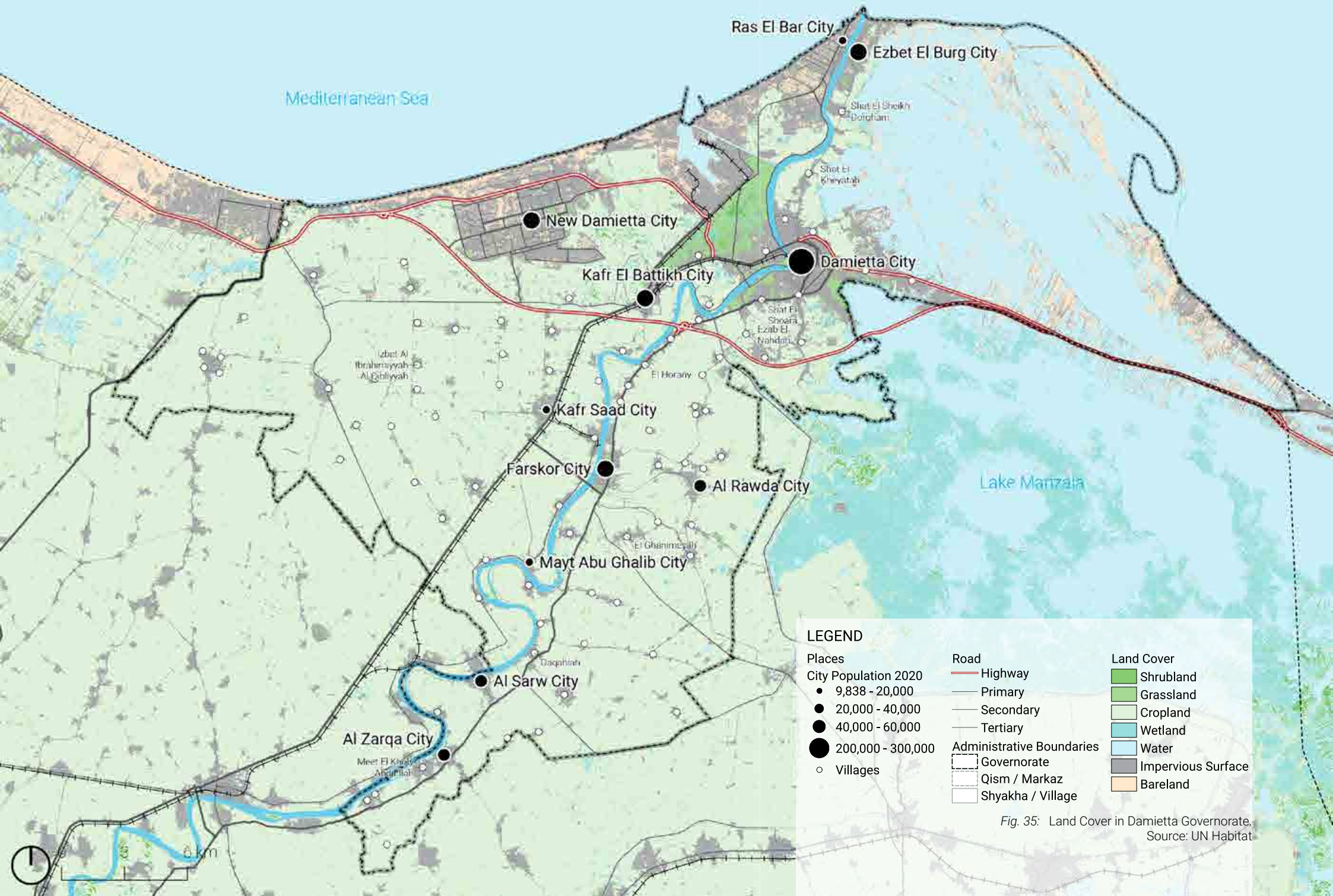
Moreover, due to its location in a low-lying coastal zone, Damietta zone, Damietta is highly impacted by the adverse effects of Climate change. The Governorate is under major sea level rise threats, which have critical socioeconomic impacts on the Nile Delta, including loss of agricultural resources and damage to major infrastructures. Based on projections done by Mansoura University, a Sea level rise of 1 meter could inundate approximately 254 km<sup>2</sup> of the Governorate land, representing 16% of its total land<sup>45</sup>.

Global sea level rise (SLR), Land subsidence and earthquakes: Several Integrated Coastal Zone Management studies (ICZM) estimate Global SLR up to 1m, some studies even indicated that approximately one-third of the lands at Nile Delta would be submerged by 2100<sup>46</sup>. Furthermore, it was estimated that more than 391,000 people would be forced to be relocated. As part of the seismic-impacted Delta region, Damietta has two historically active spots; one near Ras El Bar city and the other near to Gammsa city. An earthquake strongly hit the area in 1988, similar to 1955.

The region is subject to pluvial surface water floods, especially in urban areas with low surface permeability. A shortage or a failure in the urban drainage system might occur. Moreover, the northern coast is susceptible to coastal flooding by seawater due to intense wind-storm events at the same time as the high tide (storm surge). Further environmental challenges are facing the Governorate, mainly concerning land degradation and soil and water contamination<sup>47</sup>.

Such challenges stem from rapid urbanisation, excessive use of agricultural pesticides, and the disposal of untreated waste directly in the water bodies. Moreover, solid waste remains a major environmental challenge in Damietta. Comprehensive solid waste management mechanism reform is urgently needed in the Governorate, especially for domestic and agricultural waste and hazardous waste disposal.





**LEGEND**

<b>Places</b>	<b>Road</b>	<b>Land Cover</b>
City Population 2020	Highway	Shrubland
● 9,838 - 20,000	Primary	Grassland
● 20,000 - 40,000	Secondary	Cropland
● 40,000 - 60,000	Tertiary	Wetland
● 200,000 - 300,000	Administrative Boundaries	Water
○ Villages	Governorate	Impervious Surface
	Qism / Markaz	Bareland
	Shyakha / Village	

Fig. 35: Land Cover in Damietta Governorate. Source: UN Habitat

## Economy

Economic development in Damietta is characterized by its multi-faceted nature without a mono-sector that leads the economic growth of the Governorate. Here, agriculture, trade, industry, and craft industries play a pivotal role in the overall development of Damietta Governorate. Yet, according to the regional and local strategic plans, it is expected that the relative importance of craft industries will increase in the near future. It is also expected that commercial activity will gain greater importance with the operation of Damietta Port with its planned capacity in parallel with the development of craft industries. On the other hand, Damietta Governorate is considered the least contributing Governorate of the region in the field of agriculture. Despite the proposals to increase employment opportunities in the agricultural and fishery sectors, the limited agricultural areas will contribute to the decline in the share of agricultural employment to the benefit of the increase in the growth rate of industrial employment as an eventual result of the future development policies that focus on the growth of the two new poles of the region, namely New Damietta and Damietta port. The economic resources in Damietta are represented in human and natural resources from agricultural land, fisheries, and livestock, which constitute the current economic strength. Therefore, manufacturing industries, agriculture, and fishing are the main sectors that provide job opportunities in the Governorate, where approximately 18% of the labor force works in agriculture <sup>48</sup>. Although approximately 53% of the workforce is employed in the industrial sector, this is a different percentage from the national average of 13.9%. Furthermore, small industries are expected to gain more importance in Damietta. It is also noted that among all the sectors, the brokerage, real estate, and business services sectors were the fastest growing.

The Governorate is rich in many industrial activities that rely mainly on utilizing agricultural production, where several factories can be found, including weaving and food products. The furniture, carpentry, and wood industries are the leading sector in Damietta's handicraft industries, as they form more than 70% of the overall handicraft industries. Egypt signed various international agreements, such as the EFTA directly impacted the government's economic dynamic, adding to its international competition and industrial production that contributes to the international market. The strategic location of Damietta port on the Mediterranean forms a pivotal point of international and transit trade, which opens countless developmental potentials for the Governorate. Furthermore, the free industrial zone located in the port forms an additional significant economic hub that can absorb labor and technical expertise from Damietta and other Governorates.

**Industrial Sector:** Damietta Governorate is considered one of the most important Governorates of the Republic with multiple industries; most importantly, Wood manufacturing (holding 19.30% of the total facilities of the Republic); furniture industry (26.1%); wood processing and cutting (13.5%); ship industry and repair (12.5%); amongst other various industries (fig.36). The main factor that contributes to the industrial development in the Governorate is; (1) the availability of semi-finished and intermediate goods that can be imported from the port, as well as agricultural products, (2) the strength of comparative spatial advantage, communication links, and availability of skilled and trained workforce Governorate-wide, (3) uninterrupted transportation network of raw materials and products between preservation parts, (4) a significant location of the Governorate, overlooking the

shore of the Mediterranean Sea, (5) solid developmental opportunities in fish production and industries (Damietta Governorate is the second in fish production at the level of the Republic), (6) the distinctive weaving industries, and wood manufacturing, opening new and advanced industries in the field of wood furniture.

**Tourism Sector:** Damietta Governorate enjoys distinctive tourism potential, especially with various beaches and water bodies on the Mediterranean and the Nile. Such areas can be found in Ras El Bar area; the tower's manor; the tongue's opposite side at the Nile River's confluence and the Mediterranean waters; and Lake Manzala. Tourism resources in Damietta Governorate depend on domestic tourism, which comes second after Alexandria, as its share is 20% of the total domestic tourism in Egyptian resorts. Additionally, the moderate climate, rich heritage, and touristic environmental attractions, such as Lake Manzala, add to the potential economic development opportunities.

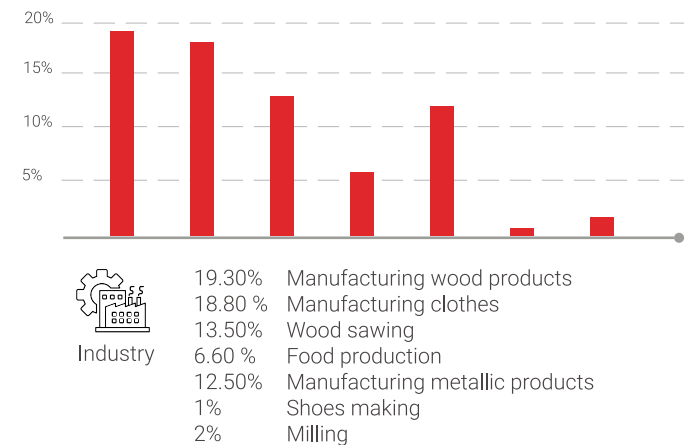


Fig. 36: Industries in Damietta Governorate.  
Source: Damietta Governorate Environmental Action Plan

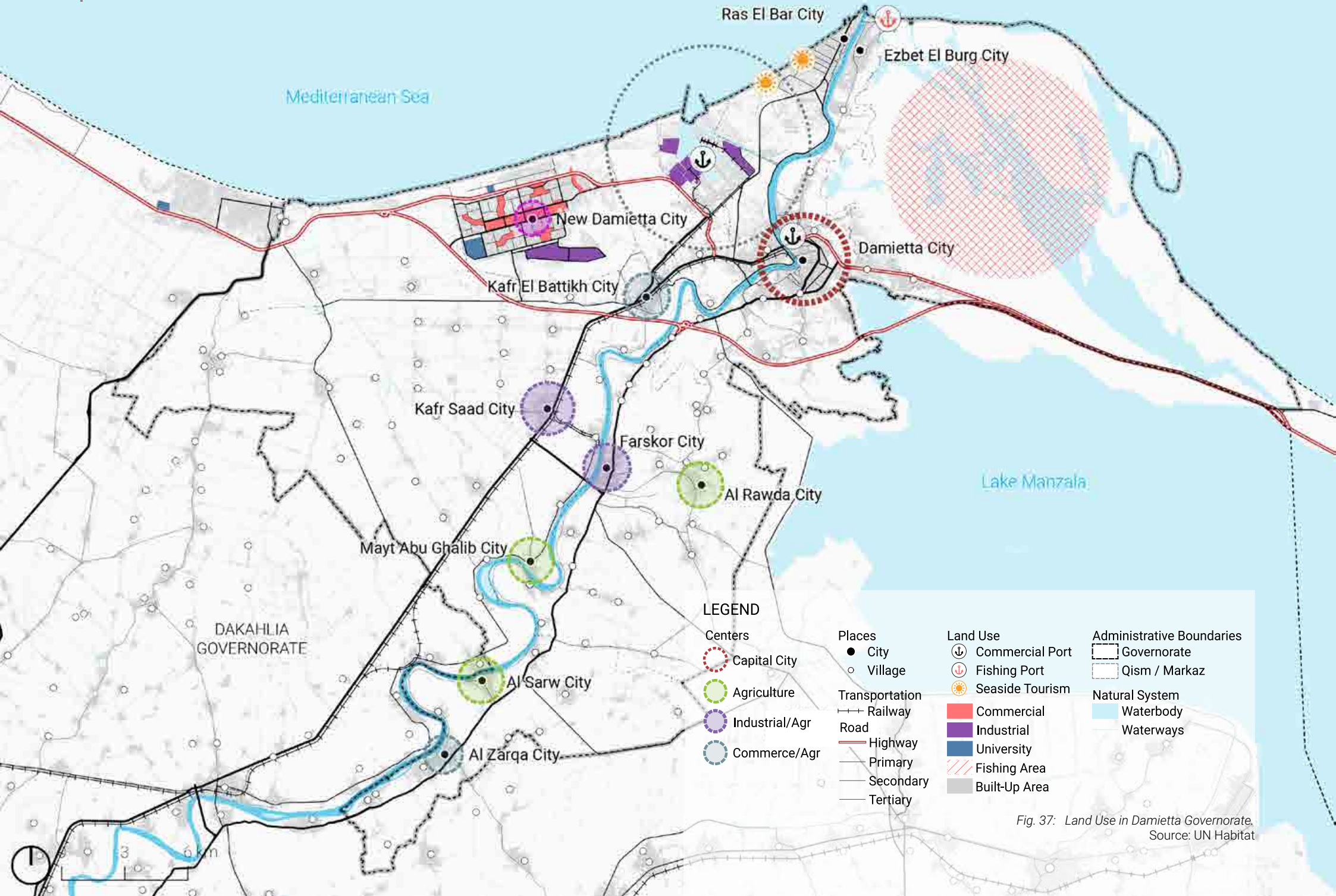


Fig. 37: Land Use in Damietta Governorate. Source: UN Habitat

## Key Take-aways on the National Level

The **inhabited urban areas** in Egypt experienced substantial development at the national level, with an expansion exceeding **13%** in 2021, compared to 8% between 1997 and 2013 according to the annual report issued by the GOPP <sup>49</sup>.

The projection that Egypt's **urban population is expected to grow** by an estimated **41.4 million by 2050**, highlighted in a report by the World Bank <sup>50</sup>. This anticipated increase will place added pressure on the delivery of urban services and intensify the vulnerability of both assets and people to climate-related risks. Unfortunately, these risks tend to disproportionately affect the most vulnerable population<sup>51</sup>.

### Urbanisation:

Implications of rapid urbanisation in Egypt include:

- Infrastructure Strain: Rapid urbanisation places immense strain on infrastructure systems such as transportation networks, utilities, and public services.
- The deficit in water needs. This deficit is partly fuelled by demographic growth, which intensifies the demand for water resources. Additionally, Egypt's reliance on the Nile to meet all its freshwater requirements for irrigation, industry, and domestic water use is no longer sustainable under the current urbanisation trends.
- The decrease in public transportation users has resulted in increased air pollution and traffic congestion in urban areas.
- The per capita share of open spaces in Egyptian cities is about 1-2 square meters per person, which is a notably low compared to global standards

### Economy:

The overall economic situation in Egypt is complex and influenced by a variety of factors, both internal and external. Inflation has been a significant issue, partly due to subsidy cuts on essentials like fuel and electricity. These cuts, while necessary for economic reform, have increased the cost of living for many Egyptians. Egypt's economic issues have intensified during the last couple of years, which originate from domestic challenges. These include poor non-oil exports and foreign direct investment, limited activity in the private sector, and scarce job prospects, especially for young people and women, coupled with an increasing government debt.

### Climate Change:

- Climate change will exacerbate Egypt's current vulnerabilities, with the potential to deepen persistent human development and spatial disparities. Climate change increases the uncertainty in availability of water resources in the country, increases heat waves and desertification affecting biodiversity, and threatens food security and availability.
- Egypt's economic and emissions growth are still tightly linked to each other, as reflected in total GHG emissions from 1990 to 2019, which grew 163% in absolute terms and 47% per capita.<sup>1</sup> Just between 2005 and 2015, emissions increased by about 31%, from 248 Mt CO<sub>2</sub>eq in 2005 to 325 Mt CO<sub>2</sub>eq in 2015.<sup>2</sup>
- In 2019, Energy, Transport and Industry accounted for about 80% of total emissions. Egypt estimates that for 2015 the Energy sector, which includes transport and industry emissions (65%), and Industrial Processes and Product Use (IPPU) (12%), together represented 77% of emissions.<sup>4</sup> Egypt's global emissions remain at around 0.6%.
- Based on studies <sup>52 53</sup>, Egypt is highly susceptible to the effects of sea level rise (SLR). Among 84 developing countries evaluated for the impact of a 1.0 m rise in sea levels, Egypt emerged as the second most vulnerable in terms of its coastal population's exposure and was identified as the fifth most affected in relation to the percentage of urban areas at risk.
- To meet Egypt's target emissions of a 65% reduction in the oil and gas sector and a 33 % reduction in the electricity sector, more than just reducing energy-intensive consumption is necessary. The population must transition to renewable energy sources while reducing dependence on fossil fuels. As of 2019, fossil fuel consumption accounts for 95 % of Egypt's primary energy mix, with renewable energy comprising only 5 %<sup>54</sup>.
- The transport sector stands as the second-largest emitter, contributing to 15% of emissions following the power sector, with heavy reliance on oil. Notably, Egypt's 2021/22 budget allocates a significantly increased investment in the transport sector compared to previous years. This surge in funding aims to more than double the investment compared to 2020 and preceding years. Planned activities include the enhancement of railways, the manufacturing of electric vehicles, and the development of hydrogen buses.

## Migration

The situation of refugees in Egypt is complex, reflecting the broader challenges of migration and displacement in the region. The country is both a destination and a transit point for refugees and migrants aiming to reach Europe or other parts of the Middle East. Key aspects of the refugee situation in Egypt include: providing adequate support and services to refugees, including access to education, healthcare, and employment opportunities.



### Country Overview on Refugee Needs

- **12%** of refugees have never been to school.
- Livelihood coping strategies were put in place by the **vast majority** of refugees in order to be able to meet their basic needs, especially to cover food and rent-related costs.
- **Almost all** working refugees are employed informally without a contract due to the legal constraints of obtaining legal work permits. This further exacerbates vulnerability and the need for cash assistance.
- It is estimated that **nearly all** refugees lack access to bank accounts.
- More than **80%** of Syrian refugees depend on employment as their main source of income.
- **32,523** Syrian individuals categorised as either extremely poor or poor, are still on the waiting list to receive Multi-Purpose Cash Assistance.
- **35%** of Syrian refugees receiving monthly assistance reported being unable to meet half of their basic needs.
- **45%** of Syrians receiving cash assistance reported high food insecurity (as per the rCSI index).



# 2

## FRAMEWORKS

NATIONAL - REGIONAL - CITY



Main street and railway crossing in Kafr El Battikh, Egypt.  
Source: UN-Habitat 2024

## National Governance & Administration System

### Governance

The Republic of Egypt is further divided into different local units such as Governorates (27), Cities, Markaz (Qisms), District (hai), and villages (shyakha). On the other side, rural communities are structured differently, the rural area of a Markaz is divided into local units with each unit consisting of one major village (known as the mother village) and affiliated villages. Zimam refers to agricultural land that affiliates with one village, the village's built-up area, and other fragmented settlements.

Each Governorate is placed under the authority of a governor (appointed by the President), who upholds administrative and executive duties and a local popular council which holds an advisory and monitoring role over the activities of the city and village councils, e.g., approving decisions, draft budgets, and recommending ways of increasing productivity<sup>55</sup>. At the Markaz and Qism levels, heads of cities hold administrative and executive authority.

Despite the decentralization initiative, the relationship between local and national levels remains centralized. The central government is the main decision-maker responsible for facilitating access to financial resources and where policies and development plans are established and approved. While ministries are responsible for policy making at the national and regional levels, at the local level, Governorates and cities execute development plans through their sectoral departments cooperation with the GOPP at the national level, and NUCA for new cities.

### Urban Planning

After the 1973 war, a national Five-Year Plan was established to achieve comprehensive socio-economic transformation; consequently, the GOPP was founded in 1978 and was responsible for preparing urban master plans for all cities and villages in Egypt. The role was advisory and did not imply any implementation responsibilities. In 1982, the physical planning law 1982/3 was issued, and GOPP transformed into an executive entity, the central agency responsible for approving master plans. GOPP began establishing Regional Centers in 1986 to be closer to the beneficiaries of the spatial plan. Governorates formed by a decree by the president are the first and main local administrative level and consist of two types, urban-simple and complex. Local government units launch and manage public services and design industrial areas within their districts. They are subdivided into Markaz (Qisms), cities, hai, and villages, all formed by a decree from the prime minister.

With the establishment of the Greater Cairo Planning Law 314 of 1982, which defined the role of the GOPP, local government policies and development plans were developed at the national level. Later, the Greater Cairo Planning and Executive Agency was established, which held a limited responsibility of preparing the Structural Plan of Greater Cairo. GOPP continued to play a primary role in the urban planning process; in 2008, under law No. 2008/ 119, GOPP was assigned the complete multi-scalar strategic planning at the national, regional, and local levels. Simultaneously, attempts to decentralize

the urban planning procedures have been taking place by assigning partial urban development/maintenance responsibilities at the local level of the city. However, GOPP and Cairo's central government remain the primary actors in planning and supervising urban interventions.

### Investments at National Level

Ministries are responsible for policy-making at the national and regional levels. Local administration in Egypt, whatever its status (Governorates, districts, towns, urban subdivisions, or villages), is made up of two important bodies: Local executive councils and local popular councils.

At the local level, Governorates (main local administrative entities) execute development plans through their local executive units. Local councils are subject to many checks carried out by central authorities, which have the last word in terms of managing local affairs. Elected Popular councils to represent the population on the Governorate and district level; their roles include approval of plans and budgets.

The Social and Economic Plan (established by the central government) strongly affects the role of local units in planning for social and economic development.



## Damietta Governorate Land Administration & Institutional Context

The Governorate consists of five administrative centers, 11 cities, 47 rural local units, and 85 villages. The administrative centers are Damietta - Fraskor - Kafr Saad - Zarqa - Kafr El-Battikh.

The Governor is considered at the top of the administrative hierarchy of the Governorate; the responsibilities of the Governor are mainly related to the general administration of the Governorate and with the assistance of the General Secretary and the Assistant General Secretary. Similar to other Governorates, GOPP is responsible for the overall mapping of the general policies related to sustainable urban planning and development in Damietta Governorate; this also includes preparing plans and programs at the national, regional, and local levels.

The city of Kafr El Battikh was declared a city in 1977.

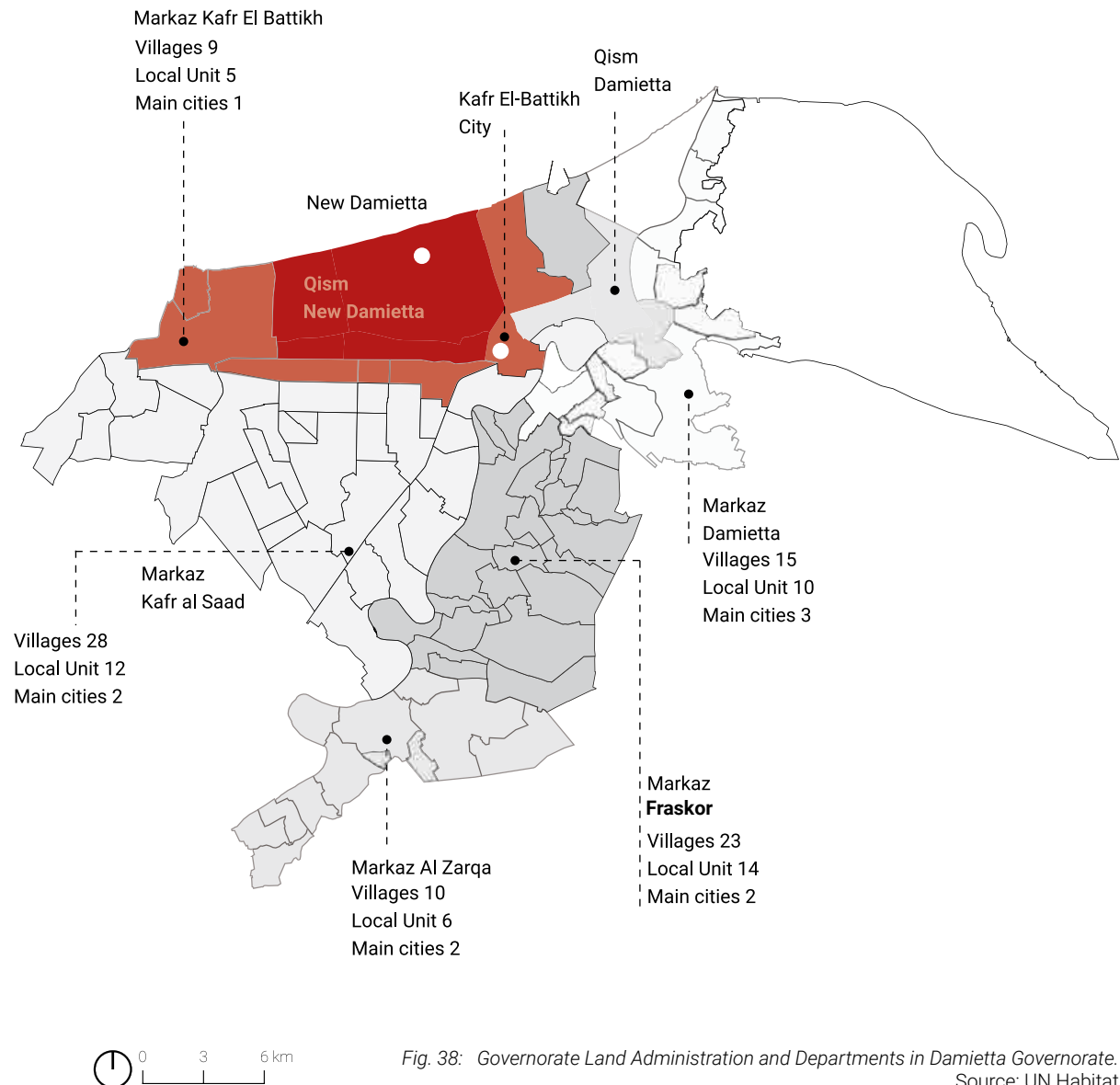


Fig. 38: Governorate Land Administration and Departments in Damietta Governorate. Source: UN Habitat

## Planning Systems

Until 1940, Egypt had no master plan nor guiding planning system. Planning was regulated through the Subdivision Law (52 of 1940) and managed through various governmental bodies. When Egypt declared itself a republic in 1953, urban development started to become regularized. Egypt produced the five-year socio-economic national development plan, which was later on further divided at lower levels through the local administration act 34 of 1979. Since 1971, the Government of Egypt introduced a new system aiming toward decentralization in its law 57 of 1971, which was amended several times until law 314 of 1982, which defined the role of the GOPP and local administrations, and presented opportunities for urban planning as well as to enhance public participation in urban planning processes at the local level. Indeed, in 1990, national and regional planning approaches were defined to ensure the integration of master plans with regional plans, and the GOPP established Regional Centers for urban planning. This was later followed by the Development of Urban Development strategic plans at local levels.

Numerous entities within the MHUUC and other line ministries are involved in urban planning at the national and regional levels in Egypt including mainly the GOPP<sup>59</sup>, which falls under MHUUS, and considered the main entity involved in preparing and developing plans at various levels. GOPP, with its seven regional centers, has designed and issued more than 86 master plans for cities and 25 regional plans in cooperation with concerned local authorities. Recently, GOPP has prepared strategic development plans for over 100 small and medium size cities. It has also set enlarged boundaries for over 4,000 villages (al-haiez al-'omrani)<sup>60</sup>.

Yet, other line ministries such as Al-Awqaf and the MALR, affect the decision-making in State land assignments for urban development <sup>61</sup>. Other line ministries even prepare regional development studies and plan autonomously. It is noteworthy that regardless of the source entity, all plans at all levels must be approved by the MODMP <sup>62</sup>. At the local level, and according to Law 43/1979, Governorates have authority over most urban planning and management activities. This has led, in some cases, to base urban development planning decisions on the Governor's vision which might contradict the national and regional orientations.



Current urban image of Cairo, Egypt.  
Source: theculturetrip.com

There are several plans, policies, and strategies that shape the development of Egypt. These strategies expand to the country's national, regional, and local levels. The main highlights of each plan are as follows:

### **National Level - Macro Scale:**

Egypt Vision 2030 was launched in February 2016 by the government, serving as a roadmap for optimal utilization of Egypt's potential and its competitive advantages, aiming to ensure a dignified life for all the residents of the country, citizens and foreigners. The strategic vision focuses on eight main pillars, namely; (1) Social Justice, (2) Knowledge, Innovation & Scientific Research, (3) Economic Development, (4) Environment, (5) Energy, Education & Training, (6) Urban Development, (7) Health, Transparency, and Efficiency of Government Institutions, (8) Culture. The document was also amended in 2020 as a response to the unprecedented challenges that the COVID-19 pandemic brought.

The updated document re-established a comprehensive framework that includes three main dimensions: (economic, social, and environmental dimensions). Multiple steps have been taken since 2016 to actualize the vision; one of the most pioneering projects is the "Haya Karima" initiative which directly targets Egypt's most impoverished and vulnerable segments of society, mainly in the countryside and remote villages. The initiative aims to provide adequate housing, quality medical and educational services, and basic infrastructure for the communities that it is targeting.

The strong momentum of Vision 2030 has prompted it to be listed in the [United Nations Sustainable Development Goals \(SDGs\) Good Practices report](#).

On another fold, the NSPUD 2052, formally known as the SDS Sustainable Development Strategy, has officially released by the MOH in January 2014, with the participation of different ministries and official authorities.

There is strong correlation between the plans which are mutually affirming, both supporting the continuation of the 2030 Vision and its development goals, unifying sectors of the country into an integrated common vision for Egypt. The NSPUD aims to locate urban clusters, development poles, and corridors based on available resources and economic activities. It further designates the extension areas for expected population growth. It is noteworthy that the plan aims to increase from 6 to 14% of the urban footprint through various development axes represented by the current national road network and the recently adopted new cities program. Yet, both visions 2030 and 2052 face multifaceted challenges towards their implementation; such challenges can be summarized as the lack of capacitated human cadres to follow up and accelerate the implementation of the SDGs, poor coordination among key stakeholders to ensure efficient implementation of the agenda, and inaccessible and incomplete data sets that allow measuring the progress of implementation<sup>63</sup>.

Moreover, at the national level, it is noteworthy to mention that Egypt has been reported as "on track" toward achieving the targets of SDGs one–four, six, seven, eight, and 13 according to the Arab Region SDG Index and dashboards. However, the report also indicated the stagnating performance of the country on SDG 11. Therefore, much attention was directed toward achieving comprehensive and inclusive strategic spatial planning in the country.

However, since these plans and strategies are urban-oriented documents, they are not considered binding documents for implementation. At the same time, the multiple unintegrated sectoral policies have limited comprehensive planning to be actualized<sup>64</sup>. Therefore, structuring urban strategies within a comprehensive framework that crosses multiple sectors, such as health and education, promises better chances of implementation on the ground.

In early 2022, Egypt's parliament gave preliminary approval to the new 'General Planning Law' that aims to streamline the process of preparing the country's economic policies and to engage the private sector in economic development projects which hold many potentials for harmonization of the developmental efforts across the country<sup>65</sup>. However, time is needed to assess the effectiveness of this initiative.

There is strong correlation between the plans which are mutually affirming, both supporting the continuation of the 2030 Vision and its development goals, unifying sectors of the country into an integrated common vision for Egypt

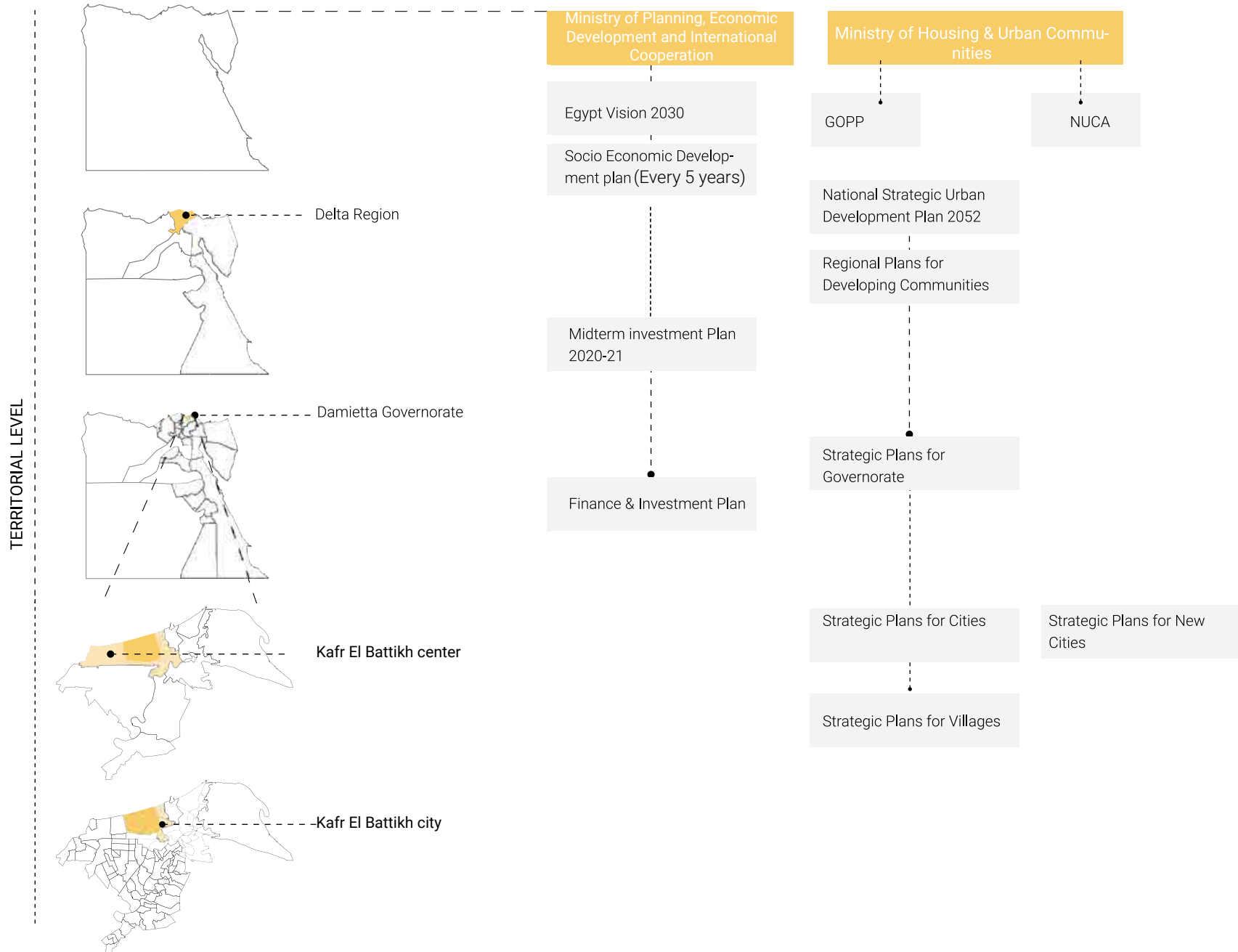


Fig. 39: Planning Frameworks and Plans in Egypt.  
Source: UN-Habitat

## SPATIAL PLANS IN EGYPT

### National Plan

- To define policies and urban development programs in the country.
- To specify national projects and implementation phases thereof.
- To specify the roles of public entities for national projects.

### Regional Plan

- To specify national and regional projects and implementation phases thereof.
- To specify the roles of public entities for the projects.

### Governorate Plan

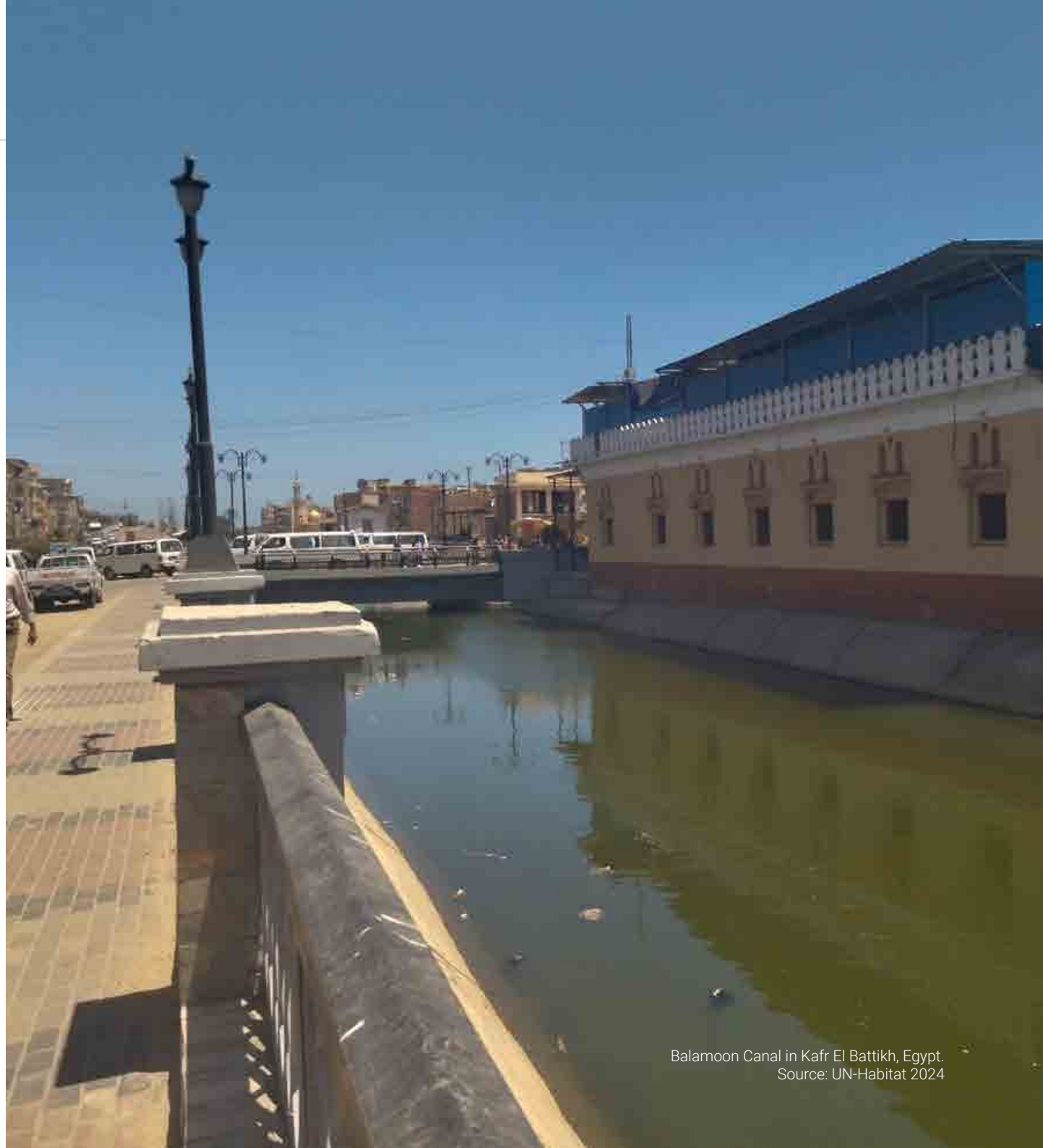
- To define policies and urban development programs for each Governorate following the strategic plan for its cities and villages, and in the framework of the regional plan.
- To specify the projects as well as priorities and implementation thereof.
- To specify the roles of public entities for the projects.

### Strategic Plan

- To draw up the future vision of the city or the village.
- To specify the local socio-economic, environmental, and urban development plans.
- To achieve sustainable development.
- To define the urban boundaries of the city or the village.
- To specify its future needs for urban expansion and different uses of land.
- To identify action plans, programs, priorities, mechanisms of implementation, and sources of finance.

### Detailed Plan

- To set forth land uses, rules, requirements, and implementation programs for the areas of the strategic plan of the city or the village.
- To specify the development projects for the urban design, land subdivision, and coordination of sites proposed for implementation within the strategic plan.



Balamoon Canal in Kafr El Battikh, Egypt.  
Source: UN-Habitat 2024

## Land & Property Rights

In Egypt, several key planning laws guide urban development, land use, and public investment. These include:

- **Unified Building Law No. 119 of 2008:** This law sets out guidelines for urban planning, land use, building regulations, and permits. It aims to control urban sprawl and informal settlements while promoting organized urban development and preservation of heritage sites
- **Planning Law:** The recent Planning Law No. 18/2022 replaced the older framework, introducing new mechanisms aimed at enhancing regional and local participation in the planning process. It aims to decentralize some aspects of planning, although execution still heavily involves central oversight
- **Unified Public Finance Law No. 6/2022:** This law replaced the State General Budget Law (SGB), unifying the legal frameworks for budget preparation, implementation, and monitoring.
- **Local Administration Law No. 43/1979:** Although this law remains in effect, efforts have been made to amend it to further enhance local administration's role in the budgeting process.

### Land Ownership in Egypt

The three main forms of land ownership in Egypt are; (1) Public or State land, which is divided into the State's public domain which cannot be alienated, and the State's private domain, which can be alienated generally through sale, lease, or through the right of use (i.e. usufruct), (2) Private land, which can be alienated/transferred freely; and (3) Waqf land (Endowment) which is land held as a trust/endowment for religious or charitable purposes and is often subject to covenants on transfer or use <sup>56</sup>. Furthermore, the Civil Code (No. 131 of 1948) recognizes Hiyaza (i.e., possession of

immovable/movable property without ownership) as a legitimate channel to acquire ownership of the property in question through adverse possession provided that the Hiyaza has been "peaceful, unchallenged and uninterrupted" for 15 years. The Hiyaza Law has been recently updated in 2022 with major modifications that encourage individuals to register their property with a set of facilitation procedures<sup>57</sup>. However, the Hiyaza right does not apply to State lands. The large majority of land in Egypt is public or State-owned, mostly undeveloped (estimated to be 90-95% of the national territory)<sup>58</sup>.

### Public Land Governance

Public land in Egypt is classified into three main categories according to their locations: (1) Located within the Zimam, (2) Located within two kilometers outside of the Zimam (labelled as desert land); and (3) Located beyond two kilometers outside of the Zimam (also labelled desert land). Zimam refers to the perimeter limits that comprise urban lands within the city or village cordons and boundaries of cultivated and uncultivated agricultural lands that the Egyptian Survey had captured.

### Major Challenges and Improvement Efforts

Access to public land is complex due to a highly fragmented institutional and regulatory framework governing public land, this has resulted in a state where a significant portion of land remains unregistered and insecure, constraining the ability of many residents to utilize the full potential of the land they possess. At the same time, urban sprawl remains a pressing issue in Egypt, requiring revisiting the legal and regulatory impediments to developing land within urban boundaries with special attention to regularizing land

rights within informal settlement areas. The Egyptian state has successfully curbed random construction and prevented both illegal and unplanned expansion on agricultural lands.

### Main Challenges of Urban Development in Egypt

- Varying actors and institutions in the urban development and planning practices, resulting in a difference of visions or overlapping of functions between entities, and Lack of integration of plans and coordination among actors.
- Decision-making commonly remains a top-down process.
- A lack of unified urban strategy results in low buy-in and weak urban development and growth in the long-run

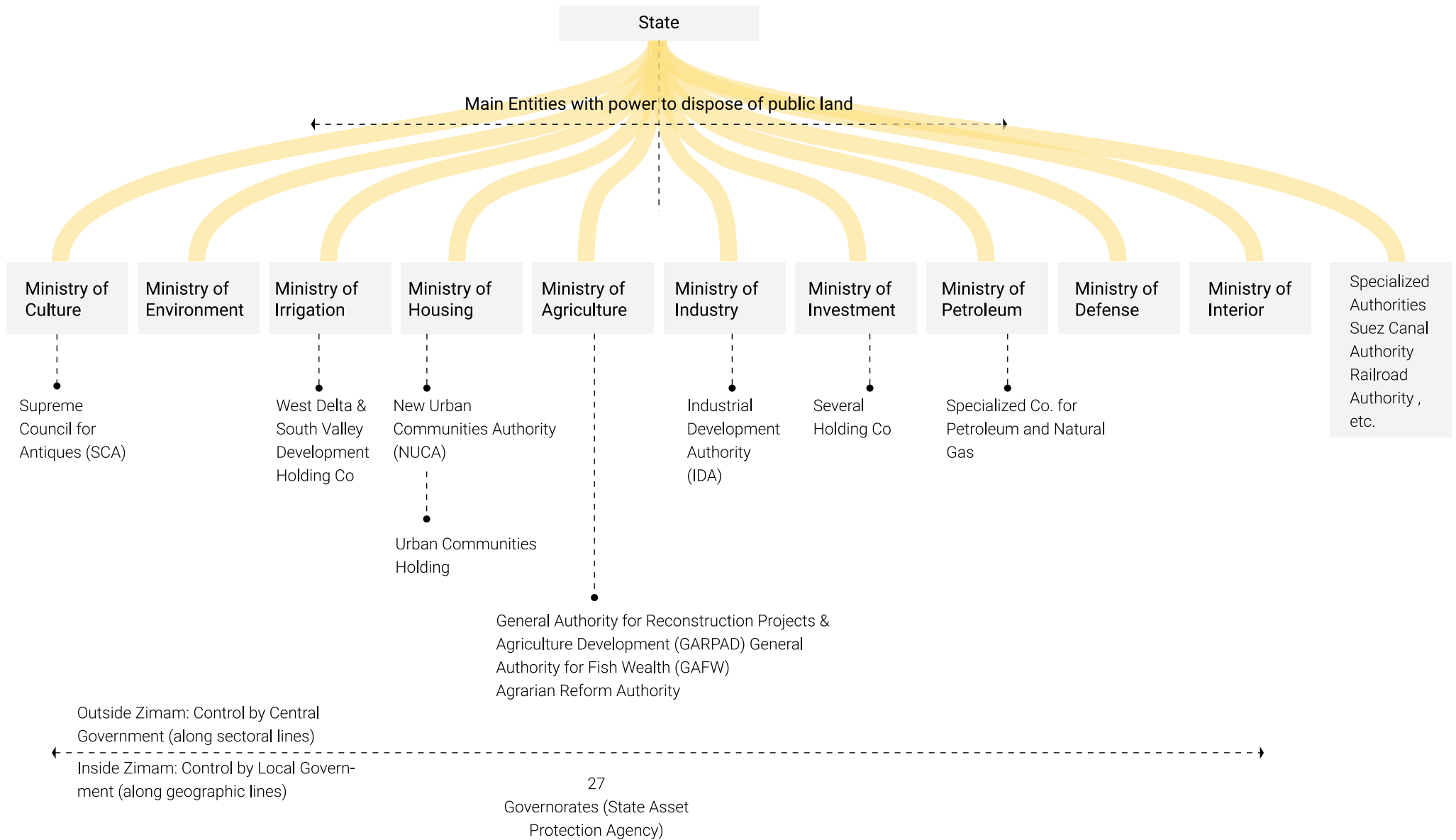


Fig. 40: Planning Administration and Governance System in Egypt. Source: UN Habitat

## Finance in Egypt

Investment planning in Egypt remains a top-down process, with plans largely designed and validated by the central government. This system involves coordination across various entities, adding to its complexity.

The building block of spatial planning in Egypt is the Strategic Plan. A Strategic Plan for a Governorate, city, or village describes the future needs for urban expansion and clarifies the economic, social, environmental, and urban development projects for sustainable development as well as the different land uses and building regulations.

A typical Strategic Plan entails projections for population growth and the consequent need for social services, public amenities, and infrastructure.

The Plan also suggests the leading sectors for economic growth on the local level. Sectoral plans are national growth targets, policies, interventions, and projects for each sector by the relevant authorities. The planned investments are allocated in isolation from any spatial determinants.

There are two types of sustainable development plans:

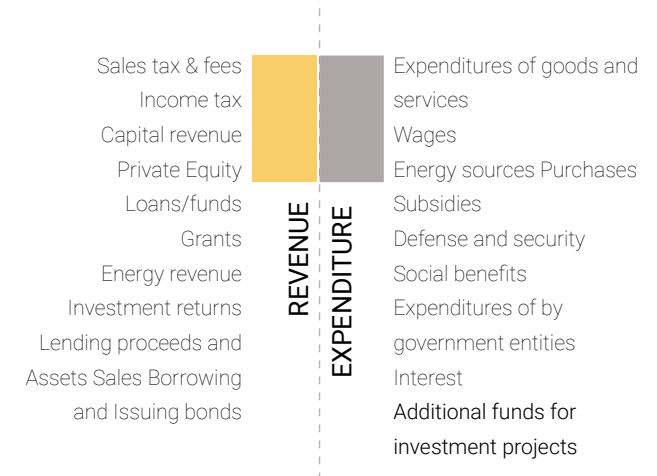
- The Mid-term Economic and Social Development plans (3-5 year investment plans).
- The annual plans are attached to chapter six of the State General Budget

Both plans are a grouping of sectoral plans designed by different authorities. The Ministry of Planning and Economic Development (MoPED) is mandated to group, validate, allocate, and monitor the implementation of these plans. The alleged disconnect between socioeconomic growth and urban planning arises from the fact that their intersection is more like

a collection of plans than the incorporation of a true spatial component in sectoral planning beginning in the ideation phase. Spatial balancing or locational development is a separate pillar in the mid-term plan, where the projects are sorted out by location. Allocation of funds to implement the needed investment and infrastructure projects again are spatially neutral. It is noteworthy that strategic plans still lay the foundation for infrastructure projects that should be provided to match the legalized uses and activities within a certain area.

Public resources defined in the State Budget are tax revenues, grants, and other revenues (recurrent income from productive assets) in addition to the funding sources such as privatization proceeds and loans meant to overcome the gap between the expenses and revenues. Tax revenues are considered "sovereign revenues", meaning that the national government has the ultimate control over them, setting the base and the rates. On the local level, the General Bureau and service directorates are considered budgetary authorities, independently negotiating their budget allocation from the central authority. Lower administrative levels are not independent budgetary units, meaning their budgets are collected and included in their upper-level authority. The revenues are identified for each local administration level per the latest legal amendments.

### Understanding how the Municipal Finances System work in a specific urban city



**For Egypt's fiscal year 2023/2024**, public investment represents a smaller share of the budget compared to previous years. Specifically, public investments were reduced due to economic challenges and a government decision to rationalize spending. This brings the **public investment allocation** to around **6.7%** of the total state budget. The *larger share* of the budget is allocated for *current expenses* especially interest payments, wages and salaries, health and education, and social spending. This is reflected negatively on the available resources for public investment in local administration units which depend entirely on the central government transfers as the prime source of funding.



### Challenges Financing Infrastructure Planning Projects

The planning, implementation, and financing processes for infrastructure projects in Egypt are dispersed temporally and among several central and local entities. The detachment of responsibilities between strategic urban plans from one side and the mid-term economic development and annual investment plans from the other, along with the limited authority of the localities in those plans, create heavy concerns over the spatial, economic, and social logic of the planned and implemented projects.

Furthermore, heavy infrastructure projects are mostly assigned to local planning authorities: ministries, service authorities, and holding companies. Municipal projects are auxiliary at certain stages depending on initial provision by the central authorities. The numerical indicators extracted from the final accounts of the State General Budget indicate that local revenues are limited compared to total national or local expenditures and that there may be low ability from the local government to finance infrastructure projects. Municipalities depend on central government transfers to finance their needs, either concurrently or via capital.

The most significant sources of local revenues are proceeds from special projects, funds, and fees from different localities' services. Numbers could artificially point out the ability of local revenue to cover the local investment. However, it is important to note that most of the revenue generated from special funds and projects often leave little surplus or net profit when associated with high operating costs for projects. In addition, the MoF intervened during the last few years to direct an extra percentage of the special funds' revenue to the central treasury, which resulted in the local authorities

receiving more pressure to achieve net profits by the end of each fiscal year.

In summary, municipalities face a double challenge in prioritising their infrastructure project. Financial challenges could potentially be overcome through non-conventional sources, either through local resources, international grants, and/or partnerships with the private sector, which is subject to the attractiveness and the packaging of the proposed projects. The second layer of the challenge relates to the administrative cycles of developing and funding projects which require a high level of negotiation and communication amongst relevant stakeholders and the municipalities. Additionally, the final allocations often differ from the inflated requests submitted by different sectors, which can result in a budget that fails to fully address the actual needs of local communities.

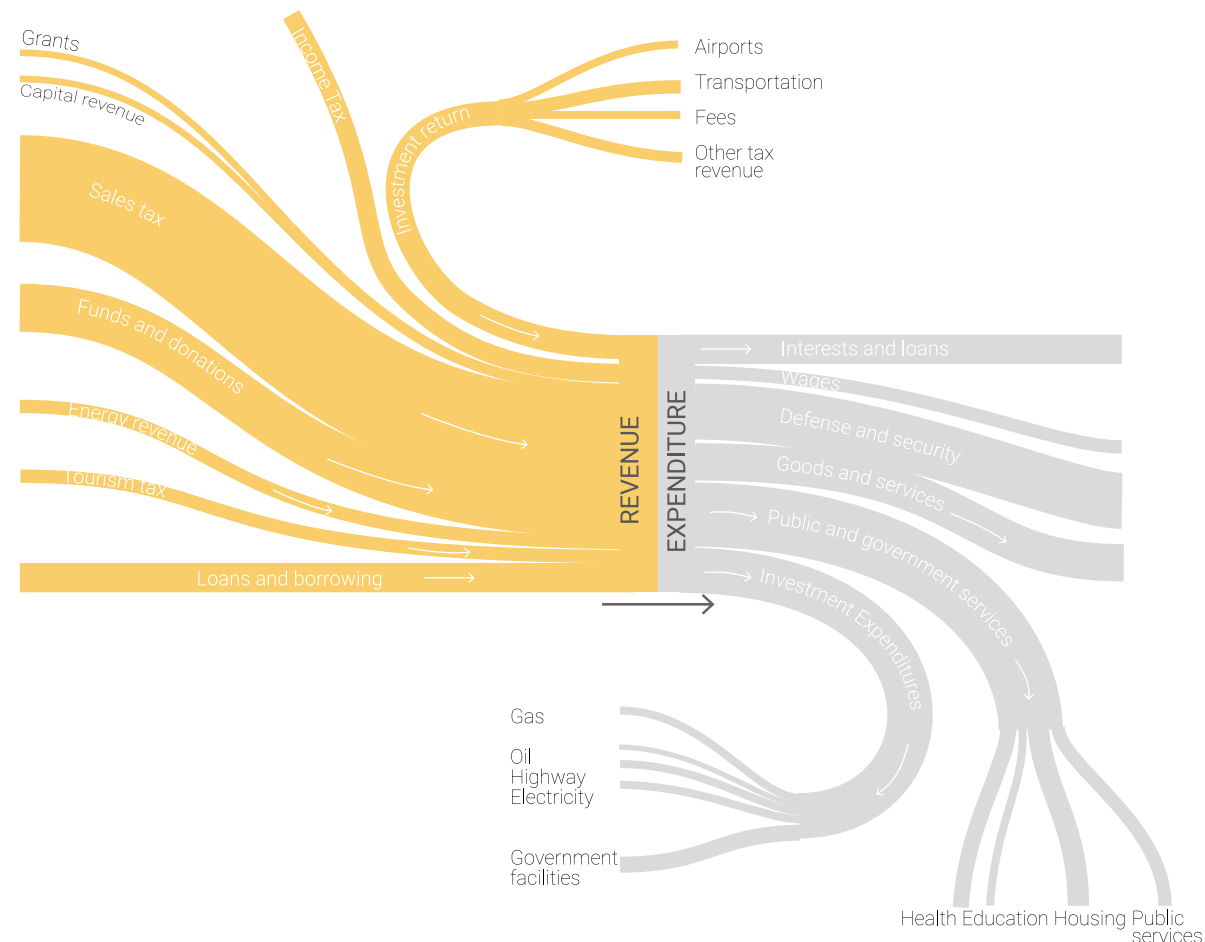


Fig. 41: Local revenues and expenditures analysis on the national scale in Egypt. Source: UN-Habitat



An Image showing the "old council street" in Kafr El Battikh, Egypt.  
Source: UN-Habitat 2022

## Finance in Damietta Governorate

The local administration units in cities of Egypt are the local government bodies responsible for collecting certain taxes and managing their budgets to plan for services and development projects. These units encounter various challenges that hinder their ability to effectively address community needs. Among these challenges is their limited access to and control over financial resources. This issue stems from excessive regulation, ineffective enforcement of laws that permit local authorities to gather their share of taxes, inadequate skills among local staff in planning, managing, and cultivating revenue streams, and the absence of systems for ensuring accountability.

As mentioned earlier, Egypt's public financial system is highly centralized, with cities relying on the central government for over 90% of their financial resources. Although the new public financial management law has made strides in refining the planning process and laid the groundwork for program and performance budgeting, it falls short in significantly boosting the financial management capabilities of local administration units.

Strategic Urban Planning (SUP) documents at the Governorate and city levels are prepared by The General Organization for Physical Planning (GOPP), a centrally managed process, local authorities are not an essential part or owner of such plans and thus are not able to effectively utilize those documents to structure financing tools that could mobilize funding for the local development plans.

Local administrative units possess very limited abilities for medium-term and long-term planning. They essentially function as implementation arms for central government entities, which hold the primary decision-making power regarding various public services and investment projects at the local level. Each city develops an annual plan, which must receive approval from the MoLD. This plan is crafted by the city's planning department and is somewhat linked with the national annual development plan.

### 1- Governorate-Level Resources:

- National Government Transfers.
- Taxes and duties on means of transport licensed from the Governorate.
- Contributions, donations, and loans.
- Returns on the Governorate's investment projects and special funds.

### 2- District-Level Resources:

- Transfers from the Governorate to the district allocated by the LPC.
- Proceeds of investments of the district's special funds.
- Contributions and donations.

### 3- City-Level Resources:

- Transfer from the Governorate to the city allocated by the LPC.
- Fees imposed by the city's LPC within its jurisdiction and within the limits of laws and regulations such as fees for requested copies of birth registration... etc.
- Proceeds of gambling and entertainment taxes levied within the local jurisdiction.
- Revenues of local investments, the utilities managed by the city, and income from the public markets within its jurisdiction.
- Contributions, donations.

### 4- Village-Level Resources:

- Funding from the Governorate's LPC allocated to the village.
- Fees on services provided by the village's special funds and accounts.
- Contributions, donations.

# 3

## KAFR EL BATTIKH

CITY CONTEXT



Kafr El Battikh, Egypt.  
Source: UN-Habitat

## Administration & Governance Context

### “Village of the watermelons”

New Damietta and Kafr El-Battikh are seen to form a sub-region with various economic potentials, especially with the existing flow of relations between the two areas, mainly related to economic opportunities and social networks. Yet, the weak infrastructural connectivity between the two cities has been revealed to be hindering the future growth of the area, especially for the high number of Syrian refugees who reside in New Damietta. Kafr El Battikh, on the other hand, is becoming attractive for low income residents, including refugees, looking for less expensive living arrangements. It offers more affordable housing options compared to New Damietta especially with current inflation and rising housing costs.

The city of Kafr El-Battikh enjoys a dynamic role in a multifaceted location close to New Damietta, old Damietta, and the port. Its semi-urban neighbourhoods and inadequate infrastructure make it a non-desirable place for refugees. There is an agricultural pillow surrounding both New Damietta and Kafr El-Battikh. However, the city’s proximity to coal kilns has a particularly negative influence on the environment and poses a health risk to everyone who lives there. It also has poor infrastructure. New Damietta occasionally provides services to Kafr El-Battikh while residents commute for work, visit relatives, and leisure.

One of the most important regional roads that connect the city of Kafr El-Battikh with neighboring cities is the **Mansoura-Damietta Road** and the **Damietta Port Road**. The **international coastal road** is about 1.5 kilometers away from the entrance to the city, as shown in (fig. 43).

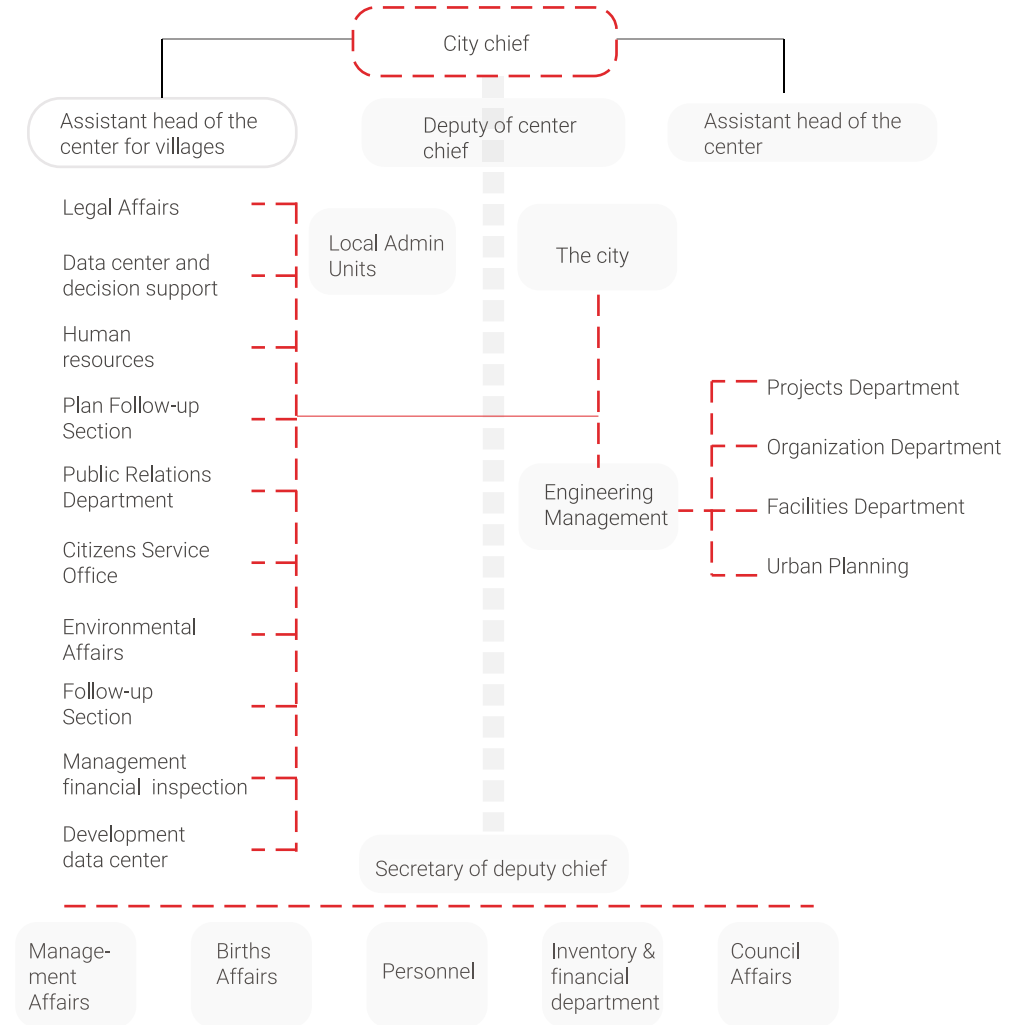


Fig. 42: Administration Structure of the city of Kafr El Battikh in Damietta Governorate. Source: Kafr El Battikh strategic plan, Damietta Governorate

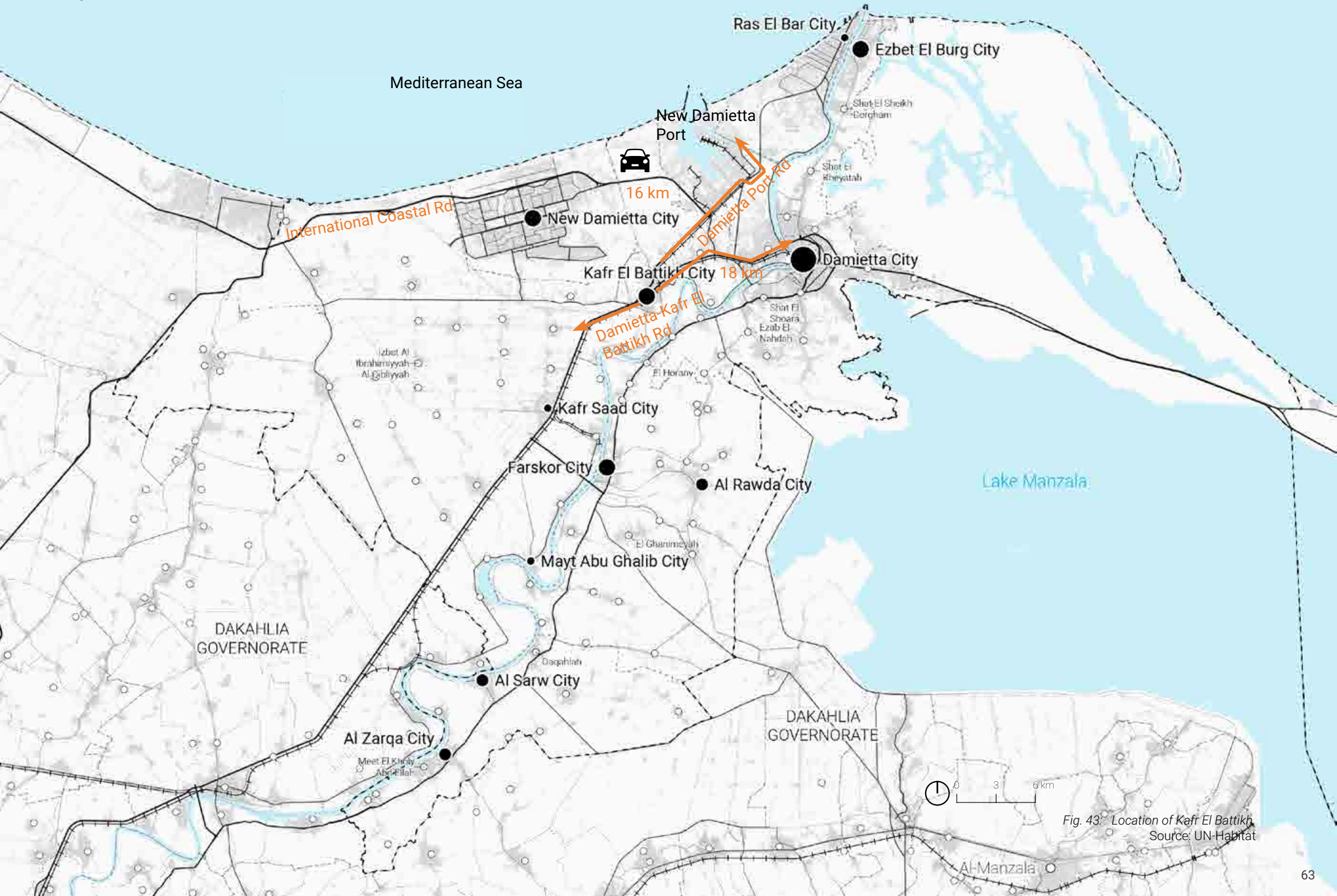


Fig. 43: Location of Kafr El Battikh  
Source: UN-Habitat

## Kafr El Battikh: The City

Kafr El-Battikh Markaz is located north of Damietta Governorate, where the Nile River borders it from the eastern side. Its scope includes the city of Kafr El-Battikh -the center's capital- and the villages' local units (Riyadh, Al-Basateen, Umm Al-Rida, Al-Rikabiya, and Gamasa). The total area of the Kafr El-Battikh center is 217.23 km<sup>2</sup> with a total population of 144,939, representing 23.9% of the Governorate area. A Ministerial Resolution No. 2072 of 2008 was issued to establish the Kafr El-Battikh Police Station (Qism) in the Damietta Security Directorate, where its administrative components are: the city of Kafr El-Battikh and the 12 villages surrounding it. Additionally, the Ministerial Decree No. 408 of 2010 was issued to establish the local unit of the Kafr El-Battikh center. Accordingly, the local unit of the Kafr El-Battikh center was established.

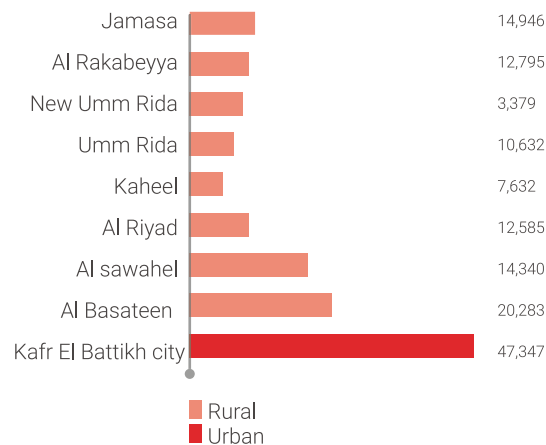


Fig. 44: Kafr El Battikh center population by city and village.  
Source: CAPMAS 2024

Kafr El-Battikh center is located in the middle of Damietta Governorate. Kafr El Battikh city is the largest urban concentration with an area of 1.69 km<sup>2</sup> and home to more than 47,347 people (Capmas 2024). It is bordered

on the east by the Nile River. The city of Kafr El-Battikh is located in the east of Kafr El-Battikh Markaz. A group of villages, such as the villages of Ezbet al-Najjarin from the north, Kahil from the south, the Sawahel from the east, and Al-Hawshim from the west, surrounds it. Due to the city's location, surrounded by high-quality agricultural lands from all directions, and the random urban growth of the city over different time periods led to a decrease in the city's population density. Yet, Kafr El-Battikh remains one of the smallest cities in terms of population size at the Governorate level.

The city holds many economic opportunities that play a key role in developing a prosperous urban area. The competitive advantage in the furniture industry, coupled with its strategic location near Damietta port, makes it a dynamic entity on the verge of an international, regional road to finished export products and raw wood.

While having many advantages in terms of agriculture and the strategic location of Kafr El-Battikh, the city suffers a poor economy due to significant rise in wood prices, in addition to the lack of marketing centers, the presence of agricultural pests, and availability of vacant land to establish agricultural and tourist activities. The biggest environmental issues in the city are the presence of large amounts of solid and organic waste, especially from the agricultural activities and wood industries. Despite the city's fame for its furniture and crops, it lacks optimal exploitation of these solid wastes due to the lack of economic incentives to attract investors in waste management projects. Even worse, many farmers burn certain types of agricultural waste to produce coal to generate income, leading to an environmental catastrophe that reaches the surrounding areas. At the same time, Kafr El-Battikh

suffers from the lack of effective management of economic development, with the limited role of local government in the development of the city, as there are no allocated budgets for such interventions. At the built-up environment level, the city's informal growth has led to the encroachment on agricultural lands producing environmental, visual, and audio pollutants that affected both nature and the population.

Moreover, despite the full coverage of water network, the quality of the potable water remains problematic and in need of immediate intervention. Other neighbourhoods in Kafr El-Battikh have not been serviced with wastewater network. Roads are in poor condition which affects accessibility and transportation.

Existing conditions of both population and infrastructure in Kafr El-Battikh can make many of the implications related to the health insufficiencies even more urgent. An immediate example, is the city's lack of medical and emergency centers. Education is another key challenge facing the city, with illiteracy rate standing at 24.48% of the total population<sup>66</sup>.



## Location and Connectivity

The city of Kafr El-Battikh was called by this name for its famous reputation in the past for the cultivation of watermelons ("battikh" in Arabic) "village of the watermelons". The city of Kafr El-Battikh is distinguished by its geographical location, as it is the major gateway to Damietta Governorate, where several regional and national roads pass through it, namely (Damietta-Mansoura Road, Damietta Port Road, Ras al-Bar, Gamasa Resort Road, Kafr al-Battikh Power Station Road, and Kafr Suleiman al-Bahri Road).

The location of the city of Kafr El Battikh represents one of the most important unseen economic resources, as it is located on the Mansoura-Damietta agricultural road, which connects the governorates of Dakahlia and Damietta with Cairo, in addition to the presence of a linking road between the city and the port of Damietta and between the city and the new city of Damietta. (The Balamoon Canal and the main regional road, Mansoura - Damietta) penetrates the city of Kafr El-Battikh from the southwest to the northeast.

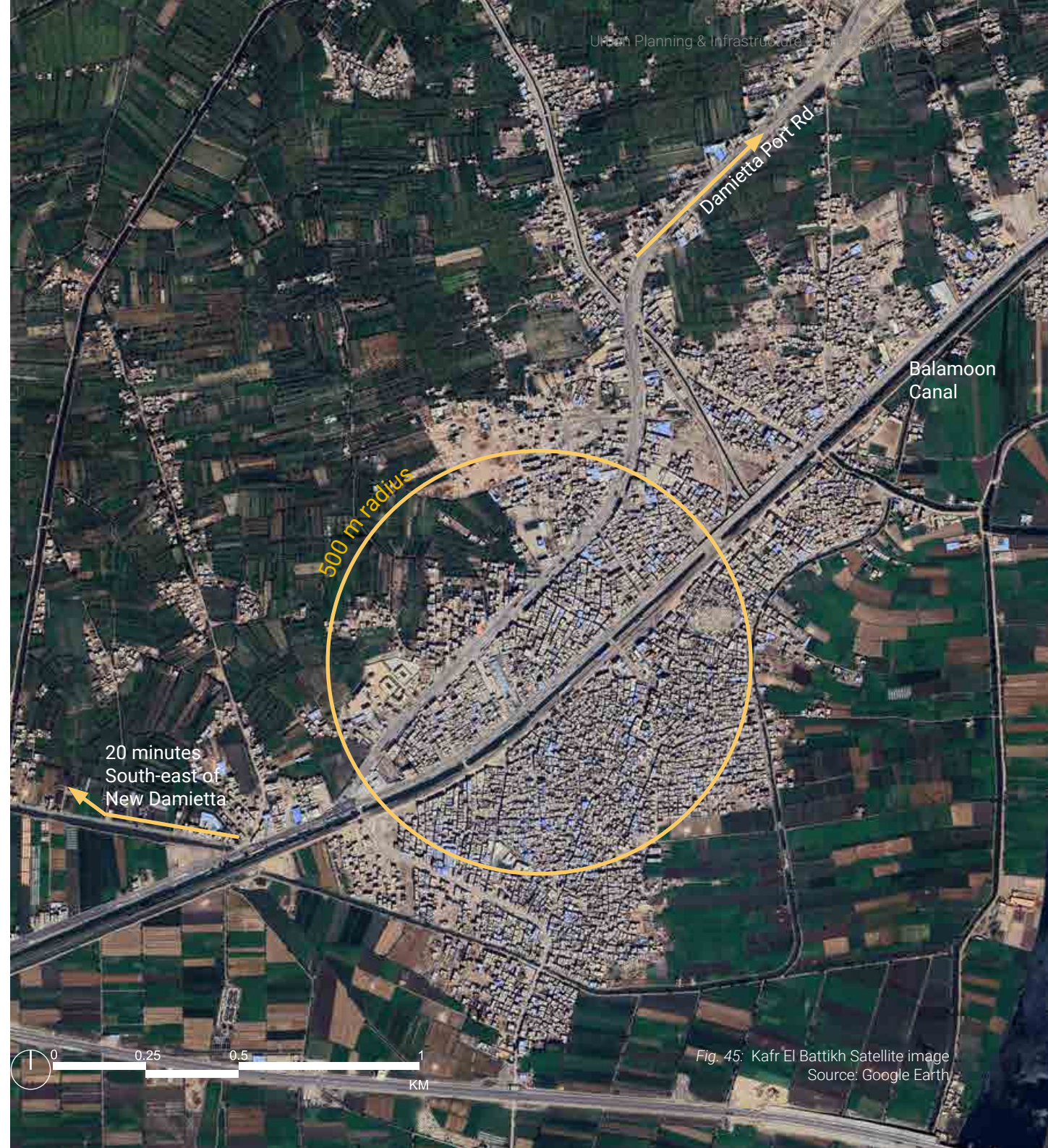


Fig. 45: Kafr El Battikh Satellite image  
Source: Google Earth

## Urban Growth

Today, Kafr El Battikh is thriving. The city has doubled in land size and tripled in population since 1966. Kafr El Battikh has undergone several stages of expansion and growth patterns can be divided into four stages as follows:

### Before 1960:

The first stage of city development was the old heart of the city which was formed in the midst of an agricultural area. This old part is characterized by being built on an urban area surrounded by a circular road. The urban fabric is compact, with narrow winding streets. The first phase of urban growth of the city until 1960 covered approximately 0.1759 km<sup>2</sup>, representing about 12.39% of the total current urban area of the city.

### From 1960-1980

This stage witnessed the city's growth in various directions, with the most notable expansion occurring around the Balamoon Canal. The urban growth area of the city from 1960 to 1980 reached 0.30 km<sup>2</sup>, representing 21.24% of the total urban area of the city.

### From 1980-1995

This stage witnessed significant urban growth, with urban expansion occurring organically in all directions around the city. The urban expansion area reached approximately 0.35 km<sup>2</sup>, representing about 25.27% of the total urban area of the city.

### From 1995 to present

This stage witnessed the growth of most of the informal, unplanned areas, and encroachment onto agricultural lands. The area covered by this expansion reached approximately 0.46km<sup>2</sup> from 1995 until now, representing about 41.1% of the total city area.

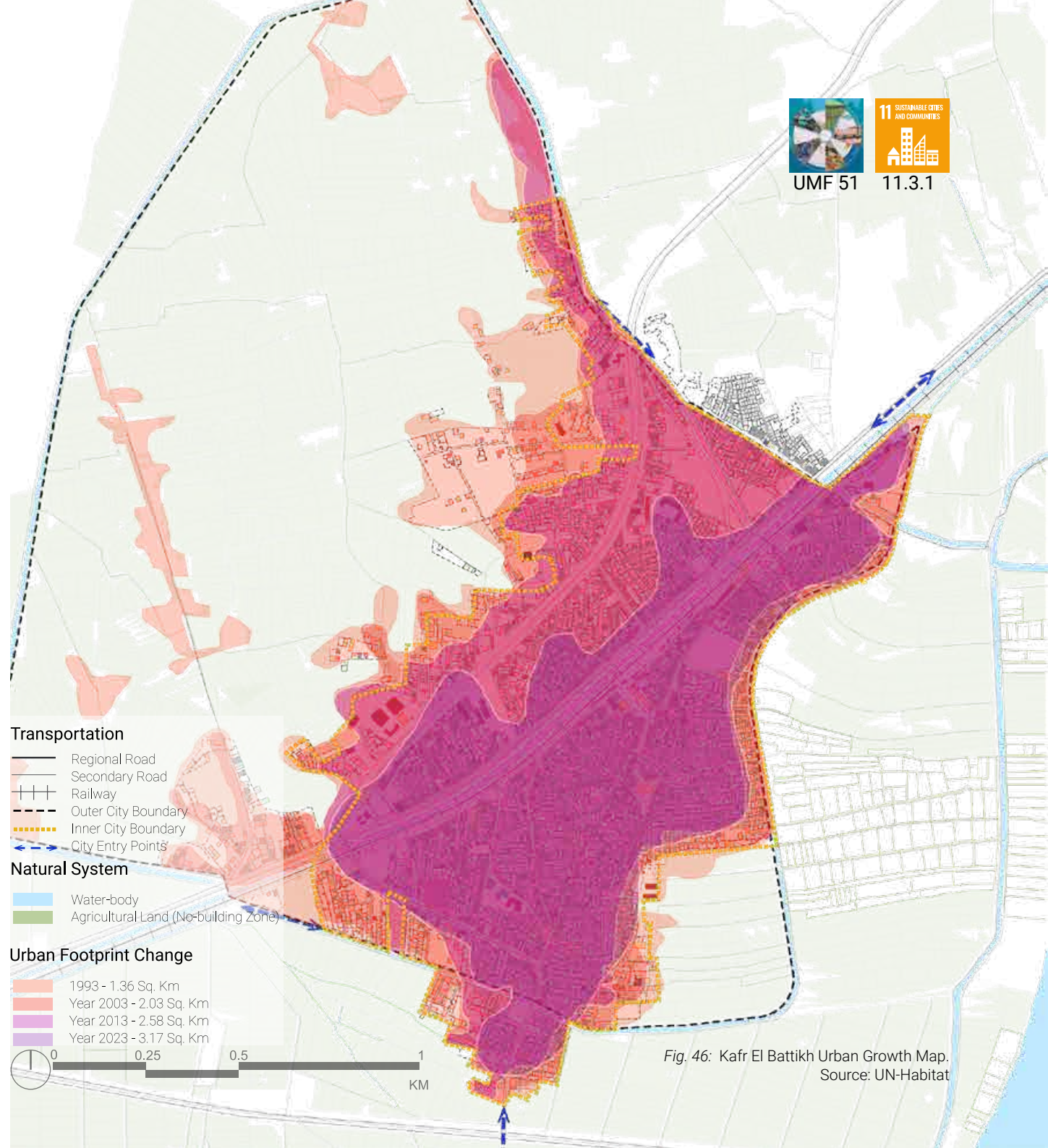


Fig. 46: Kafr El Battikh Urban Growth Map. Source: UN-Habitat



The spatial data presented in Map 48 adds a crucial geographic dimension in monitoring the progress towards SDG 11.3.1 and indicator UMF-51 of the Urban Monitoring Framework. Both focus on the balance between land consumption and population growth, to ensure that urbanisation contributes to sustainable development rather than leading to unsustainable sprawl.

The expansion pattern of the city reveals that its core and older sections were developed on the southern side of the canal until the 1970s, aligning with the highest contour lines. Importantly, these older areas also correspond to regions with higher population densities. Over the last two decades, there has been a continuous expansion into agricultural lands, which has necessitated significant investments in basic urban services like drainage, sewage, and roads. These efforts have predominantly been reactive, aimed at keeping up with development rather than shaping or guiding it.



Fig. 47: Stages of Kafr El Battikh Urban Growth Map.  
Source: Google Earth Data

## Building Heights

The building height maps reveal that in Kafr El Battikh, a mere five buildings reach a height of five floors. The majority of the city's structures, approximately 78%, have 2 to 3 floors. Single-story buildings account for 20% of the city's architecture, while a scant 3% of the buildings are 4 floors tall.

This breakdown provides insight into the urban landscape of Kafr El Battikh, highlighting a predominance of low to mid-rise buildings.

During walk through within the city neighbourhoods, it was observed that housing buildings displayed variations in character throughout the city, resulting in a mix of physical characteristics and architectural styles. Additionally, it is common for extended families to settle together in a single building, occupying different apartments.

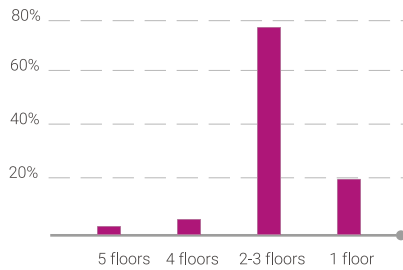


Fig. 49: Kafr El Battikh Population by age. Source: Kafr El Battikh GIS data, Damietta Governorate

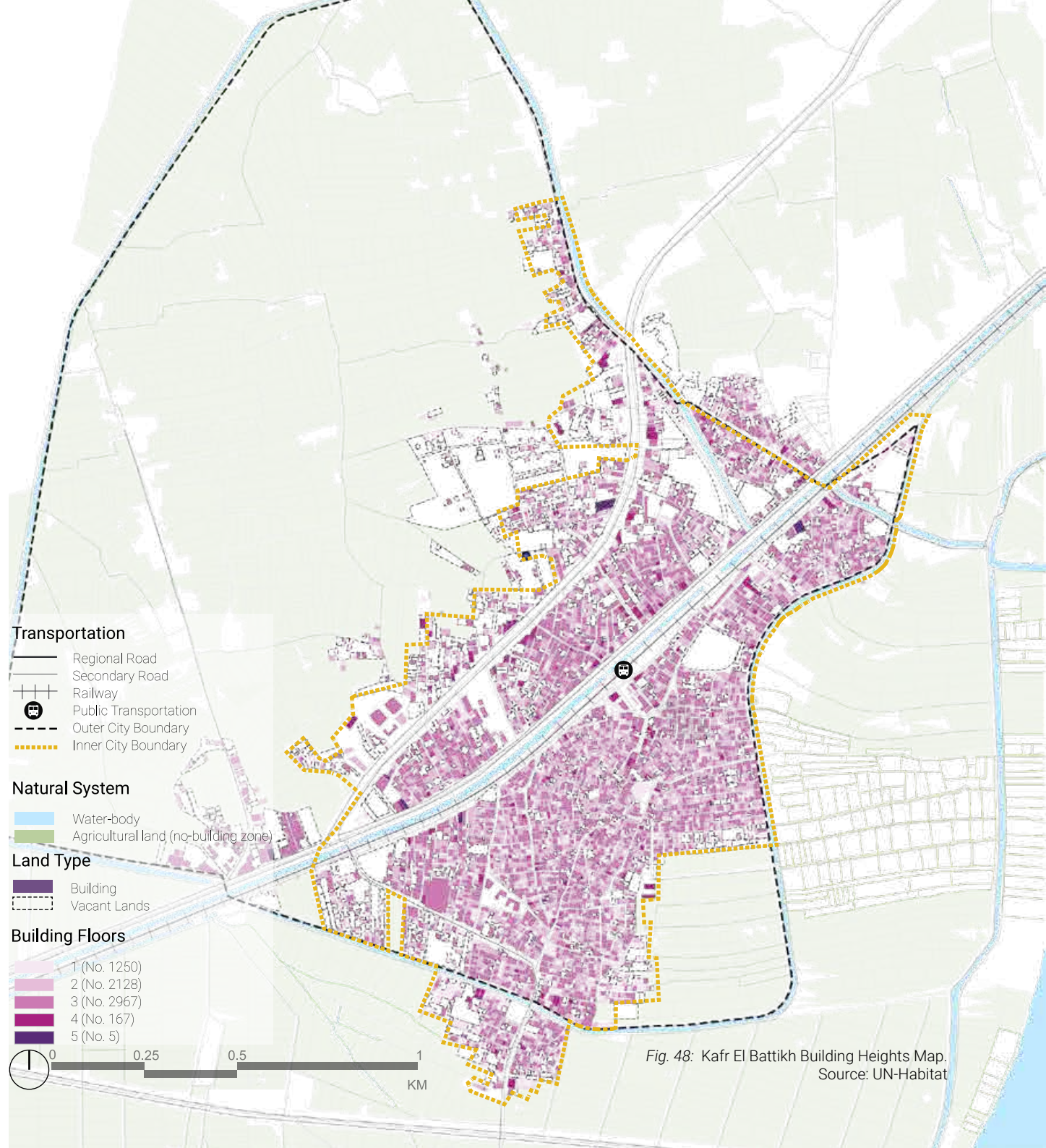


Fig. 48: Kafr El Battikh Building Heights Map. Source: UN-Habitat

## Population Density & Distribution

According to CAPMAS, the population in Kafr El Battikh city reached **47,347 inhabitants in 2024**, accounting for 3.2% of the governorate's total population.

According to the UN Habitat standards, a high-density cluster/urban centre is a density of at least 1500 inhabitants per km<sup>2</sup> and a minimum population of 50,000. The urban population density in Kafr El Battikh (The total population/the total urban or built-up area) is about (1007 people/km<sup>2</sup>). In comparison, the net population density (the total population/the total residential area) is about (4005.58 people/km<sup>2</sup>) which is considered higher than the average high-density urban centers. According to (fig.50), population distribution, estimated by the number of buildings, shows that population density increases toward the center and eastern parts of the city. These older neighbourhoods tend to be more affordable and are home to more vulnerable groups. The areas with higher population density typically correspond to low-income areas.

Population 47,347  
City Area 1.69 Sq.KM

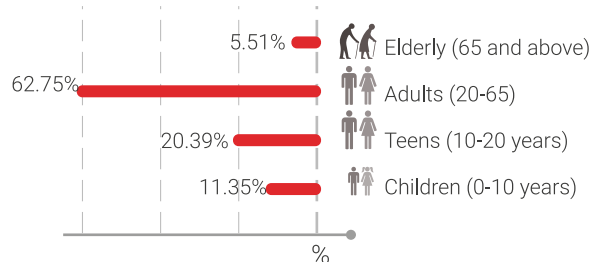


Fig. 51: Kafr El Battikh Population by age 2024. Source: CAPMAS

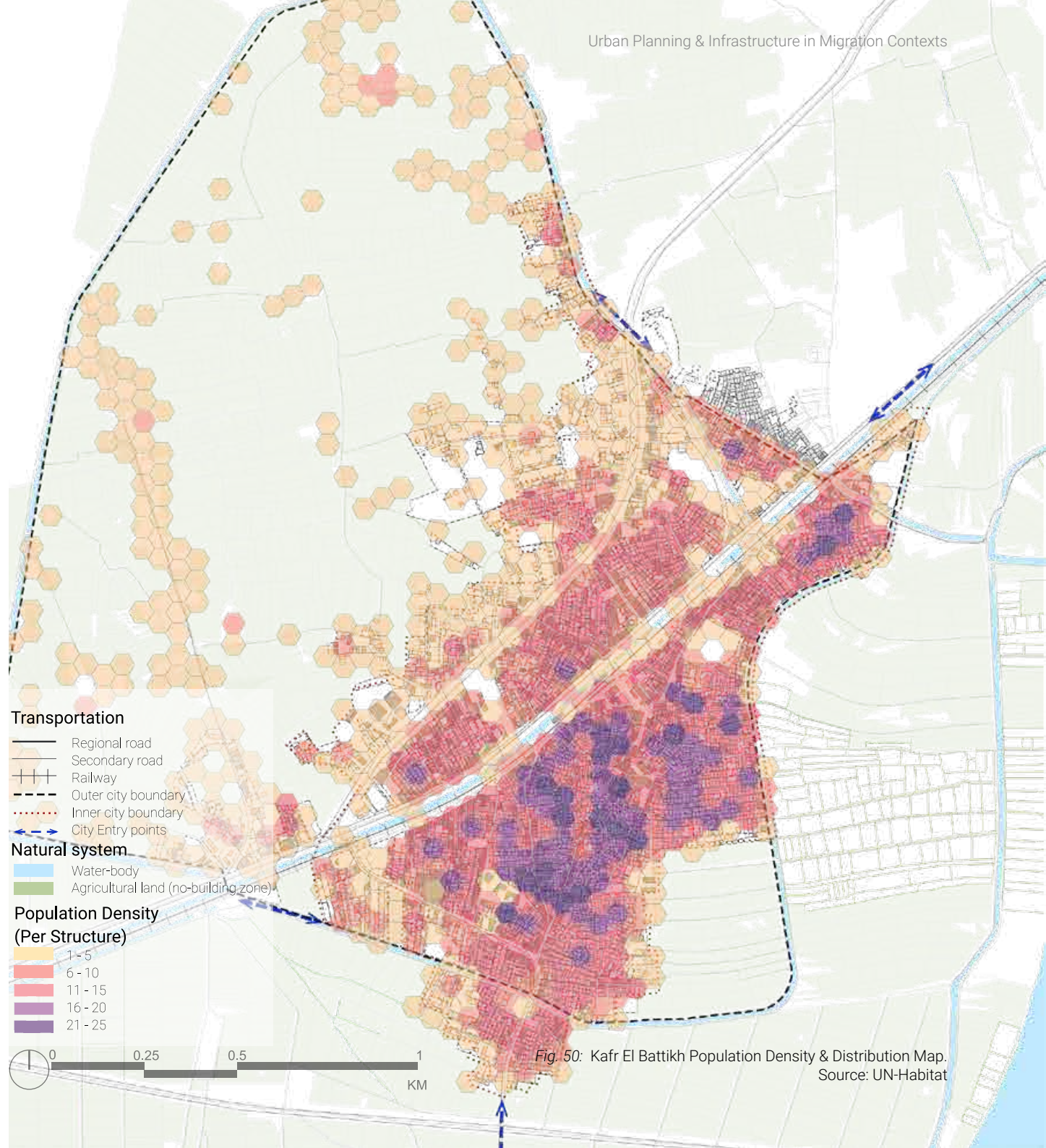


Fig. 50: Kafr El Battikh Population Density & Distribution Map. Source: UN-Habitat

## Land Use

In Kafr El Battikh, residential land use dominates the land distribution, accounting for the highest percentage at 45.63%. Meanwhile, green and open spaces constitute approximately 0.87% of the planned areas. Residential-commercial land use aligns along main and secondary roads, with a concentration of commercial and mixed-use areas observed in the central part of the city. The urban expansion trend is notable towards the east and north. The city serves as a vibrant center for craftsmanship, boasting a diverse array of crafts such as textiles and carpentry.

Surrounding the city, the majority of land is agricultural, with growth expansion occurring in these areas. However, various challenges confront land use in Kafr El Battikh. These include presence of industrial activities alongside residential areas in the southern part of the city, the placement of the cemetery within residential blocks, and the presence of a factory adjacent to a school in the western area, posing a potential threat of noise pollution. Additionally, scattered industrial lands are present across all parts of the city, contributing to a fragmented city core and limited open space. Residents often seek reconciliation permits following violations of construction on agricultural lands.

The spatial data presented in Map 54 adds a crucial geographic dimension to the monitoring and reporting of indicator UMF-51. By visualizing data, it provides insights into spatial variations and inequalities, informing evidence-based decision-making and enabling stakeholders and residents to target their efforts where they are most needed to achieve sustainable development.

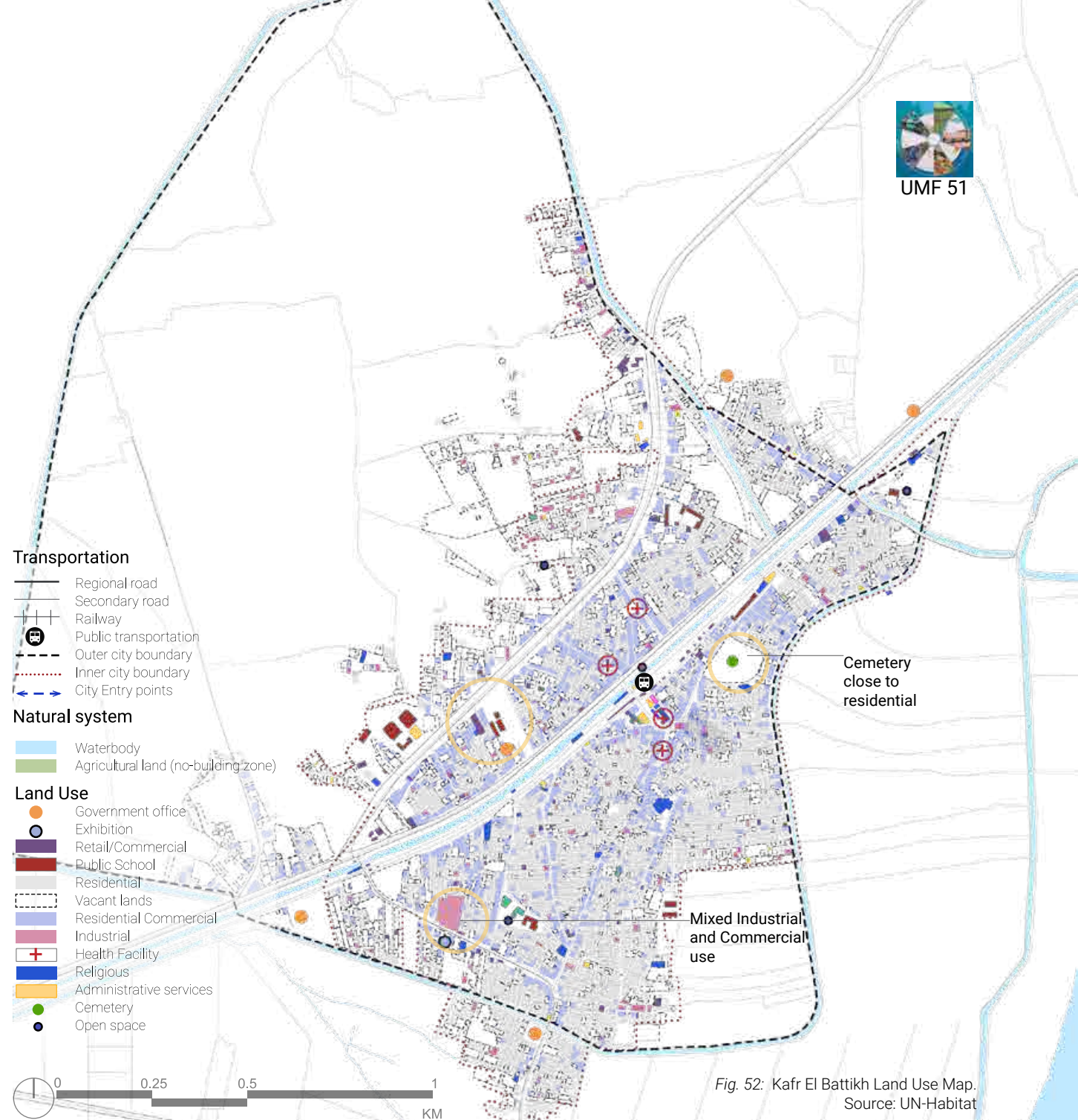


Fig. 52: Kafr El Battikh Land Use Map. Source: UN-Habitat

## Natural Hazards

### Floods Prone Areas

According to focus groups discussions carried out by UN-Habitat with Kafr El Battikh residents, floods were identified as the main climate hazards facing the city. The city's varying topographical elevations and ground levels (1m to 7m above sea level), along with the presence of irrigation canals around the city boundaries, leave certain areas vulnerable to flooding risks. Inadequate management of mud and excess water results in significant damage to the road networks and disrupts the flow of pedestrian movement. According to a recent study<sup>67</sup>, impacts of Sea Level Rise will lead to an increase in groundwater heads ranging from 0 to 0.5 m above the current level. The change expected in groundwater will lead to salt-water intrusion by 1 km landward. The northern side of the city, which hosts numerous schools and commercial activities, is particularly affected by these flood risks. Flooding in these area snot only impacts daily mobility and educational activities but also cause economic losses. Kafr El Battikh is experiencing increasingly severe droughts due to changing climate patterns. Historically, Kafr El Battikh received an average annual rainfall of approximately 200-250 millimetres. However, recent data indicate a decline in annual precipitation, with current averages ranging between 150-180 millimetres. This reduction in rainfall contributes to prolonged dry periods, reducing water availability for agricultural and domestic use. The spatial data presented in Map 55 adds a crucial geographic dimension and provides insights into geographic variations for the monitoring of challenges and progress in achieving SDG 11.5.1 and SDG 13.1 and UMF-20 targets and indicators, focusing on resilience and adaptive capacity to climate-related hazards and natural disasters.



Fig. 53: Kafr El Battikh Flood Risk Map. Source: UN-Habitat

## Transport & Mobility

The analysis of the road network measured in the city revealed there are roads that don't exceed 6 m in width, which makes car mobility very limited, those are internal roads and located between residential neighbourhoods, and they represent the dominant feature of the city's road network. Most of these roads are not paved with asphalt and are in poor condition. Namely, *Ahmed Orabi Street*, *Al-Wahda Street*, *Abu Salim Street*, and *Al-Thalateen Street* as shown on the map.

A closer look at the flow of traffic revealed there is heavy traffic on the main roads that run through the city center due to high degree of economic activities, unregulated parking, and large service trucks passing through these streets. Additionally, there are congestions around pedestrian bridges in the city and some inner streets blockages due to narrow street nature. The majority of the economic activities are centrally located along Al Balamoon canal which attracts variety of activities such as commercial, administrative, public services, and others, which generate high flow of movement, specifically along major roads in the city center. However, the accessibility in the southern and northern parts are limited. As a result, it can be observed that nearly half of the area is within 5 and 15 minutes walking distances, and the other 50% of the area is within 30 minutes walking distances or more.

The spatial data presented in Map 56 adds a crucial geographic dimension and provides insights into spatial variations related to SDG 11.2 and Indicator UMF-10 which focus on sustainable transport systems for all. This also facilitates stakeholders, policymakers, and residents in developing targeted solutions tailored to the distinct characteristics and needs of various areas within the city.

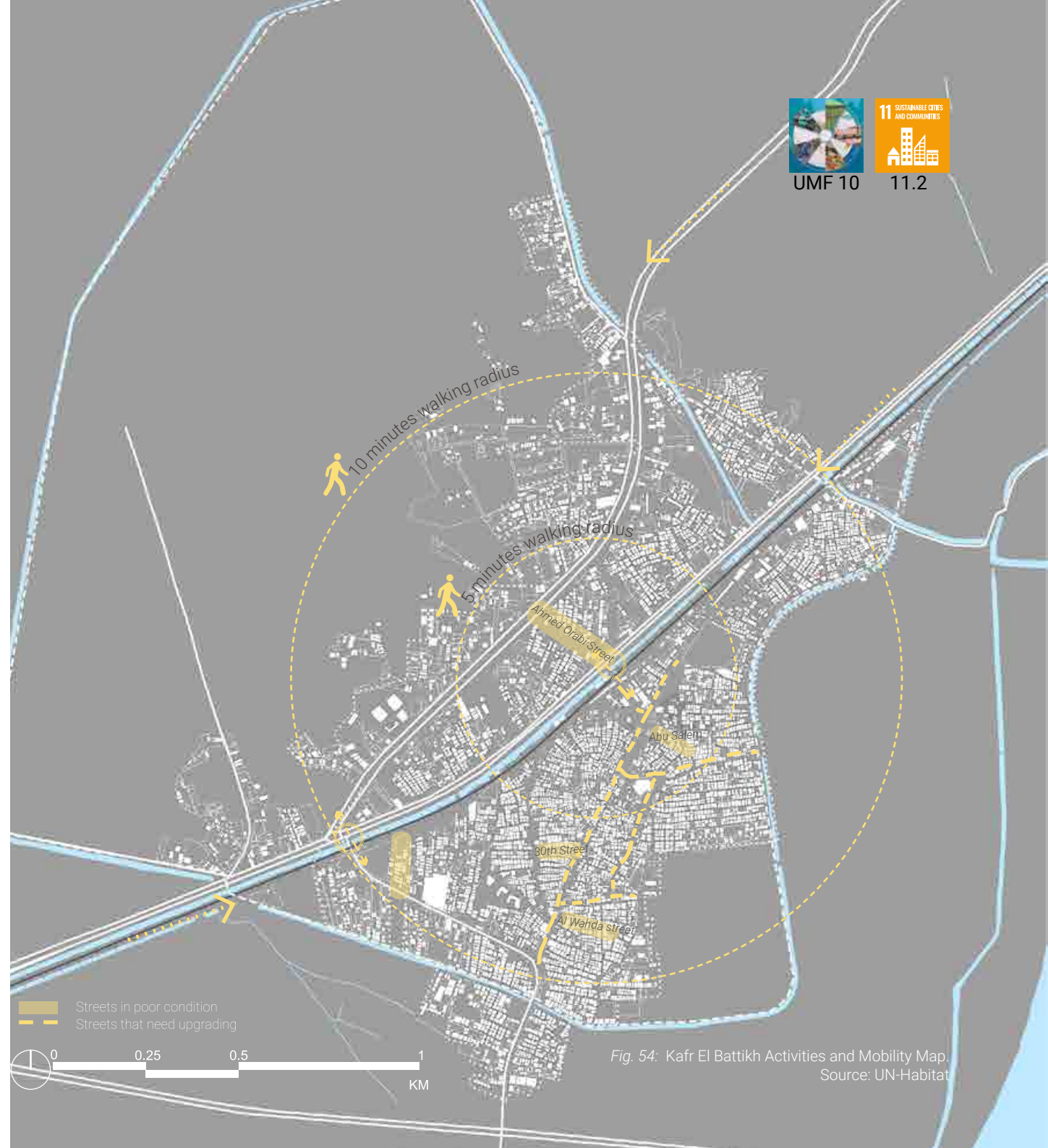


Fig. 54: Kafr El Battikh Activities and Mobility Map. Source: UN-Habitat



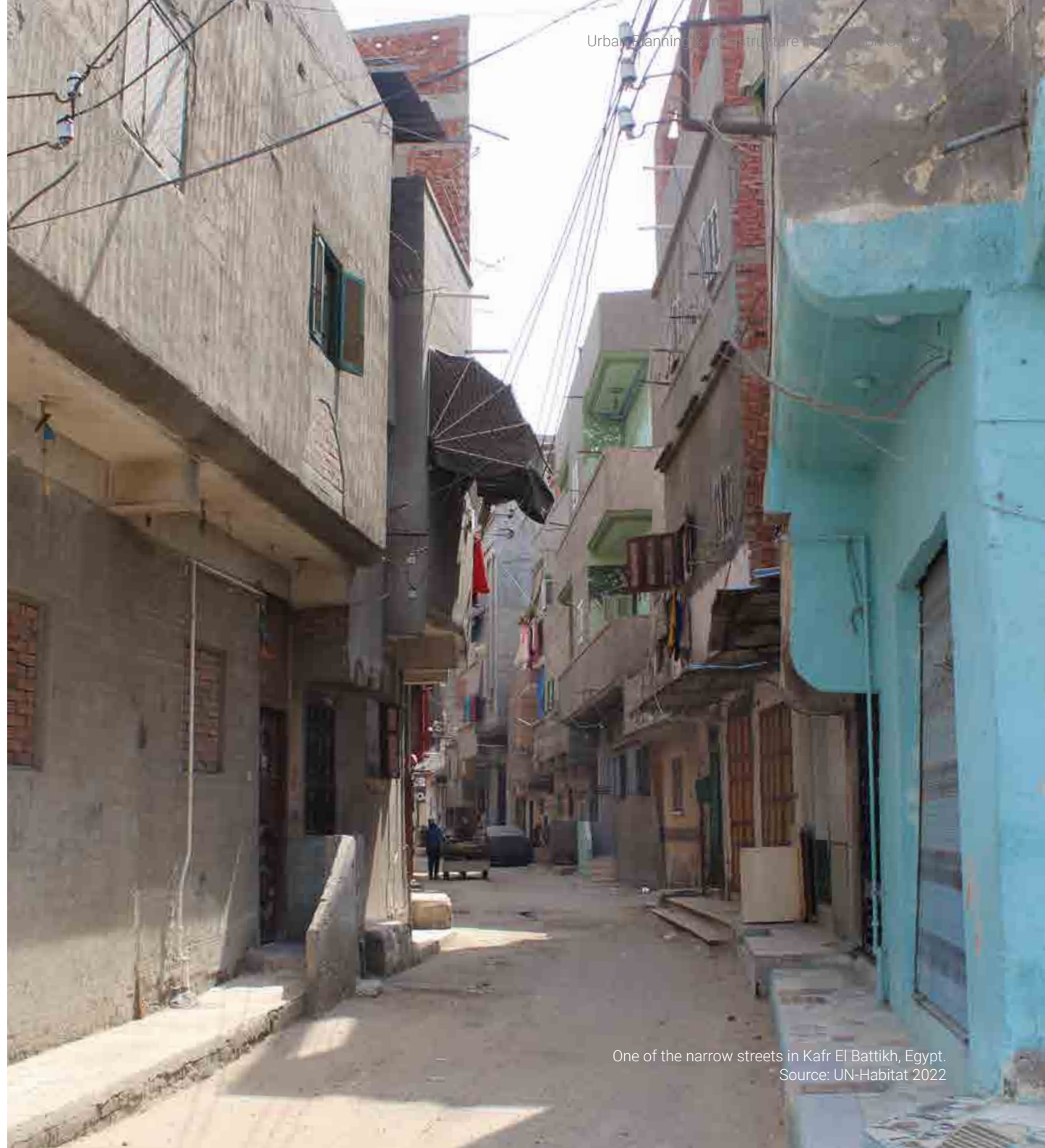
## Pedestrian Mobility

Pedestrian pathways are mainly found on either side of the Balamoon Canal, Hospital road as well as some schools. However, these are in need of maintenance and upgrading. Most roads are curvy pathways. The Analysis is highlighting the roads that are most likely to become highest concentration of pedestrian movement. This can help identify which streets have the heaviest economic activities, and therefore indicate the roads that require urban interventions for pedestrians, such as better paving, vegetation, rest areas, shading, or transit stops.

In conclusion, there is a good existing road network in the city of Kafr El Battikh. However, many roads require repairs and an establishment of a public transportation system.

The city does not have dedicated bicycle lanes, even though its inhabitants view cycling as a practical means of transport.

Kafr El Battikh lacks a comprehensive public transportation system. The sole train transit stop, located at the city center, primarily serves regional purposes and doesn't adequately facilitate local mobility due to the unavailability of service cars. Although unofficial minibuses or tuk-tuks operate in the area, they do not cover all parts of the city. Interviews with residents reveal that relying on these alternatives is expensive and increasingly unaffordable for many.



One of the narrow streets in Kafr El Battikh, Egypt.  
Source: UN-Habitat 2022

## Economic Activity

The economic activity in the city is characterized by a combination of agricultural and industrial activity, as the city is the distribution market for agricultural products to neighboring villages.

The industrial sector plays a critical role in the city's economy. The major industrial zone is located in New Damietta city, requiring efficient commuting options for residents who work in these areas.

According to CAPMAS, Unemployment rate in Damietta Government is 18.9% for the year of 2021.

### Challenges facing economic sector in Kafr El Battikh:

- The lack of development projects targeting the poor and breadwinner women
- Lack of training center to people with disabilities in various crafts
- Lack of suitable job opportunities for the disabled
- The local authority is not prioritising the development of the local economy
- Difficulty in providing land for the establishment of activities, whether agricultural, tourism, or any other activities
- Presence of unofficial street vendors and random fruit and vegetables markets along streets due to lack of markets and stores across the city.

By providing a spatial understanding of where economic activities are concentrated, (fig. 55) can aid in the planning of evidence-based strategies that align with the objectives of SDG 8 and SDG 9.

35%	Transformative Industries
19.4%	Agriculture & fishing
10.4%	Manufacturing
9%	Wholesale & retail
8%	Education
5.5%	Transportation
4.7%	Construction
3.7%	Public Administration
1.4%	Services
1.2%	Health
1%	Food services
0.4%	Electricity and water

### Transportation

	Regional road
	Secondary road
	Railway
	Public transportation
	Outer city boundary
	Inner city boundary
	City Entry points

### Natural system

	Waterbody
	Agricultural land (no-building zone)

### Urban hubs

	Retail
	Residential
	Vacant lands
	Residential Commercial
	Industrial
	Schools
	Religious
	Administrative services

### Economic Activity

	Shopping Area
	Entertainment joints
	Industrial
	Handcrafts
	Social services
	Commercial
	Exhibition & trade center
	Fruit, Vegetable & Grocery

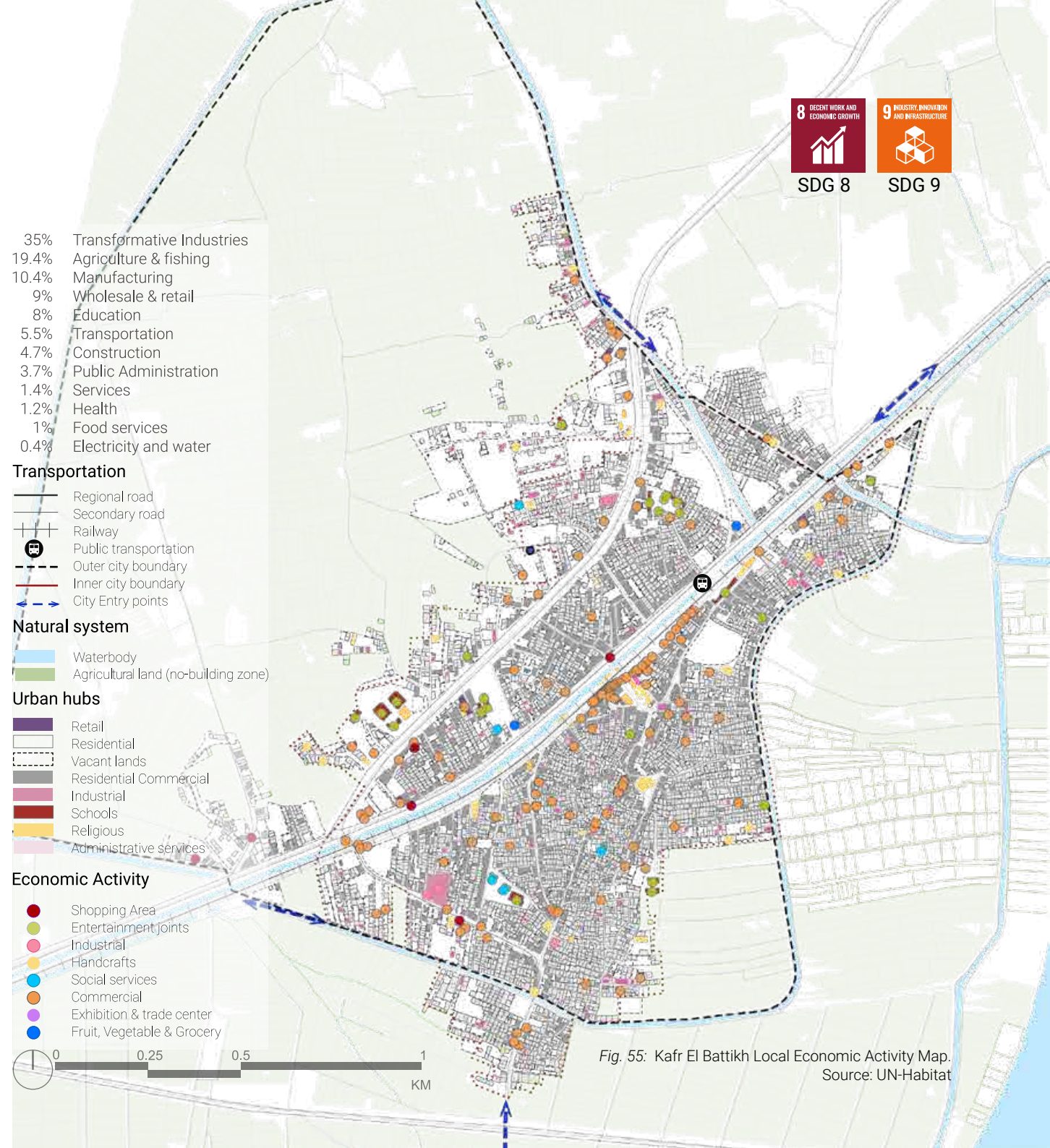


Fig. 55: Kafr El Battikh Local Economic Activity Map. Source: UN-Habitat

## Access to Basic Infrastructure Services



SDG 1.4.1 UMF 9

Access to basic services and public facilities, such as clean water, sanitation, healthcare, and education, is vital for improving quality of life and achieving the Sustainable Development Goals (SDGs) at the local level. Ensuring accessibility to these public services is a key component of SDG 1.4.1 and UMF-09. Therefore, the following pages present an in-depth analysis of accessibility to basic infrastructure services and public facilities in Kafr El Battikh. This analysis will also inform the final evaluation of the city's connectivity, resiliency, and inclusiveness in the conclusions.



A street showing commercial activity and transportation modes in Kafr El Battikh.  
Source: UN-Habitat 2022

## Access to Water

Kafr El Battikh's piped water system is operated by the state-owned company The Holding Company for Water and Wastewater, whose supply is regulated by the Egyptian Water and Wastewater Regulatory Agency (EWRA)<sup>68</sup>. Approximately 98% of the city households receive water services from the public potable water distribution system with the exception of buildings on the outskirts of the city's urban boundary highlighted in map as areas deprived from the water network. Kafr El Battikh faces continuous growth and encroachment on agricultural land, exacerbated by residents submitting reconciliation requests which lead to subsequent expansion of sewage and water networks.

The total extent of the city's water distribution network measures approximately 77,853 linear kilometers. Approximately 29% of the total length of the city's water network consists of asbestos pipes. According to interviews conducted with officials from the Water Company branch in Kafr El Battikh, asbestos pipes with diameters up to 300 mm are old, in poor condition, and require replacement and renovation.

1. The presence of some old asbestos pipes which may increase water loss
2. The narrowness and irregularity of some streets hinders the operation and maintenance of the drinking water network
3. Lack of working high tanks in the city, as the existing high tank is not working as long as it is old
4. Limited capacity of ground tanks in Kafr El Battikh water stations (1), (2)
5. The high investments needed by the sector with limited financial resources

By providing the geographic distribution highlighting spatial variations of access to water within the city, (fig. 56) can support in the planning of targeted solutions to progress towards the achievement of SDG 6

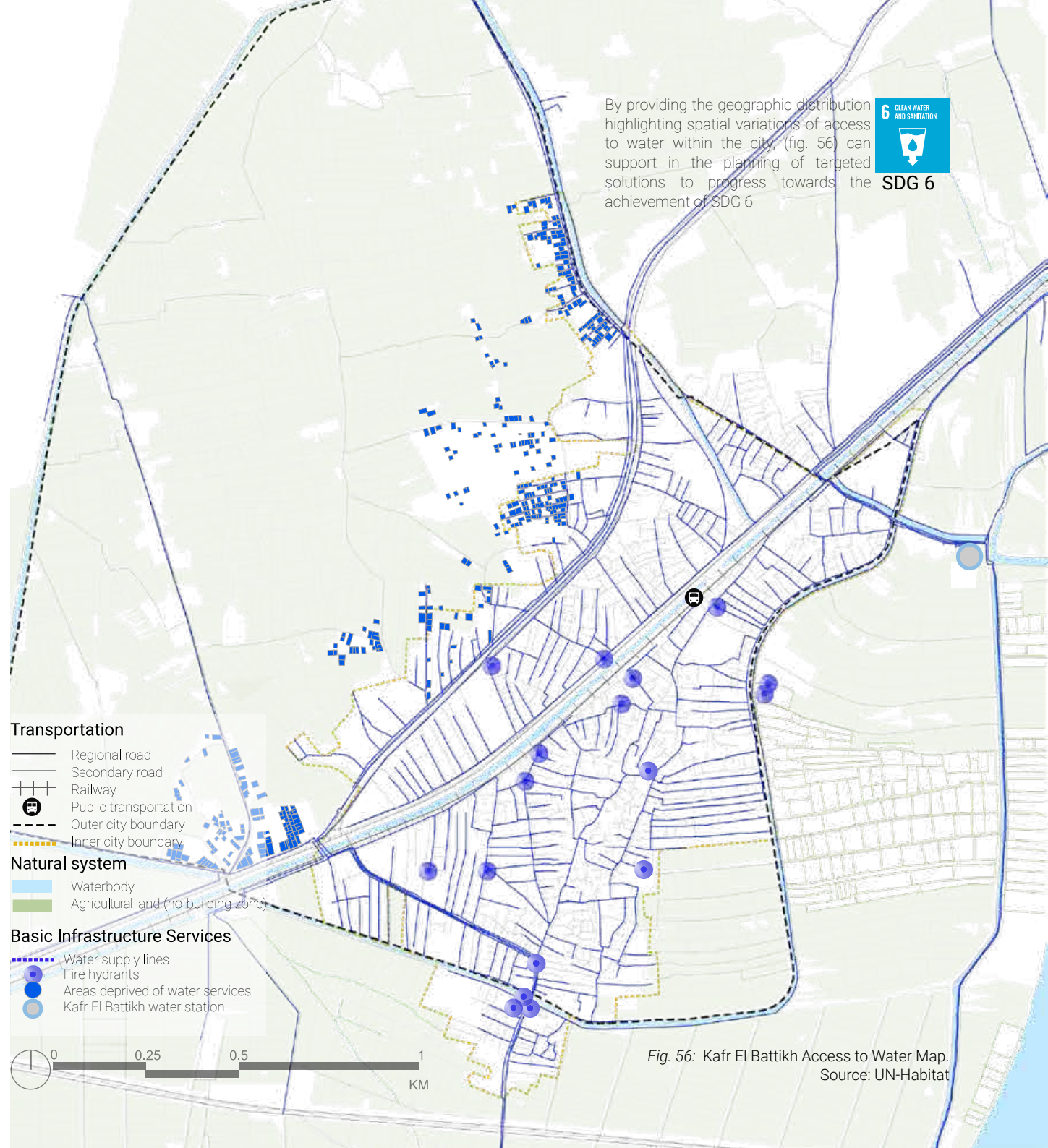


Fig. 56: Kafr El Battikh Access to Water Map. Source: UN-Habitat

### Access to Sanitation

The sewage network covers the majority of areas within the urban boundary (approximately 67% of the total city area). According to data from officials at the Sanitation Company, there are some underserved areas in terms of sanitation. These areas are located in the southern and northern periphery/outskirts of the city.

Challenges facing the sanitation sector in the city are summarized as follow:

1. Underserved Areas: Some areas lack proper sanitation services altogether, leaving them underserved in terms of sewage disposal and treatment.
2. Narrow Streets and Irregular Maintenance: The narrowness of certain streets and their irregular maintenance hinder the operations and maintenance of the sanitation network, making it challenging to keep the system running efficiently.
3. Limited Capacity of Pumping and Treatment Stations: The capacity of pumping stations and treatment facilities is limited, which can lead to inefficiencies in sewage handling and treatment processes.
4. Inadequate Pipe Network: Some areas rely on makeshift pipe networks with a small diameter (6 inches), increasing the risk of blockages in the network
5. In areas lacking sewage services, trenches and septic tanks are used, which cause numerous environmental problems.

By providing the geographic distribution of the access to sanitation services within the city, (fig. 57) can crucially support in the planning of targeted solutions informed by spatial variations and challenge to progress towards the achievement of SDG 6.2.1 and SDG 3.9

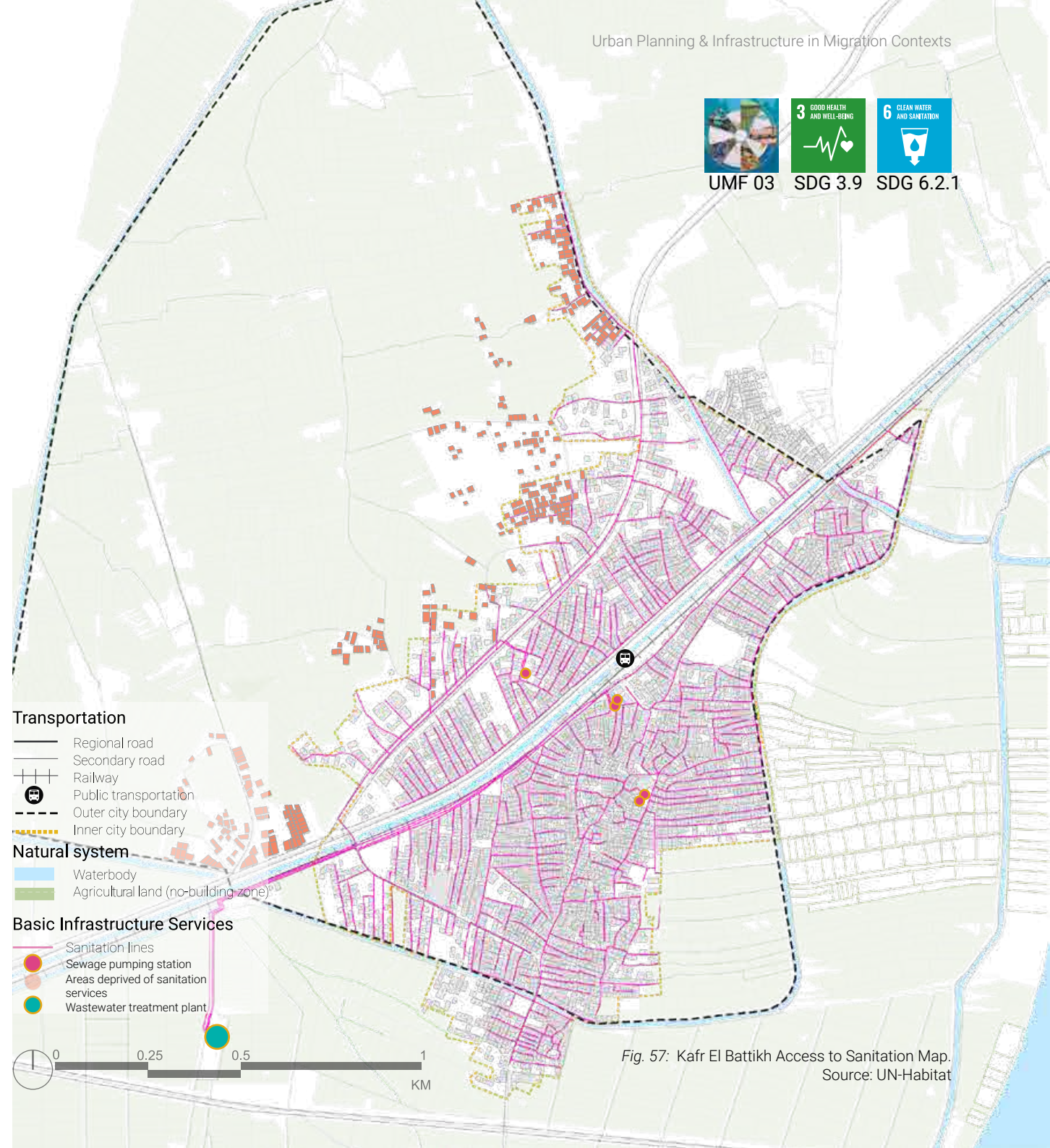


Fig. 57: Kafr El Battikh Access to Sanitation Map. Source: UN-Habitat

## Access to Solid Waste Management

The city council undertakes the work of collecting garbage from the bins scattered in the streets of the various areas of the city. There are scheduled waste collection services, however, these are not as frequent or efficient as it should be. The waste is then transported to a site near the factory, located approximately 34 kilometers away. All areas of the city are served with the collection, transportation, and disposal of solid waste. For a population of approximately 50,000 residents in Kafr El Battikh, the amount of waste generated is estimated to be 50 tons per day. Furthermore, the local administration has not developed a plan to broaden the reuse and recycling of solid municipal waste materials.

Some of the main challenges with waste management services:

- Waste collection vehicles (garbage trucks) are outdated.
- There is no solid waste management database to inform decision-makers about the current situation and needs.
- Lack of garbage collection points and the distant location of the garbage collection facility (34 kilometers away).
- The daily capacity of compactors is less than the generated waste, which is 50 tons per day, with the compactors' capacity being only 34 tons per day.

By providing the geographic distribution and spatial variations of the solid waste management system in the city, the analysis in (fig. 58) can crucially support in the planning of targeted solutions to push and monitor the progress towards the achievement of SDG 11.6, SDG 12.5 and the related UMF-41

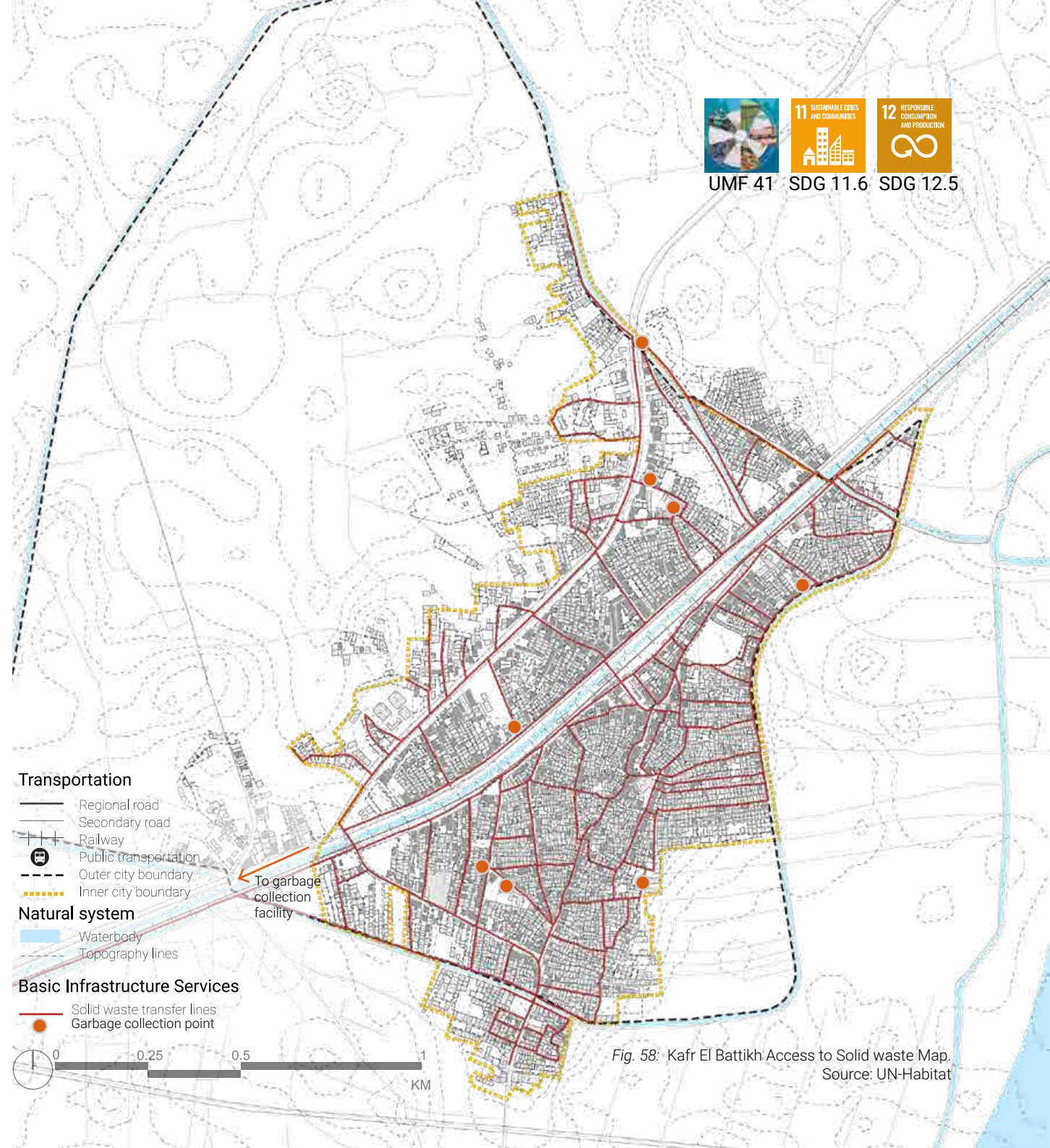


Fig. 58: Kafr El Battikh Access to Solid waste Map. Source: UN-Habitat

## Access To Public Facilities

### Commercial Facilities

The map shows the spatial distribution of the public facilities within Kafr El Battikh's administrative boundary including educational, healthcare, religious, commercial, and recreational facilities.

Within the regulated area of Kafr El Battikh, commercial land use constitutes 6%. The map clearly shows that commercial activities are primarily concentrated in the districts surrounding the city center and along major roads. There's a noticeable decline in commercial presence as one moves towards the outer edges of the city.

Through spatial analysis and research, the accessibility and quality of each identified public facility are further examined in the following pages.

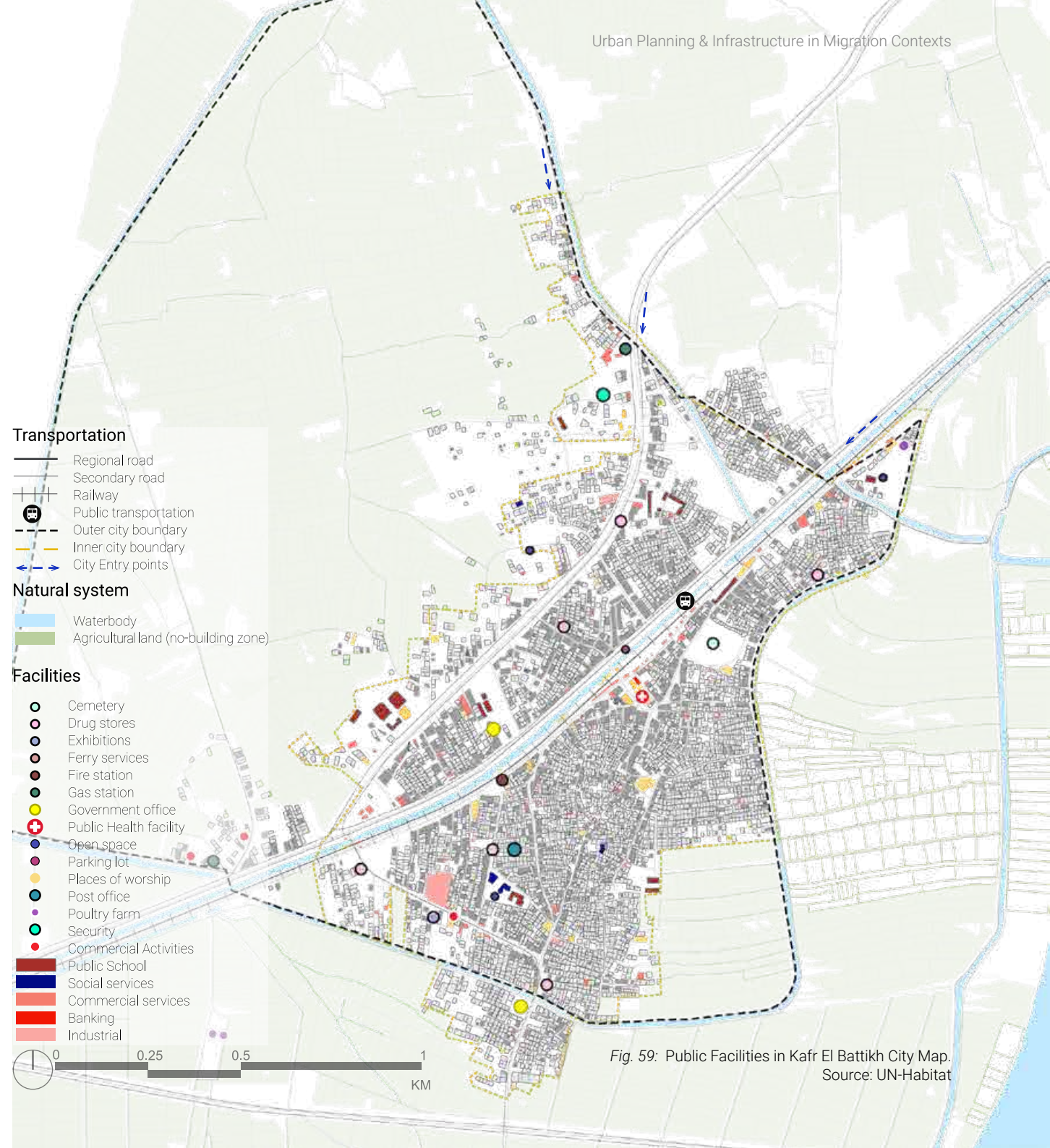


Fig. 59: Public Facilities in Kafr El Battikh City Map. Source: UN-Habitat

## Access To Public Facilities

### National Healthcare System in Egypt:

Ministry of Health and Population (MoHP): The primary governing body overseeing healthcare services in Egypt. It establishes policies, manages public health initiatives, and supervises healthcare facilities. The majority of healthcare financing comes from the state budget. Patients often pay out-of-pocket for services, especially in the private sector or for specialized treatments not fully covered by public insurance, while refugees in Egypt can access public healthcare facilities, their coverage under public health insurance is not comprehensive, and they often rely on additional support from UNHCR and other organizations to meet their healthcare needs.

### Health Care Facilities in Kafr El Battikh

*Kafr El Battikh Central Hospital*, located centrally near the main road, serves as the sole public health facility in the city. GIS analysis indicate that a quarter of the city's population can reach the hospital by a 5-minute walk, while approximately 35% are within a 15-minute walking distance. However, for 40% of the residents, getting to the hospital requires more than 15 minutes. In addition to serving the city, this hospital also provide health care services to the entire Kafr El Battikh (markaz) district. When assessed spatially, the location of the health facilities appears to serve the entire city. However, consultations show that the facilities are not well equipped to provide healthcare services at an optimal level. According to conversations with the local community, the primary hospital in Kafr El Battikh meets the majority of the city's basic hospitalization and emergency needs. However, it lacks a variety of specialties and requires the rehabilitation of all current departments, as well as capacity building and training for its staff.

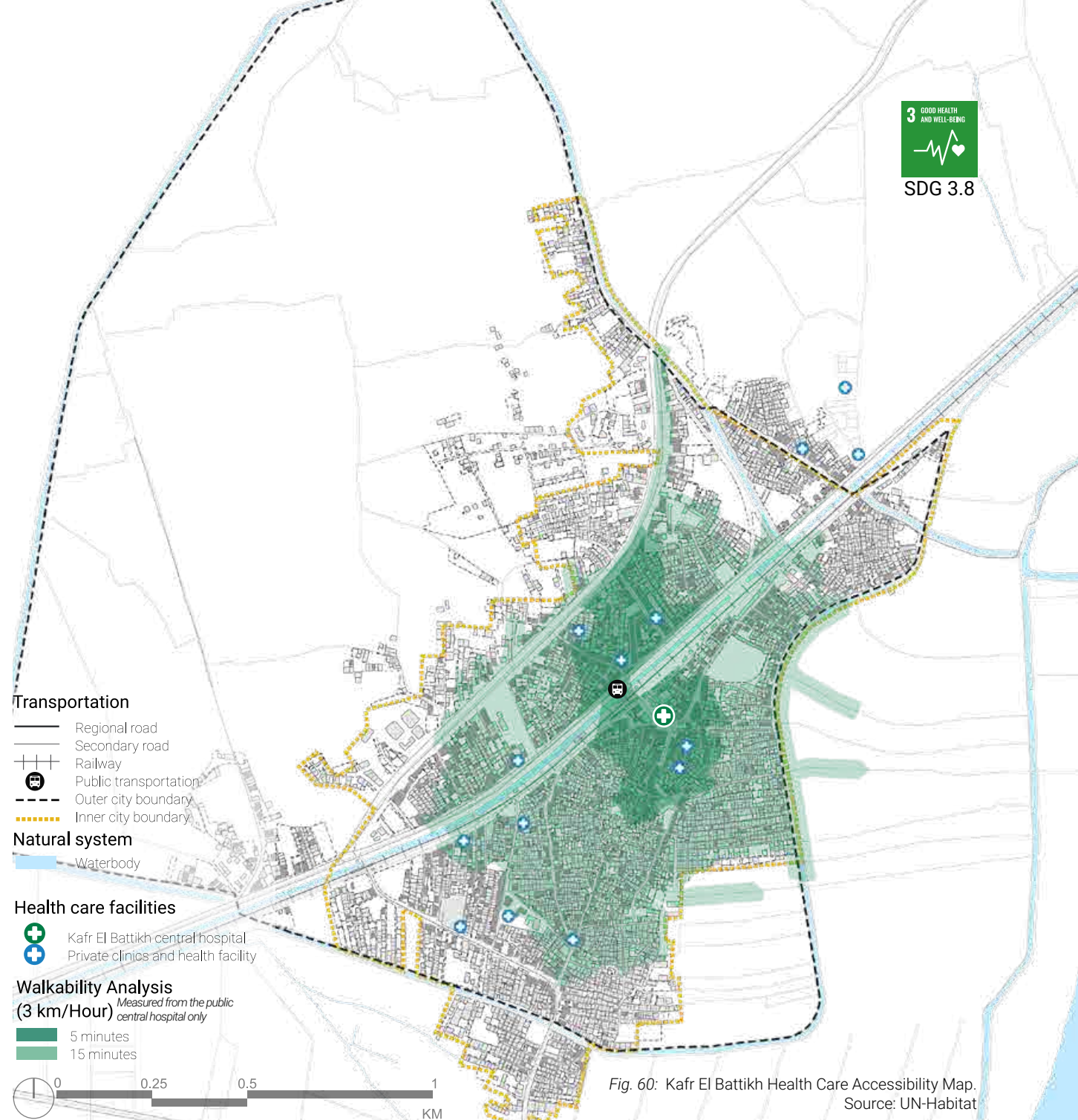


Fig. 60: Kafr El Battikh Health Care Accessibility Map. Source: UN-Habitat



**Total population served by the central hospital**

Kafr El Battikh City: 47,189

Kafr El Battikh District: 142,627 people



**26** hospital bed  
Current capacity



**1.5 : 1000** people



**190** needed hospital  
beds to meet the average  
healthcare standards



## Access To Public Facilities

Egypt's policy is providing free education to refugee children from Syria, Sudan, Yemen, and Libya. Managed by the Ministry of Education, There are 8 public schools in Kafr El Battikh city.

### Education Facilities

In Kafr El Battikh, about 14,550 inhabitants are in the school-age group representing about 30% of the total population. **According to the schools accessibility map**, the primary and preparatory schools have a good distribution covering Kafr El Battikh neighbourhoods.

### Proximity to Educational Centers

About 35% of the total population can reach primary and secondary schools within a five-minute walkway, about 50 % can reach in 15 minutes, and about 15% of the total population has access to these schools in 30 minutes.

### Educational Services Index in Kafr El Battikh

Illiteracy in Kafr El Battikh city is 16%, according to the latest CAPMAS statistics in 2017.

More comprehensive data is needed to assess the conditions of schools, focusing on several key aspects:

- The physical state of the buildings, including access to electricity and water, and the availability of wash rooms.
- The condition of school facilities, such as desks and teaching materials.
- The availability and qualifications of teachers.
- Student enrolment and attendance figures, broken down by age and gender.

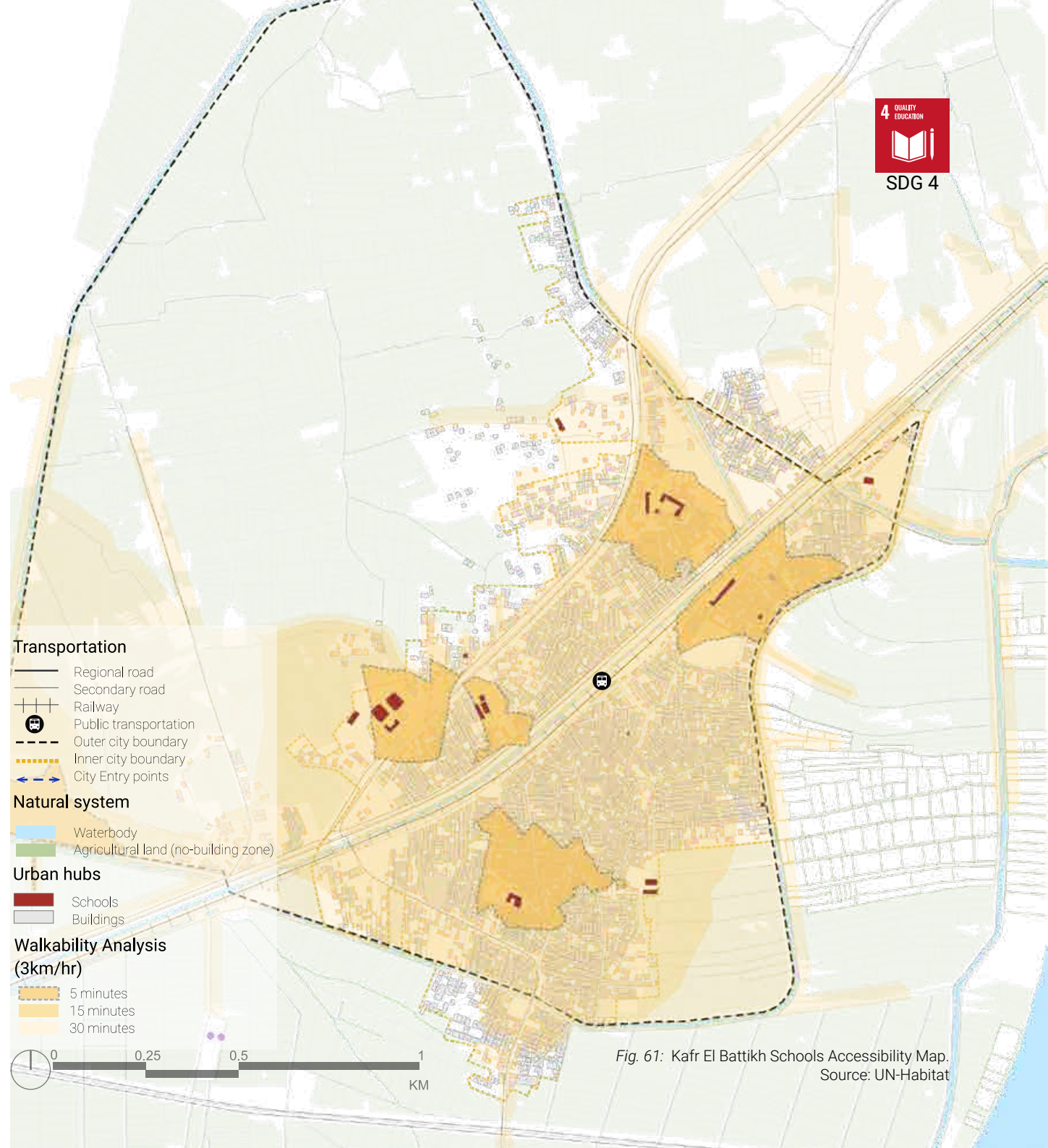


Fig. 61: Kafr El Battikh Schools Accessibility Map. Source: UN-Habitat

## Access to Social Facilities

### Public Space Facilities

#### **Walking time to the nearest public space**

Overall, after thoroughly analyzing the availability and the spatial distribution of the recreational facilities in Kafr El Battikh, it is notable that the city has two sports playground and Youth center of Kafr El Battikh. The total area of the recreational functions in the city is nearly 3.56 acres (14,400 m<sup>2</sup>), while the current population is almost 50,000 residents; accordingly, the per capita share of the recreational areas is around 0.3m<sup>2</sup> per capita. This share is considered low compared to the minimum share of green space to be 9 m<sup>2</sup> per capita recommended by the World Health Organization (WHO).

Only a small proportion (5.6%) of the city's population resides within a 5-minute walking distance from these amenities. This suggests limited immediate access for a considerable portion of residents. While 40% of residents can reach recreational facilities within 15 minutes on foot, indicating and a notable majority, over 60% of residents, still requires more than 30-minute walk.

Today, the city lacks green spaces and public parks, even in its less dense zones. The only available open spaces are two sports fields for men only, that require paid access and a community center, which offers a limited range of activities and events. Moreover, the existing sports facilities are in need of maintenance and upgrades to adequately serve the growing population. Additionally, the city's road and street networks lack a safety vegetation buffer for pedestrians, further highlighting the need for improved urban planning and infrastructure development to enhance the quality of life for residents.

By addressing spatial disparities in the accessibility of recreational facilities, open and green public spaces, shown in (fig. 62), policymakers and urban planners can create a more vibrant and inclusive community in Kafr El Battikh. Crucially supporting the local government in reporting against UMF-44 and push the progress towards SDG 11.7.

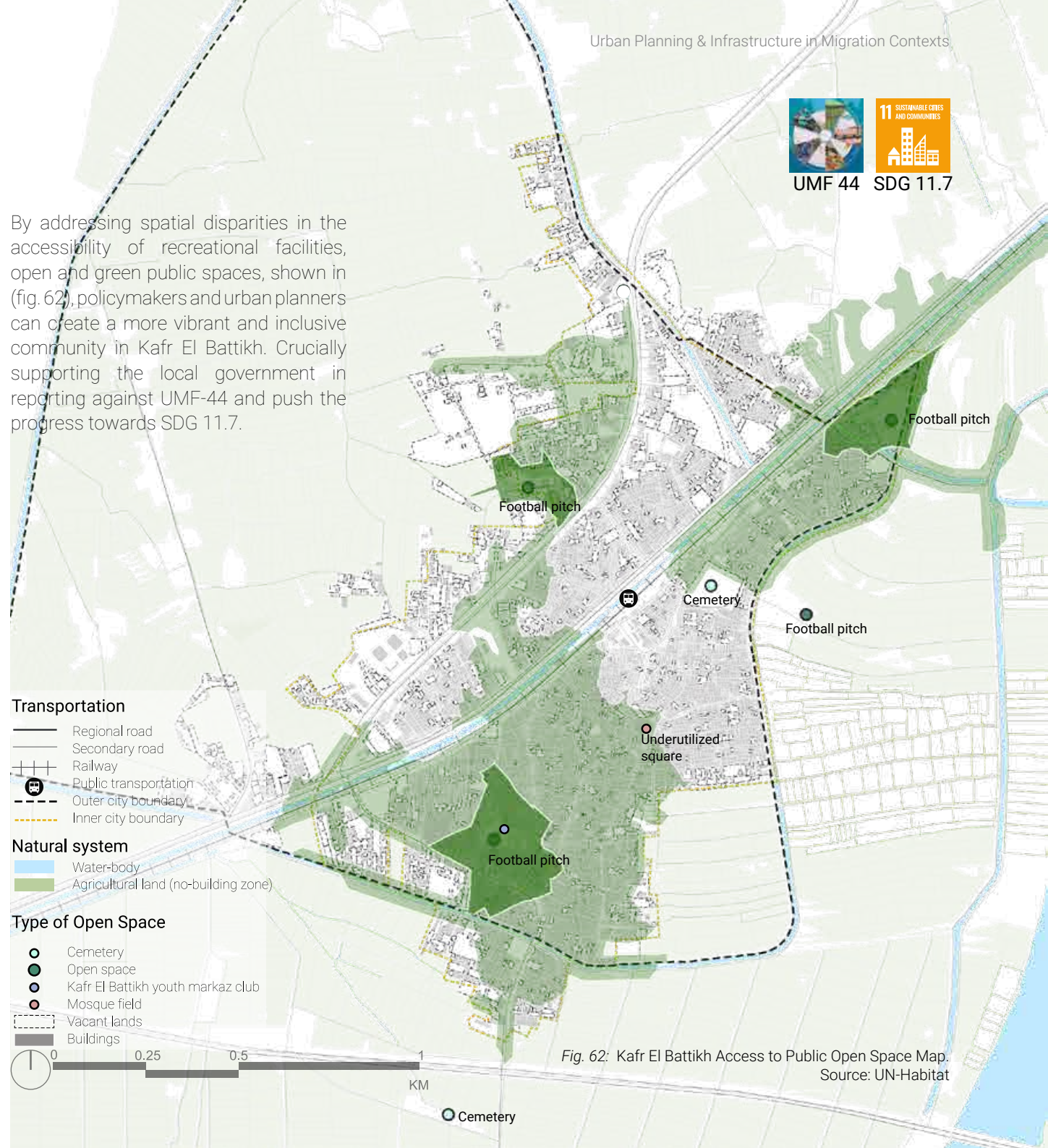


Fig. 62: Kafr El Battikh Access to Public Open Space Map. Source: UN-Habitat

## Ongoing Development Projects in the Governorate

There are several significant development projects underway in Damietta Governorate. Key projects include:

- **The expansion of the Damietta Port:** this project involves the development of a second container terminal in the port, with a total financing package of \$455 million. The project is funded by EBRD, IFC, AIIB, the German development finance institution DEG, and Proparco.
- **Damietta Furniture City:** This major project aims to transform Damietta into a hub for furniture manufacturing and related industries. It provides opportunities for small and medium enterprises and is expected to create about 100,000 job opportunities.
- **Multi-Purpose Station in Damietta Port:** A new multi-purpose plant at the port, designed to enhance the region's import and export capabilities.
- **Housing Units** in Kafr Saad and Dakahla: Development of residential buildings to cater to the growing population.
- **Power and Infrastructure Development:** This includes the expansion of the West Damietta power station and the development of a transformer station and power plant.
- **Sewage Plant in Ras El-Bar:** To improve sanitation and water management.
- **Civil Education Center in New Damietta:** A facility focused on providing educational resources and opportunities.
- **The "Rowad Domiat" competition** is a notable charity development project. Launched by Methanex Egypt in collaboration with the International Labor Organization, this initiative aims to support and

encourage innovation, entrepreneurship, and particularly female and young entrepreneurs in the region.

### Challenges facing the local administration of Kafr El Battikh

- The city primarily relies on government investments that are largely allocated towards enhancing roads, water sanitation systems, and electricity infrastructure. Lack of availability of financial institutions within the city that provide loans or credit to support local development projects.
- High interest rates and a lack of available collateral, combined with the small size of the local market and the weak purchasing power of the residents, are significant challenges. Additionally, there are restrictions that particularly affect the poor in accessing credit.
- Many furniture workshops operate informally due to the excessive bureaucracy required for licensing. This informal operation is compounded by the lack of a clear role for local administration in developing the local economy. Without streamlined processes for licensing and active local governmental support, these workshops struggle to formalize their operations and contribute effectively to the city's economic growth.
- The local authorities are unable to implement specific programs aimed at stimulating investment and creating job opportunities for disadvantaged groups.
- There is a lack of qualified staff in the city council capable of formulating, implementing, and monitoring economic development programs and policies.



Kafr El Battikh, Egypt.  
Source: UN-Habitat 2024



## Kafr El Battikh Strategic Plan

The Strategic Urban Plan prepared by the General Organization for Physical Planning GOPP for Kafr El Battikh addressed key development needs. However, it did not specify a precise timeline for implementation or a funding strategy for the outlined projects. Additionally, the SUP does not directly influence the investment strategies for the governorate or prioritise the city's needs. Typically, these plans are formulated centrally, with annual budget allocations distributed to various directorates and subsequently passed down to local administration in cities.

The total estimated investment for these projects is around 10 million, It's important to note that the exact costs for certain projects in the strategic plan are currently under assessment.

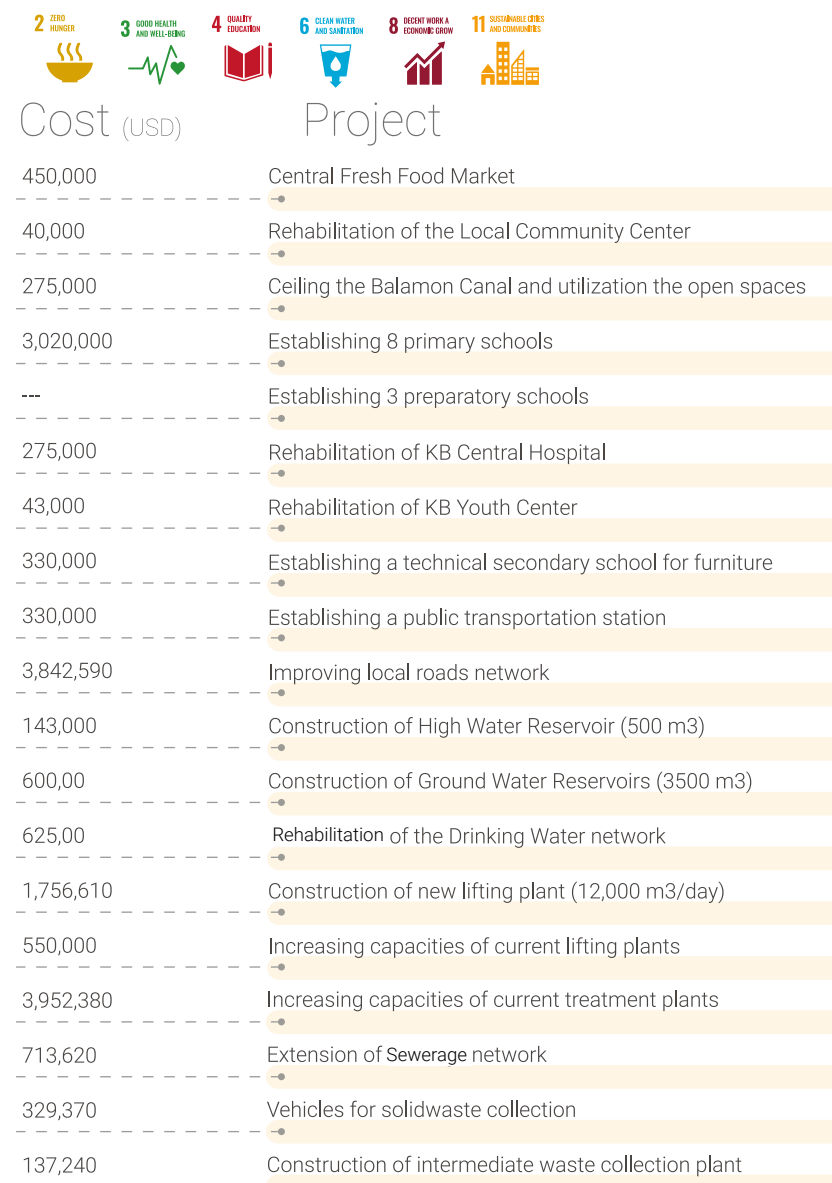


Fig. 63: Identified Public Investments for Kafr El-Battikh by the municipality  
Source: Compiled from the SUP of Kafr El-Battikh. 2021



# Kafr El Battikh City Performance: Piloting Rapid Comprehensive Analysis and Liveability Assessment

This section employs the UN-Habitat Urban Lab developed tool [MY Neighbourhood](#) as an extensive checklist of urban design principles applicable at the neighbourhood scale, which looks at five key city objectives, guaranteeing that each indicator employed has a direct connection with the Sustainable Development Goals (SDGs) and the Urban Monitoring Framework (UMF). These five city-wide objectives are compact, connected, vibrant, inclusive, and resilient.

This following analysis expands on the spatial indicators utilized in the "My Neighbourhood" tool and is informed by the profiling conducted in the previous chapters of this document. The primary goal is to identify priority areas for intervention. However, due to data limitations, the methodology employed here differs and does not consider all indicators. Consequently, only three out of the five objectives are analyzed.



An Image showing an entrance when approaching Kafr El Battikh, Egypt.  
Source: UN-Habitat 2022

# How Connected is the city of Kafr El Battikh

The urban environment of a connected city considers streets as vibrant, safe and attractive open public spaces accessible for all. Residents of a connected city leverage from permeable and efficient street network with walkable distances and a variety of route options, allowing a convenient journey between destinations and public transport services.

As a preliminary reference, it is recommended by the UN-Habitat guidelines and standards for sustainable urban development that at least 30% of land is allocated for roads and parking, and at least 15% of city area is allocated for open public space in high density mixed-use urban areas. Accordingly, to assess the connectedness of Kafr El Battikh city within this definition, key variables were cumulatively assessed using the Geographic Information System (GIS) program.

## 1. Physical condition of roads and side walks.

Assessment revealed low quality of pavement and 72% of sidewalks are uneven and inaccessible, either by lack of pavement which hinders accessibility for people with disabilities and the elderly.

## 2. Pedestrian proximity to public spaces

Initial assessment showed low coverage of public spaces in the center, south, and west areas, as well as inequitable distribution of green area per capita showing low connectivity to recreational facilities of the urban environment.

## 3. Roads congestion and traffic.

The central area of the city suffers from congestion. Street network within the city is characterized by

narrow streets up to 8 meters or less, Tuk tuk drivers are very active in the city, disturbing the movement of pedestrians.

## 4. Access to economic opportunities

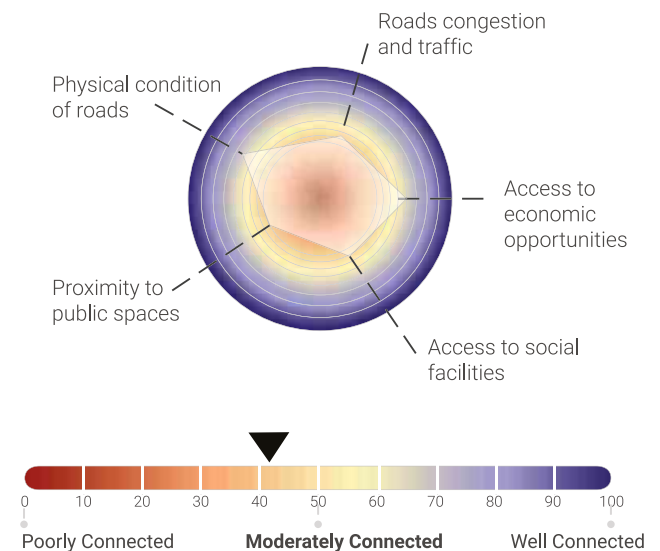
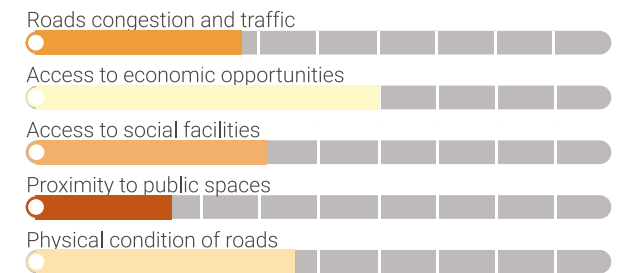
This variable was measured based on degree of accessibility to areas of economic interest, youth unemployment, and formal employment deficit. The analysis revealed a high percentage of the residents in the working force including women. Economic activities center around local agriculture, government jobs, local factories and education.

## 5. Access to social facilities

This variable includes access to education, culture, and diversity, public space, safety, security, and recreation. The assessment revealed that social facilities are limited and those that exist are outdated and not well-maintained, limiting opportunities for physical activity and leisure.



## Recommendations

Improving the existing road network requires ensuring its continuity and enhancing the efficiency of paving. It is necessary to limit the presence of random markets on the roads by establishing daily and weekly markets in designated, organized places that do not affect traffic flow. Also, improving the transport and traffic systems within and outside the city is crucial to reducing traffic congestion and increasing safety by providing security and safety measures for road users. Creating a new public transport network in the city is an important step towards achieving these goals.









**Transportation**

-  Regional road
-  Secondary road
-  Railway
-  Outer city boundary
-  Inner city boundary

**Natural system**

-  Water-body
-  Agricultural land (no-building zone)

**Connectivity Score**

-  Not Connected
-  Connected (Score=1-2)
-  Moderately Connected (Score=3-4)
-  Well Connected (Score= 5-8)

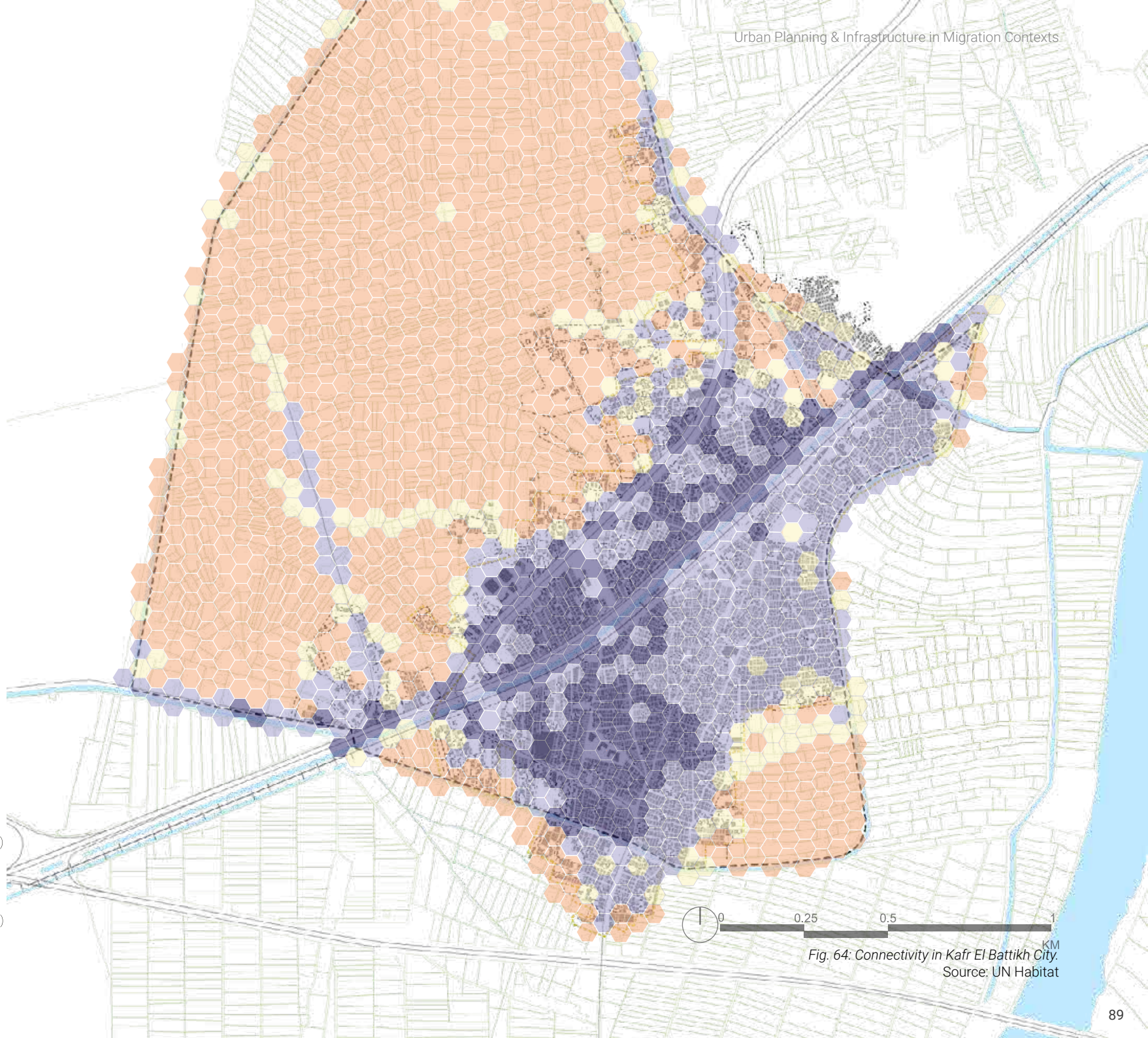


Fig. 64: Connectivity in Kafr El Battikh City.  
Source: UN Habitat

# How Inclusive is the city of Kafr El Battikh

Residents of an inclusive city have equitable right to the city, access to services, employment, open public space, public transportation, and other opportunities the city provides. The urban environment of an inclusive city supports physical, economic, cultural and social needs of all people of all abilities, of all backgrounds and income levels. Open public spaces of an inclusive city are welcoming to all visitors, housing is affordable and attracts a diverse range of residents.

Accordingly, to assess the inclusiveness of Kafr El Battikh city within this definition, key variables were cumulatively assessed using the GIS program.

## 1. Physical condition of housing & Affordability

Access to adequate and affordable housing with services is measured by assessing the physical condition of housing structures layered by overcrowding which significantly impacts vulnerable communities in Kafr El Battikh. Almost 5% of the city's housing unit are in poor condition, the rest are well maintained residential blocks in good condition.

## 2. Mixed land use and variety of functions

There is an undiversified land uses and inefficient road and street networks resulting in an urban landscape where services and facilities are not evenly distributed. Essential services are concentrated in the city center, neglecting the southern and northern outskirts, which remain underserved and prone to increased vulnerabilities.

## 3. Effective and affordable public transportation

Kafr El Battikh lacks a reliable public transportation system. Residents often rely on private minibuses and tuk-tuks for transportation, but these options are frequently costly and lack reliability. This situation further complicates the daily commute and access to essential services, impacting the overall mobility and quality of life for the local population.

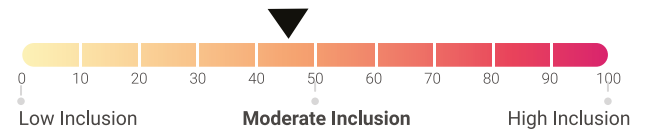
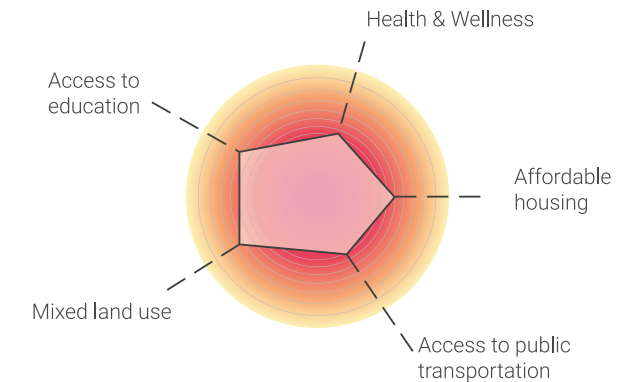
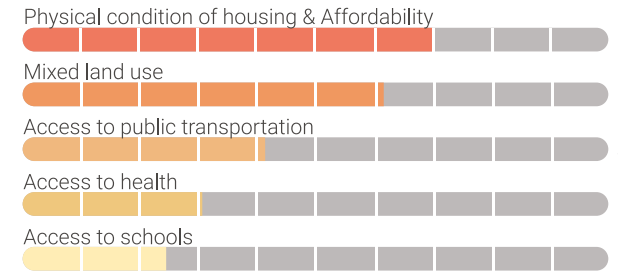
## 4. Health & wellness

The assessment of healthcare facilities showed the availability and distribution of healthcare services, including hospitals, clinics are well-distributed across the city, ensuring accessibility for all residents. The capacity of these facilities aligns well with the needs of the population. However, most residents of the city travel to New Damietta City for specialized medical treatments, this indicates a reliance on neighboring urban centers for accessing more complex healthcare services.

## 5. Access to education by all groups of society

This measure is taking into consideration gender inequality, PwD needs, and illiteracy percentages within the community of Kafr El Battikh

In the city of Kafr El Battikh, the marker shows a city at the threshold of sufficient inclusion potential. The main challenges in terms of inclusion are evident in the dimensions of public space, employment and economic opportunities, and adequate housing.



**Transportation**

-  Regional road
-  Secondary road
-  Railway
-  Outer city boundary
-  Inner city boundary

**Natural system**

-  Waterbody
-  Agricultural land (no-building zone)

**Inclusivity Score**

-  Low Inclusion
-  Moderate Inclusion
-  High Inclusion

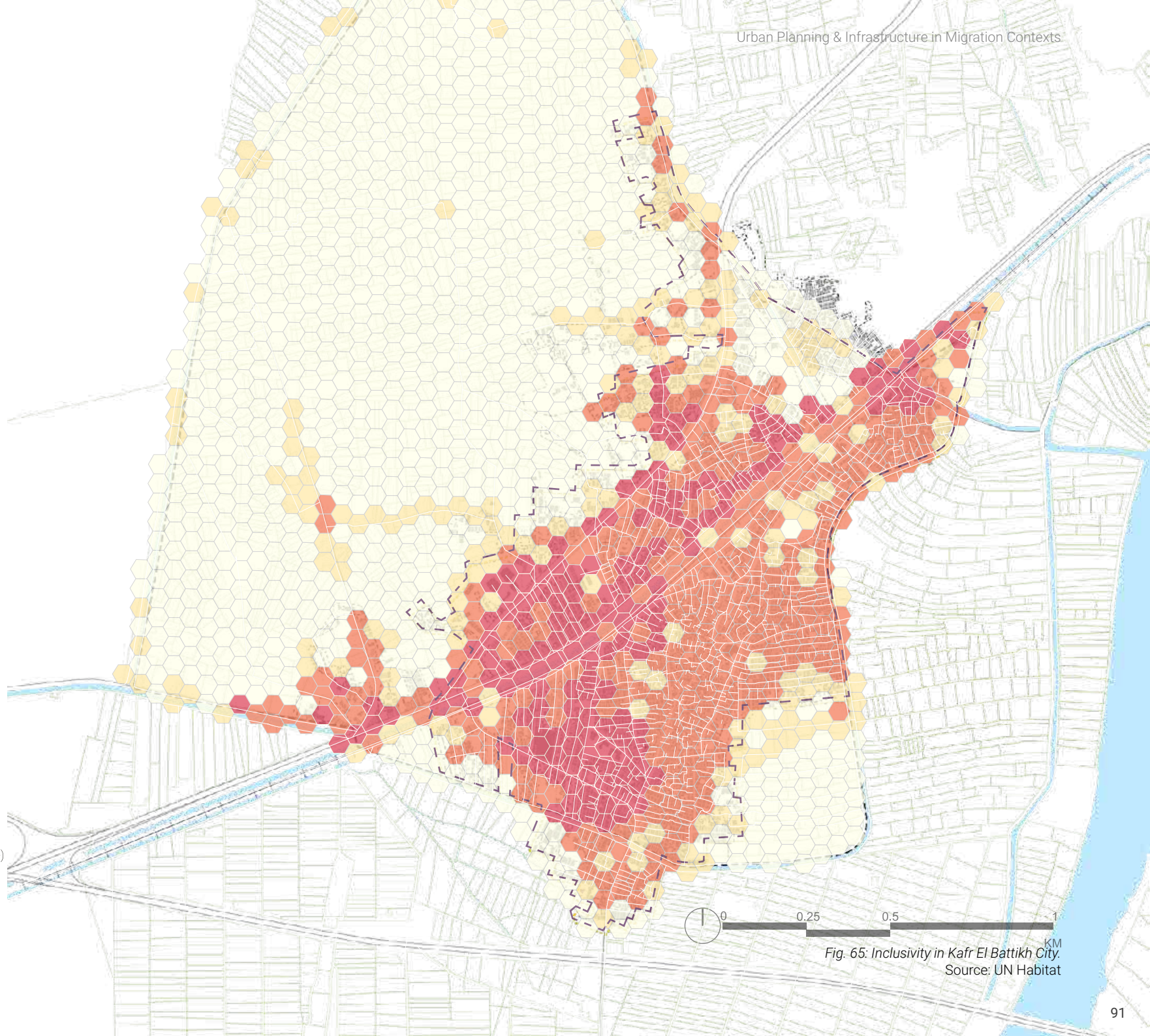


Fig. 65: Inclusivity in Kafr El Battikh City.  
Source: UN Habitat

# How Resilient is the city of Kafr El Battikh

Residents of the resilient city are guarded against immediate and chronic stresses within urban systems and are prepared for future potential challenges. Resilient neighbourhoods are less vulnerable to sudden changes and sustain the operation of services and urban systems that can help in withstanding any potential crisis and facilitate the recovery process. Resilient neighbourhoods are self-reliant in their ability to function in the instance of reduced availability to resources (for example using local building materials can reduce the need for cooling or heating systems). In addition to building adaptation to the changing world, resilient urban form may support and enhance existing social and economic structures, improving the community well-being. Accordingly, to evaluate the resilience of Kafr El Battikh city, the following key variables were used:

## 1. City's vulnerability

This is measured through assessing historical trends to different types of risks, including natural disasters, economic downturns, and social challenges.

## 2. Frequency and severity of potential natural hazards

Exposure to negative environmental factors such as earthquakes, floods, or extreme weather events.

## 3. City's source of energy

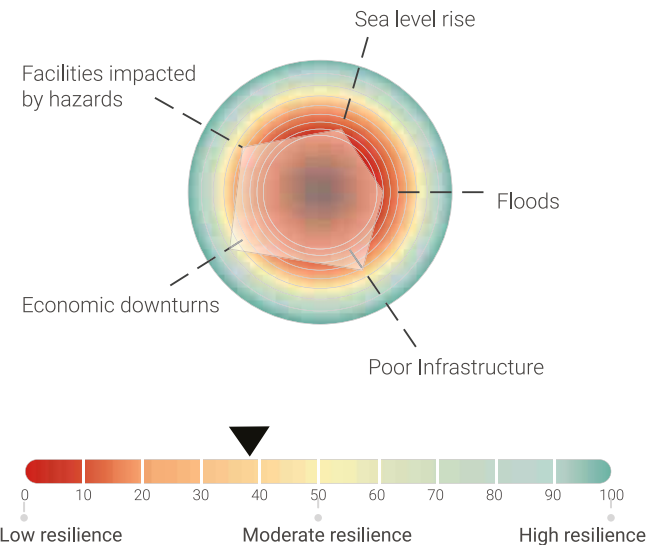
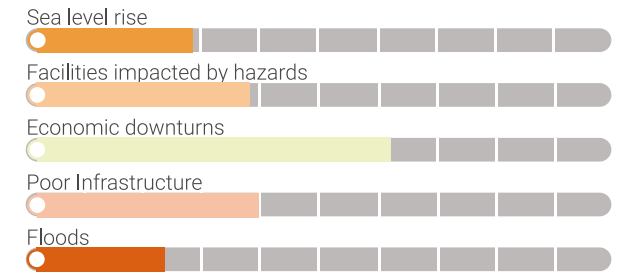
This variable is measuring urban area in the city where it is powered by renewable energy technologies from the region to the building level.

## 4. Sustainable transportation modes

Cities that offer walkable and transit-oriented mobility options for its residents are more likely to withstand

any crisis or disasters, which will support healthier and more resilient communities.

The assessment of infrastructure network availability and proximity uncovers an increased risk of the city to environmental damage. The reliance on fossil fuels, inadequate maintenance of piping systems, and the absence or insufficient provision of solid waste and sewage management significantly affect the environment and natural resources. This situation elevates the city's risk to natural disasters, and adversely affecting the health and wellbeing of its inhabitants.



**Transportation**

-  Regional road
-  Secondary road
-  Railway
-  Outer city boundary
-  Inner city boundary

**Natural system**

-  Water-body
-  Agricultural land (no-building zone)

**Inclusivity Score**

-  Low resilience (Highly Vulnerable)
-  Moderate resilience

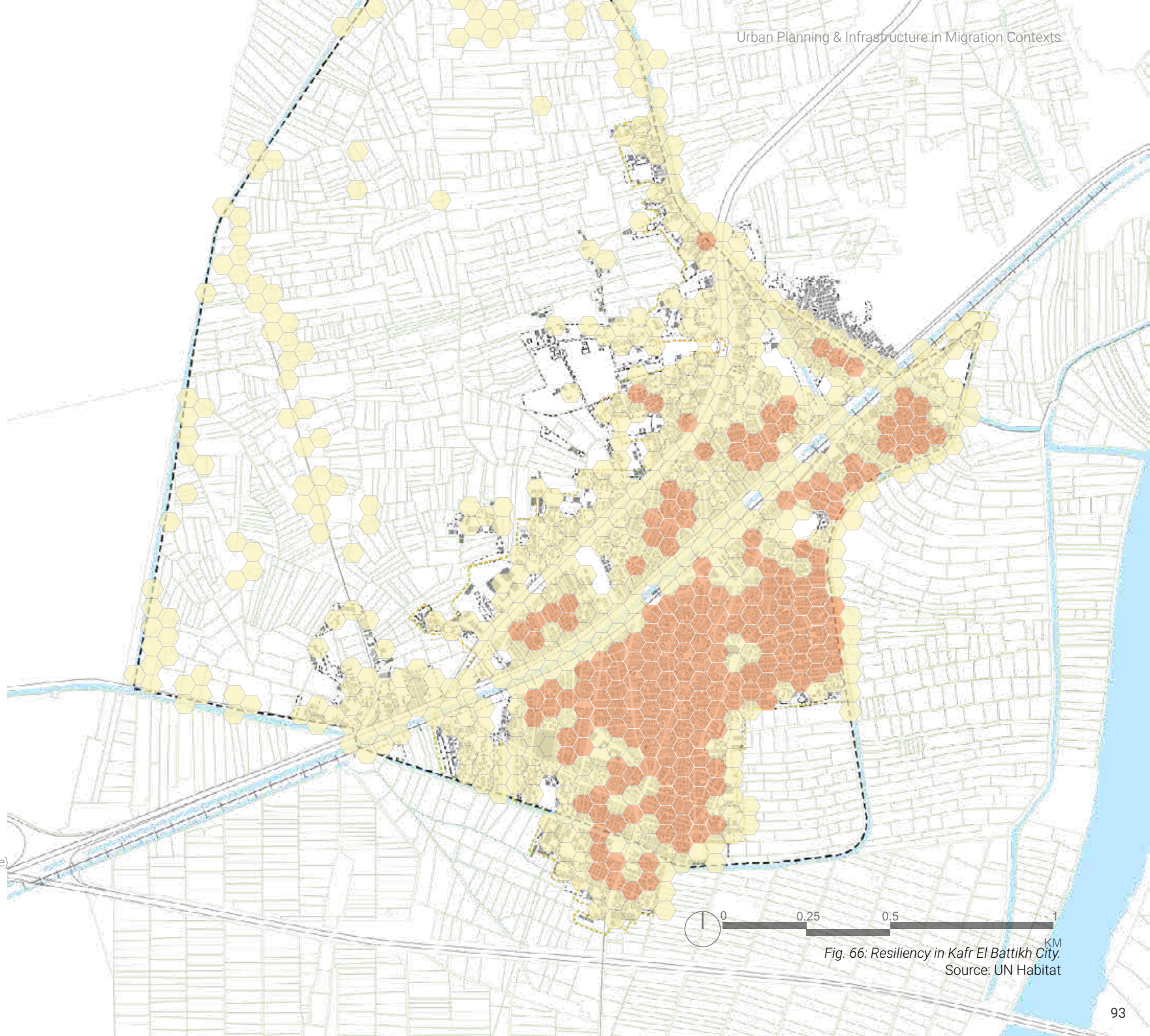


Fig. 66: Resiliency in Kafr El Battikh City.  
Source: UN Habitat

# Vulnerability

Utilizing the latest available data, a vulnerability assessment was conducted for Kafr El Battikh by consolidating various factors that collectively influence the quality of life. This assessment involved the application of a criteria and scoring system to create a comprehensive understanding of the levels of vulnerability within different areas of the city. The key criteria considered are outlined below:






- **Vulnerable population presence and density**
- **Access to public facilities and services**
- **Access to Public Infrastructure Network**
- **Access to Public Transportation**

Previous city objectives assessment maps were overlaid to identify hot spots and vulnerable areas. The map illustrated in (fig. 67) reveals variations of vulnerability levels in the city of Kafr El Battikh, categorized into three groups: high vulnerability areas with a score exceeding 15, moderate vulnerability areas with a score ranging from 5 to 15, and low vulnerability areas with a score of less than 5. This classification offers valuable insights for targeted interventions and sustainable planning initiatives within the Governorate.

Firstly, the analysis looked at the population, which highlights the concentration of residents in the central oldest neighbourhoods, the city was also formed following its topography. The spaces and land use distribution shows a lack in quality and quantity of public spaces, with a significant amount of plots remain underutilized. The haphazard urban development of the city reflects an unmanaged growth on agricultural lands. Finally, at the city scale, transportation is insufficient. The car is the dominant form of transport. The lack of variety of transport makes the city unsuccessful in being connected, however, the railway works well on a regional level.

Building upon this profile's earlier assessment of the city's performance, a further detailed comprehensive approach will address the qualitative aspects as well as to further understand the challenges, needs, and opportunities of the city of Kafr El Battikh, the programme's next component will follow a highly participatory approach, which will include conducting vision formulation and validation workshops with the local community and key stakeholders.




**Transportation**

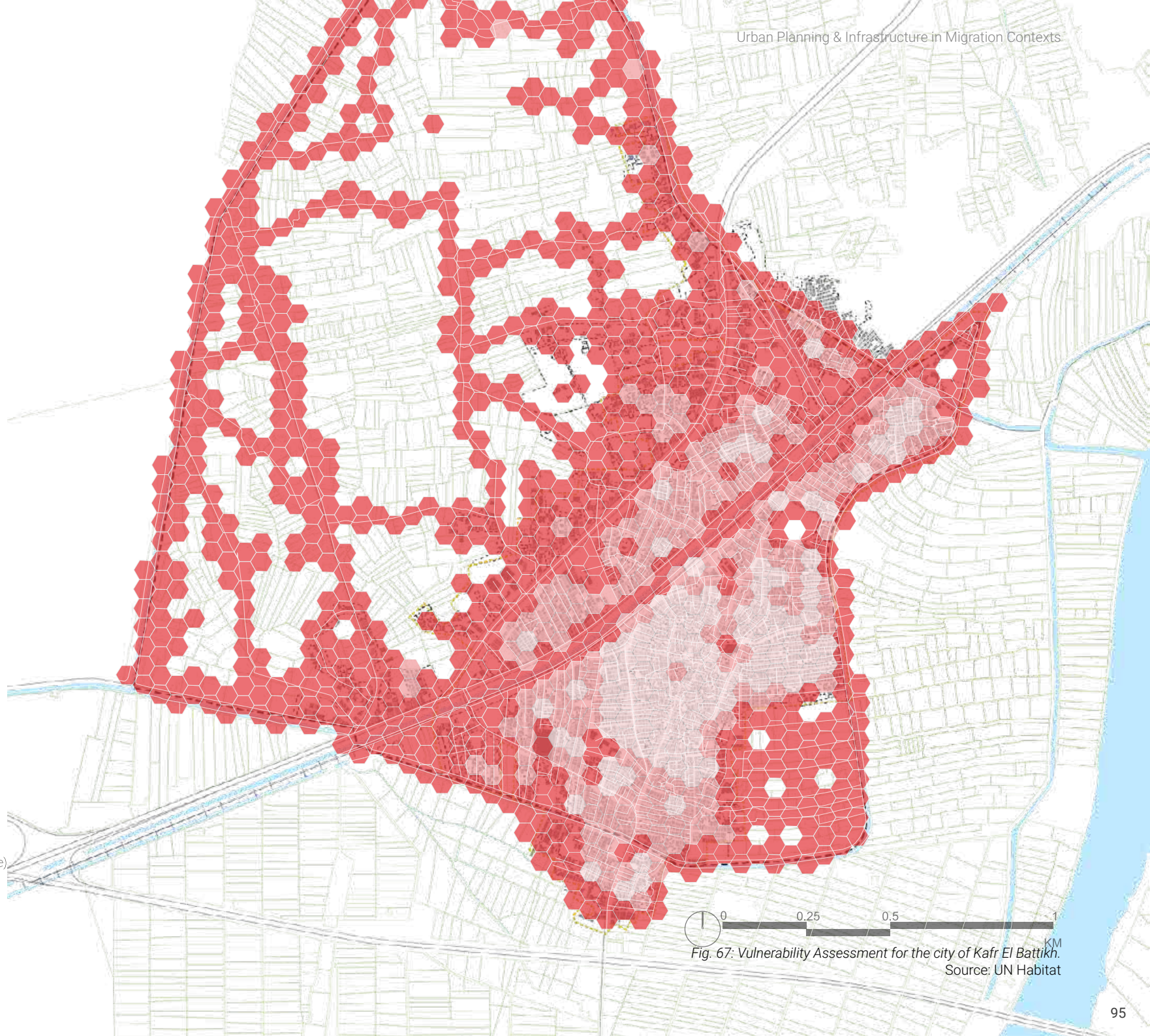
-  Regional road
-  Secondary road
-  Railway
-  Outer city boundary
-  Inner city boundary

**Natural system**

-  Water-body
-  Agricultural land (no-building zone)

**Inclusivity Score**

-  High Vulnerable
-  Moderate Vulnerable
-  Low Vulnerable



0 0.25 0.5 1 KM

Fig. 67: Vulnerability Assessment for the city of Kafr El Battikh.  
Source: UN Habitat

# 4

## COMMUNITY PARTICIPATION





# Needs And Opportunities Identification Sessions

## Voices From The Community Detecting the needs



The voices of the local community were meaningfully integrated into the spatial profiling and needs assessment process, ensuring their active participation in identifying local priorities. Through consultations and participatory methodologies, community perspectives were incorporated, reflecting their real needs and concerns. This approach reinforces the commitment to inclusive urban planning and sustainable development, ensuring that interventions are locally relevant and responsive to the needs of all stakeholders.

During focus groups sessions, the UN-Habitat team began the needs and opportunities identification session with the local community by explaining the importance of this identification for their city. Accordingly, the participants highlighted their needs and the potential opportunities available in Kafr El Battikh.

### Method:

The UN-Habitat team conducted **3 focus groups** in Kafr El-Battikh, reaching out to the host community, refugees, as well as technical staff at the city council (municipality). The groups were gender-balanced and reached individuals aged between **18 and 70 years**. The programme also paid particular attention to Person With Disabilities and dedicated a separate group.

The primary **outcome** of these sessions is the **Common Need List** of the community with spatialized insights into the “Opportunities and Challenges” of the cities. This qualitative method is triangulated with the geospatial analysis to provide a deeper look into the existing situation of the city.



Fig. 68: Community Needs, Focus Groups Age and Gender.  
Source: UN Habitat



# Community driven need analysis

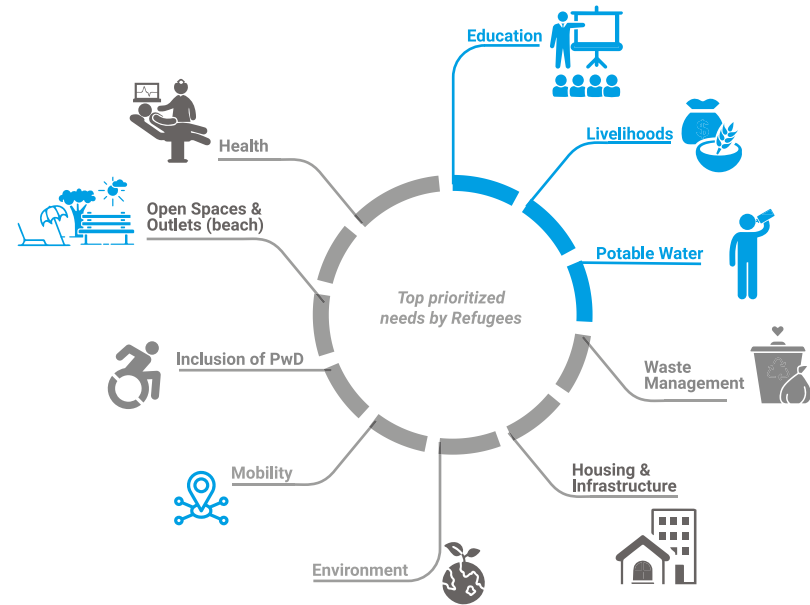
## CITY LEVEL

**95** Refugees and **120** citizens from New Damietta and Kafr El Battikh participated in intensive consultation sessions as part of the Damietta Spatial Profiling of the UPIMC-Egypt to identify the community's needs. The Focus Group method was utilized as a method to interactively include participants in productive discussions and activities that allowed each group to echo the needs and aspirations of the community sector it represented. Participants were integrated into the flow of activities such as holding campaigns, storytelling, time-lining day routines, and more.

The team held 12 focus groups covering a wide range of the community. The findings from this exercise will be an integral component of the scenario-building element of the programme – providing insight into priority challenges and solutions that engages the needs of both citizens and refugees.



 Refugees  
 Host community



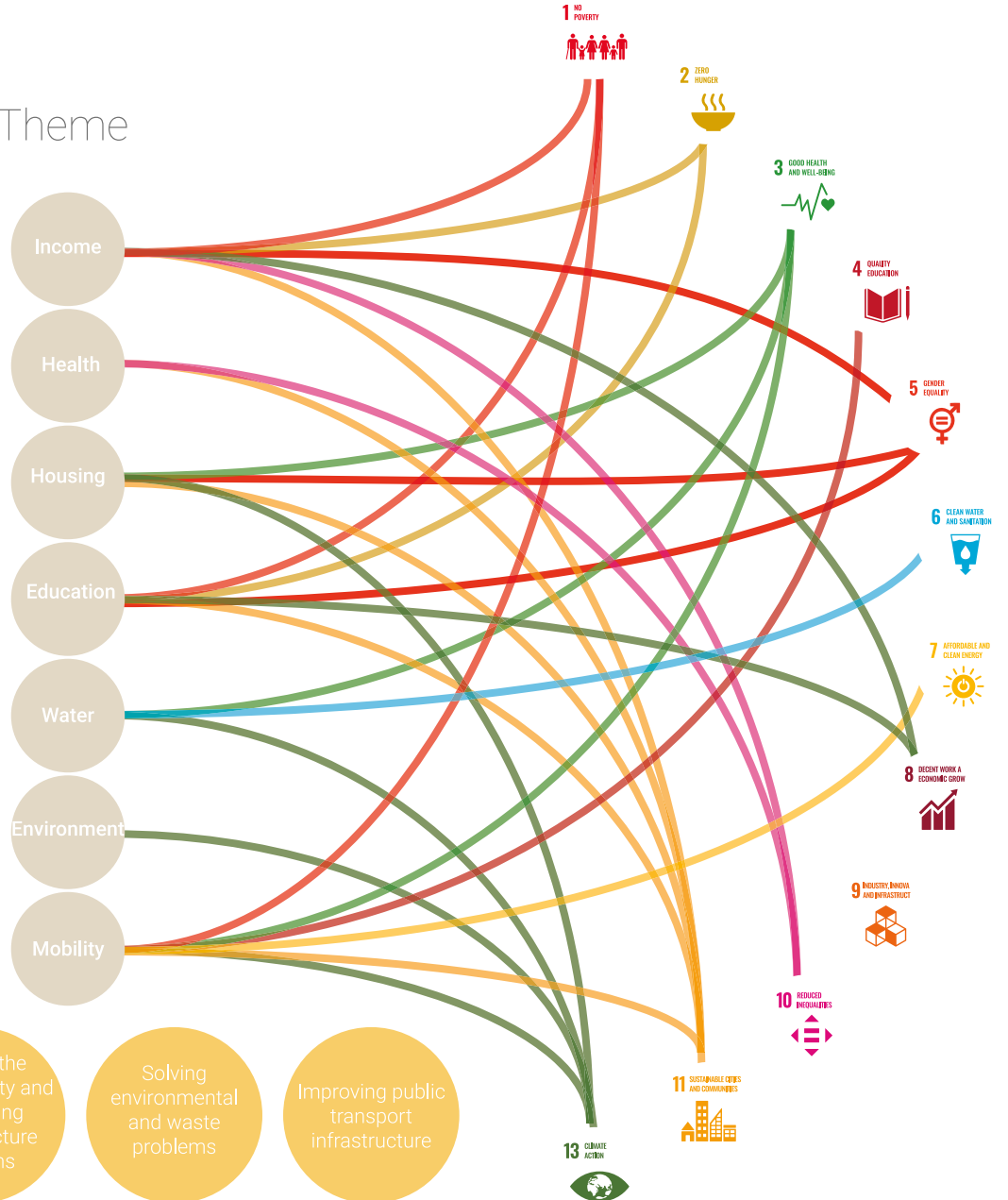
# NEEDS

## Long Needs List



- Catalyze job creation opportunities ● ○ ●
- Increase livelihood and income generation opportunities ● ○ ●
- Improve healthcare provision ● ● ○
- Establish inclusive activities and accessible open spaces for PwD ● ○ ●
- Ensure accessible and secure streets ○ ● ○
- Improve housing adequacy and tenure security ● ○ ●
- Ensure compliance of the implementation with the approved plans ○ ○ ●
- Monitor the public transportation system ● ○ ●
- Ensure inclusive urban planning for women and PwD ● ○ ●
- Ensure comprehensive accessibility for PwD ● ● ●
- Reform the Education System ● ○ ●
- Enhance the inclusion of PwD in educational facilities ● ○ ●
- Improve the quality of potable water ○ ● ●
- Enhance the waste management and recycling system ○ ● ●
- Rehabilitate the sanitation systems and infrastructure ● ○ ●
- Address coal kilns hazard ○ ● ●
- Mitigate environmental hazards ● ○ ●
- Improve roads' infrastructure ● ○ ●
- Cover the unserved areas with transportation mean ● ○ ●
- Develop inclusive facilities for PwD ○ ● ●
- Adapt the public transport infrastructure for PwD ○ ○ ●
- Establish and operate physiotherapy centers ○ ○ ●
- Strengthen health infrastructure and medical insurance ○ ● ●

## Theme



- Improving Access to sources of income and rights
- Improving provided health care and PwD programs
- Improving dilapidated housing & access to public areas
- Enhancing educational environment and Improving access
- Solving the water quality and enhancing infrastructure systems
- Solving environmental and waste problems
- Improving public transport infrastructure



Kafr El Batiikh focus groups sessions, Egypt.  
Source: UN-Habitat 2022

## Stakeholder Engagement

### VALIDATION OF THE SPATIAL ANALYSIS

The UPIMC Egypt team, in collaboration with the experts from the city urban planning department of Kafr El Battikh, carried out a series of thematic technical meetings for the development of 'the development and validation of data of the spatial profiling presented in this document.

Each of these meetings had a specific objective to achieve; to validate the data information drawn from a desk research of planning documentation and mapping.

#### Goals

- Verifying the accuracy of the data collected
- Examining key maps for spatial analysis
- Collaborating on mapping efforts
- Incorporating extra details or additional comments
- Understanding the daily life dynamics and location concentration of the vulnerable populations in different neighbourhoods of Kafr El Battikh

The meetings brought together key staff from the local administration, alongside representatives from the local governance, including:

- Director of the Educational Administration
- Director of Health Administration
- Director of the Social Solidarity Department
- Director General of Sanitation
- Director of the Agricultural Association
- Director of Engineering Management
- Director of Planning Department and follow up



Kafr El Battikh validation sessions, Egypt.  
Source: UN-Habitat 2023

## Results

Stakeholders in Kafr El Battikh have especially highlighted the challenges of accessing state-owned vacant lands, especially given the scarcity of available desert land for development initiatives, be they urban, touristic, or economic. In response, there is a consensus emerging: prioritising the sealing of the Balamoon Canal. By covering the canal, it's possible to unlock new space, ripe for various projects that cater to the needs of city's residents. This solution not only addresses the pressing issue of land availability but also opens doors to a range of opportunities for community development and enhancement.



Kafr El Battikh validation sessions, Egypt.  
Source: UN-Habitat 2024

A street scene in a developing area. On the left, a building facade features a fire extinguisher mounted on the wall and a decorative metal railing with hanging green plants. To the right, a building with a corrugated metal roof has a large open doorway. Inside the doorway, several wooden pallets are stacked. In the foreground, a person wearing a blue sweater and a white headscarf is partially visible, standing near a red metal structure. The overall scene suggests a busy, possibly industrial or commercial, environment.

5

CONCLUSION





## Pilot Area Identification

Identifying a pilot area in Kafr El Battikh city for the UPIMC programme is derived and built through the comprehensive process of spatial profiling. It is a strategic approach to initiating development projects. It allows for learning and refining urban interventions in a controlled area before scaling up or replication in other location, ultimately leading to more effective and sustainable development outcomes.

*The central area in Kafr El Battikh* (highlighted in the following map) was selected as the pilot study area for the development of the identification of prioritised infrastructure investments. The area was identified through **evidence-based and geospatial analysis** conducted during the profiling exercise, and from *further analysis on connectedness, resilience, and inclusiveness*. These findings were validated through multistakeholder activities and feedback.

The pilot neighbourhood covers an area of 0.15 km<sup>2</sup> and accommodates a total population of approximately 12797 inhabitants. The neighbourhood was selected based on the findings of the spatial analysis, and due to its location where interventions are likely to have a meaningful impact.

The neighbourhood includes 1274 buildings, Kafr El Battikh central hospital, and the city council building. Additionally, it contains one of the main and busiest intersections in the city and the regional railway station. The area lacks a public space, some of the roads require pavement and upgrading, much potential can be addressed through the covering of the Balamoon Canal.

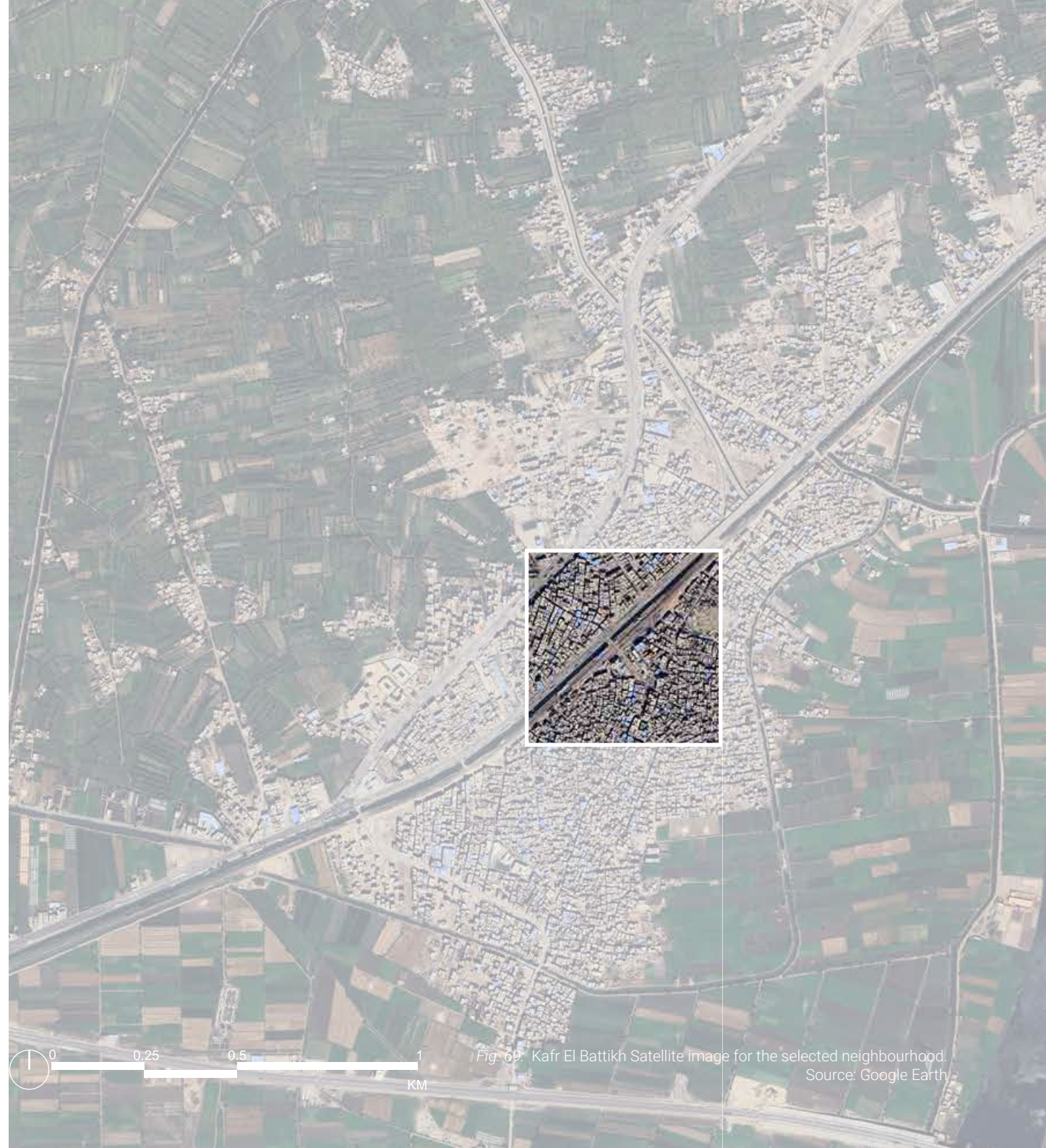










Fig. 69: Kafr El Battikh Satellite image for the selected neighbourhood.  
Source: Google Earth

# Conclusion Kafr El Battikh Objectives and Needed Interventions

Challenge	Objective	Recommended Interventions	SDGs	Timeline
				Short   Medium   Long Term
 <b>1. Land Management and Urban Planning</b>				
Ineffective management of land due to rapid urbanization without proper planning leads to haphazard land use and encroachment on agricultural land. Inadequate zoning regulations result in mixed-use developments that disrupt residential areas and public spaces.	Introduce cohesive urban planning policies and enforcement mechanism and the need for comprehensive urban planning and improved infrastructure management to support sustainable development in Kafr El Battikh	<ol style="list-style-type: none"> <li>1. Ensure compliance of the implementation with the approved plans</li> <li>2. Ensure inclusive urban planning for women and PwD</li> <li>3. Reduce urban sprawl on agricultural land</li> <li>4. Establish an eco-cultural tourism path from New Damietta to Kafr El Battikh</li> </ol>		<p>Timeline: Short, Medium, Long Term</p> <p>Interventions 1, 2, and 3 are marked as Short Term. Intervention 4 is marked as Long Term.</p>
 <b>2. Municipal Finance</b>				
Constrained financial power at the local level due to state-controlled budgeting. Consequently, local initiatives may suffer from delays, underfunding, or misalignment with actual requirements	Strengthen the capacities of the local administration unit and personnel for effective planning, implementation, and monitoring of sustainable development projects	<ol style="list-style-type: none"> <li>1. Utilize vacant buildings (for urban improvement interventions)</li> <li>2. Organize capacity building programs for NGOs and local administration staff</li> <li>3. Establish a government complex</li> </ol>		<p>Interventions 1 and 2 are marked as Short Term. Intervention 3 is marked as Medium Term.</p>
 <b>3. Housing</b>				
The percentages of dilapidated and deteriorating housing in Kafr El Battikh is around 5%	Improving the quality of buildings and recreational facilities, expand adequate & affordable housing	<ol style="list-style-type: none"> <li>1. Regeneration of old dilapidated buildings</li> <li>2. Neighborhood upgrading and maintenance</li> </ol>		<p>Intervention 1 is marked as Medium Term. Intervention 2 is marked as Long Term.</p>
 <b>4. Climate &amp; Natural Hazards</b>				
As climate change raises sea levels and alters precipitation patterns, it increases groundwater levels, leading to more frequent flooding which may damage infrastructure. Additionally, burning agricultural waste is a significant challenge that needs addressing. Lastly, the lack of alternative clean energy resources of electricity pose a challenge for the sustainable development of Kafr El Battikh.	Enhance and protect the environment by encouraging the adoption of sustainable and renewable energy sources, introducing recycling and waste management, and mitigating and adapting to the effects of climate change and invest in renewable energy sources such as solar and wind power	<ol style="list-style-type: none"> <li>1. Individual and collective rainwater harvesting.</li> <li>2. Recycling and solid waste sorting projects.</li> <li>3. Utilizing organic waste in composting or energy production.</li> <li>4. Establish wet ponds &amp; floodable public space</li> <li>5. Explore waste-to-energy solutions to convert waste materials into electricity</li> <li>6. Investigate the potential of solar energy as a renewable power source.</li> </ol>		<p>Interventions 1, 2, 3, 4, and 5 are marked as Short Term. Intervention 6 is marked as Medium Term.</p>



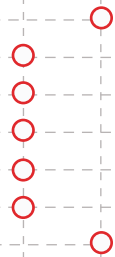
### 5. Transport & Mobility



The city's road network analysis showed that many internal roads between residential neighborhoods are less than 6 meters wide, severely limiting car mobility. Heavy traffic affects the main roads through the city center due to intense economic activity, unregulated parking, and service mobility options. Additionally, congestion around pedestrian bridges and blockages in narrow inner streets decrease accessibility for pedestrians and PwD

Strengthen transport infrastructure by improving the physical condition of the road network and connect both sides of the city to facilitate easy and safe crossing for residents and expand public transit options and solve traffic congestion. In addition to creating green pathways with enhanced pavement to promote walkability across the city streets

1. Improve roads' infrastructure and pavement
2. Establish public transportation hub and parking.
3. Create green pathways with enhanced pavement to promote walkability across the city
4. Ensure comprehensive accessibility for PwD
5. Introduce pedestrian-friendly roads
6. Establish primary public transport station and expand transportation network
7. Establish a pedestrian bridge over the central street to connect both sides of the city



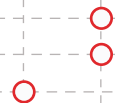
### 6. Economy



The city is not using its full economic potentials, especially furniture production and agriculture industries.

Improve access to job opportunities and solve the issue of unauthorized market stalls while supporting the furniture industry. Additionally, encourage women's leadership and participation

1. Establish a new market to solve the issue of unauthorized market stalls
2. Support local industry and provide access to micro finance for small businesses
3. Improve the highway between Kafr El Battikh and the industrial area in New Damietta



### 7. Basic Services



There is a need to upgrade the sanitation network in the city. Some parts of the city's pipes require maintenance. The residents highlighted the need to maintain the storm-water drainage network. Additionally, the city lacks resilience and relies solely on fossil fuels for its energy supply.

Enhancing the infrastructure network to cover deprived areas by upgrading the efficiency of the existing sewage system and expand sanitation service, upgrade water infrastructure, improve safe and orderly disposal of waste water and management, enhance sewage water treatment and encourage the adoption of sustainable and renewable energy sources

1. Upgrade and replace all old less than 300 mm asbestos made pipelines
2. Improve access to sanitation services in deprived areas
3. Introduce grey water treatment and rain water harvesting systems
4. Extend the electrical grid to undeserved areas or providing off-grid renewable energy
5. Develop solar parks and solar panels on public buildings
6. Construction of intermediate waste collection plant



Short Medium Long Term

### 8. Health

The analysis revealed that there is only one public hospital in the city, which makes it difficult to access the health services from all parts of the city and a deficit in the number of beds

Promoting enhanced health and well-being by raising the level of health services and improve the physical condition of hospitals and clinics, and optimize waste management practices

1. Upgrading Kafr El Battikh central hospital
2. Improve healthcare provision
3. Expand urban green parks and control coal kilns around the city



### 9. Education

According to the analysis, the city has a high percentage of illiteracy (16.86%), requiring a significant need for educational services and facilities not easily accessible to everyone and PwD

Enhance quality of Education services by investing in educational infrastructure, such as building new schools, upgrading existing facilities and ensuring they are accessible and safe for everyone

1. Establish a new education management facility
2. Enhance the inclusion of PwD in educational facilities
3. Establish vocational training center and workshops for women and girls
4. Provide maintenance and extend existing schools

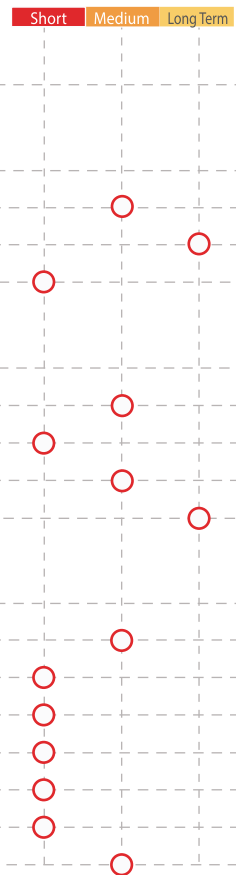


### 10. Public Space

The city lacks green spaces and public parks, even in its less dense zones. There is a limited range of activities and events which hinders provision of public space. The existing sports facilities need maintenance and upgrades. Additionally, the city's road and street networks lack a safety vegetation buffer for pedestrians. The city is also experiencing an imbalanced ratio between built-up area and public space.

Create protected areas of open space, parks, or agricultural land around housing units to serve as a buffer and limit urban expansion and increase efforts towards achieving food security and promoting sustainable agriculture.

1. Rehabilitate Kafr El Battikh Youth Center
2. Establish a sports facility for women and girls
3. Establish inclusive activities and accessible open spaces for PwD
4. Enhance public spaces & recreational areas for community engagement
5. Re-purpose underused public lands for green areas, playgrounds, and parks.
6. Ceiling the Balamoon Canal and use the land for public services and development projects
7. Expand green corridors across the city



# Challenges

## Governance, Land Management & Planning Challenges



- Egypt currently hosts more than 440,000 registered refugees who live across the country. Due to the scarcity of employment possibilities and rising cost of living, refugees, and asylum seekers in Egypt struggle to meet their basic demands.
- Rapid urbanisation and the rising rates of displaced people to urban centers will increase the struggle to further provide services such as housing, sanitation, health care, and education as the population grows.
- Egypt imports about 40% of its food requirements. The agricultural sector's contribution to Egypt's GDP has declined over time, from 16% in the 1990s to about 11% in 2015<sup>73</sup>.
- The regional and local development strategies are influenced by the absence of comprehensive regional planning methods, along with slow approval processes and complex national administrative structures.
- The local administration in Kafr El Battikh has a restricted role in delivering services because of their limited political influence, financial resources, and technical capabilities to facilitate local economic development.
- The lack of available lands owned by the city, makes it difficult to propose new development projects.
- Private sectors investors' reluctance to invest in the city is due to associated environmental risks, mainly climate change and rising sea levels.

## Spatial Challenges



### Infrastructure

Poor connectivity between the port and Kafr El Battikh and other nearby cities. To open up new business prospects and raise the standard of living for the typical household, a better access needs to be made.

### Urban Sprawl and Population Density

- Kafr El Battikh is experiencing rapid urban growth, with an annual population growth of 1.3% and population density of 1,455/km<sup>2</sup>. The total built-up area has doubled between 1993-2023, This poses a risk to agricultural land as well as infrastructure and its financing.

### Demographic Profile

- Kafr El Battikh has a young population profile, with 40% of the population falling under 30, and the median age is 22.6 years old. Due to this, it will be difficult to provide sufficient educational facilities for the young population and job opportunities for the newly-emerging, young workforce.
- The average household size in Kafr El Battikh is 4.1 individuals, higher than the national average of 3.9, resulting in overcrowding and a lower quality of life.

### Housing

- Due to the lack of future planning in the city, there are some unofficial housing outside the city boundary causing encroachment on agricultural lands and urban sprawl.
- The cost of renting housing increased due to the refugee influx and rising inflation. The lack of suitable, affordable housing has become a serious problem.

### Accessibility and Connectivity

- There are no official public transportation modes

in Kafr El Battikh city. The railway is a regional service mainly used for transportation between governorates. This insufficient mobility links within the city are a result of poor coverage, disrupted modes of transportation, and cost increases.

- Another issue regarding public transportation in Kafr El Battikh, is the use of un-favorable modes of transportation, such as tuk-tuks (three wheeled vehicles) and unofficial micro-buses.

### Recreational outlets

- The Lack of state owned land in Kafr El Battikh makes it difficult to access recreational outlets within a short distance. The current situation of the area suggests that there are insufficient services and facilities to meet the needs of locals and refugees for designated areas for parks, seating, shade, as well as sports activities.
- For many districts, finding affordable entertainment options within a 15-minute commute is difficult. Not to mention the expensive entrance fees for many outlets.

### Facilities

Several areas in Kafr El Battikh face significant problems regarding education and health accessibility within a 15 minutes walking distance. According to the local residents, there are no schools or health care centers located in the northern parts of the city.

## Environmental & Natural Hazard Challenges



Environmental challenges, pressure on water, increased energy demands, climate change, and pollution are ever increasing.

## Environmental problems

- Given that the city's urban mass lacked distinct features, slums and unofficial housing expanded across agricultural areas, producing environmental, visual, and acoustic pollutants as well as traffic congestion that had an adverse effect on residents and the environment.
- The lack of an organized garbage collection system resulted in some waste being thrown into the river and the Balamoon canal, causing environmental and visual pollution.
- Impacts of sea level rise in rising groundwater levels are projected to negatively impact 60% of Damietta Governorate<sup>74</sup>.

## Water

Egypt is facing an annual water deficit, and climate change is a key part of the problem. The annual share of water per capita ranges between 550 and 560 cubic meters; Kafr El Battikh will face water contamination as a result of rising level of ground water. Rising temperatures will lead to worsening drought. Water pollution and salinity could make parts of the city uninhabitable in the future.

## Storm-water Drainage System

Many residents and refugees complained about the storm-water drainage system not having the excess water from rain drained properly, causing some neighbourhoods to face the challenge of floods.

## Sewage-water Drainage System

Kafr El Battikh face weak sewage water drainage network which needs maintenance. Some central areas in the city of Kafr El Battikh suffer from dilapidated sewerage water infrastructure causing water to accumulate on the street surface exposing residents to health hazards.

## Air Quality

Around the city of Kafr El Battikh lies tens of earth mound kilns used for charcoal production. These kilns are incredibly inefficient and release a substantial amount of air emissions. Repeated exposure to coal kiln smoke will induce chronic diseases and respiratory problems, adding to the strain on the current health care infrastructure.

## SOCIO-ECONOMIC CHALLENGES



## Economy and Jobs

- The national poverty line in Egypt is set at around \$564 annually, equivalent to an average monthly income of \$47. Recent reports indicate that 60% of Egypt's population is living in poverty, a figure significantly below the extreme poverty line established by the World Bank, highlighting a significant challenge. The Egyptian economy has been notably affected by global shocks and conflicts in neighboring nations. Moreover, inflation has been consistently in the double digits since March 2022. The unemployment rate stands at 7.9% of the total population, with a higher rate of 21.77% among females.
- Unemployment rate in Damietta Governorate is 18.9% and the median yearly household income for people living in Kafr El Battikh is significantly lower than other governorates, at 1,000 Jordanian Dinars.
- Damietta Governorate has faced economic challenges, particularly in its key furniture industry,

which has had implications for local employment and economic stability.

- Economic reforms and rising costs in Kafr El Battikh impacted refugees hard. Due to Government regulations and restrictions, refugees have limited hiring opportunities, limiting entry to the labor force. Work permit requirements include an assessment of legal status and are lengthy and costly. Refugees who have been employed report low wages, poor working conditions, and long hours.
- The lack of job opportunities and access to livelihoods poses a threat on local economic dynamics leading to many households falling into the 'working poor' category.
- Poor people are mainly clustered in the city's oldest most dilapidated parts, driven by low wages and high housing costs.

## Issues of poverty, women and the marginalized

- Women, the poor, low-income people, and the marginalized face multiple problems, including obtaining suitable housing, due to inability to obtain adequate guarantees due to its inability to pay.
- The lack of adequate public transit infrastructure hinders the mobility and economic prospects of residents of Kafr El Battikh, particularly women.
- Women are especially vulnerable to impacts of SLR due to their limited skill sets and income.

## STRENGTHS

### STRATEGIC STRENGTHS



- Egypt's approach to refugee and migrant care does not involve isolation in camps but rather focuses on inclusion in the community.
- Egypt is a wide country with different challenges in each region. Massive investments will be required to make a significant impact in the circular economy. Therefore, a focus on specific sectors like energy, agriculture, waste management and water will support the whole value chain and result in a better impact.
- Egypt is undergoing a transformation from a centralized system towards greater decentralization, giving more authority to Governorate and local administration unites. This shift is expected to enhance the local community involvement in decision-making processes.
- The availability of comprehensive documents like the Vulnerability Assessment for Refugees in Egypt and Egypt Response Plan at the national level provides a framework to address the immediate needs of refugees in urban areas, as well as the host communities affected by displacement. These plans offer a significant opportunity to develop long-term, sustainable solutions for the integration of Egypt's resident and refugee populations.
- Damietta Governorate has a youthful demographic, with more than half of its population under 25 years. This presents an opportunity for economic growth driven by a growing workforce and reduced healthcare and dependency pressures. To capitalize on this, a well-thought-out, resource-efficient strategy is essential. This plan should aim

to enhance various developmental dimensions and incorporate comprehensive training and skill development programs. These initiatives would prepare for the evolving needs of this burgeoning young population, maximizing their potential for Egypt's future.

- Kafr El Battikh's strategic location, near both Damietta Port and the international coastal road, is a key factor in boosting the economic vitality of the Governorate and the city itself. This advantageous geographical position plays a crucial role in enhancing the area's economic development.

## OPPORTUNITIES

### SPATIAL OPPORTUNITIES



- An opportunity to implement state policies by directing future urban growth to the north of the Governorate towards the city of Kafr EL Battikh.
- Opportunities to improve the urban environment and providing informal settlements with facilities and services, and raising the living standards of the most vulnerable.
- Establishing a link between Kafr El Battikh and Damietta port would significantly benefit the city's residents. The construction of such roads would open up economic possibilities, potentially enhancing the financial situation of families in modern Damietta by unlocking new opportunities and economic potential.
- There is an opportunity for enhancing Kafr El Battikh's residents' livelihoods, local economy as well as attracting investors and businesses by increasing provision and investment in improving access to a proper water supply network, drainage

infrastructure, green/open and public spaces, and pedestrian infrastructure.

- Turning the refugees and displaced person emergency into an improvement opportunity that draws in unused speculations and boosts the neighbourhood economy.
- The accessibility of different archives and databases gathered by multiple entities in Egypt such as, CAPMAS, UNHCR, and Governorate date could provide a more beneficial strategic approach to help improve the living conditions of residents and refugees in Damietta Governorate.
- Particularly in Kafr El Battikh where the median age for the population is below 25, there is an opportunity for a developing work drive and human assets. Skilled labor force is massively present in Egypt and concentrated in major cities.

### ACCESSIBILITY AND CONNECTIVITY

- The existence of strong and direct connection opportunities between the city of Kafr El Battikh and the Delta region through the existing regional road network.
- There is a significant train project underway in the Damietta Governorate of Egypt. The project involves the modernization of the Tanta–El Mansoura–Damietta railway line. This initiative is being supported by funding from the European Investment Bank (EIB), and it includes substantial upgrades to the railway infrastructure. This project aligns with the EU and Egypt's socio-economic goals under Egypt's "Sustainable Development Strategy Vision 2030". The project's total cost is estimated at approximately EUR 581 million, with the EIB providing finance of around EUR 290 million. The project will bring enhanced accessibility to Kafr El Battikh and significant benefits to both passenger and freight transport<sup>75</sup>.



## ENVIRONMENTAL OPPORTUNITIES

- Given that Egypt is largely desert, by harnessing solar energy to generate electricity, there's an opportunity to cut down on fuel usage, thereby mitigating the effects of climate change impacts.
- Egypt's climate change policy framework includes measures related to renewable energy development, energy efficiency, sustainable transportation, and adaptation strategies in sectors like agriculture, water, and coastal management.
- There are several ongoing projects to enhancing climate change adaptation in the north Coast and Nile Delta in Egypt. The aim is to support adaptation efforts in the Nile Delta – a region identified as an extremely vulnerable hotspot to climate change – focuses on reducing coastal flooding risks such as constructing sand dune dikes along vulnerable areas and developing an integrated coastal zone management plan.
- The topography of Kafr El Battikh is characterized by a relatively flat landscape, with an elevation of about 5 meters above sea level, Considering the flat nature coupled by the city's young population, developing green mobility options such as bikes lanes will provide better accessibility to blocked neighbourhoods at no cost for the average household resulting a reduction of the environmental impact from the use of buses and private cars.

## SOCIO-ECONOMIC OPPORTUNITIES



- Agriculture is a significant sector in the Egyptian economy. It's the third-largest economic sector in the country and provides livelihoods for 55% of the population, employing about 30% of the labor force. This sector accounts for about 20% of Egypt's total exports and foreign exchange earnings<sup>76</sup>.
- Creating an investment-appealing environment in the city can attract more investments from the private sector to enhance the local economy.
- There are many opportunities to benefit from tourism resources in the region and the city.
- Currently, donations to Egypt aim at building the capacities of the governmental institutions to provide long term solutions for the refugee crisis, which is an opportunity to build existing capacities.
- There is an opportunity of using the state owned vacant lands in Kafr El Battikh for urban agriculture, economic projects, renewable energy to reduce unemployment, mitigate climate change impact, enhance the residents' socio-economic conditions, and achieve food security.
- Various opportunities for collaboration with neighboring cities like New Damietta and Damietta.
- Kafr El Battikh's location and proximity water canals and the Nile river makes agriculture and fish farming continue to play a significant role in the local economy increasing the city's domestic production.
- The city benefits from its close location to industrial hubs in the governorate, such as, furniture making workshops and several factories within the city boundary.

- Several factories are located in the Governorate for the production of spinning and weaving, and foodstuffs, which are the two industries that contribute more than 95% of the added value of the industrial sector.
- Supporting sustainable water and sewerage systems, public transportation, green/public spaces, and pedestrian infrastructure will greatly enhance the well-being of residents, stimulate the local economy, and appeal to investors and businesses.
- The Investment Plan for Damietta Governorate for the fiscal year 2021/2022, indicated a focus on sustainable development and various sector investments. This plan involved directing significant public investments to different sectors within the governorate, which could have implications for employment and economic growth in the region<sup>77</sup>.

## Facilities and Infrastructure

- Kafr El Battikh urban strategic plan for the year (2021-2022) indicated a focus on schools construction and expansion, supply and trade, and social facilities.
- Investing in and providing sustainable water and sewerage systems, along with the development of public transport, green spaces, and pedestrian-friendly infrastructure, will have a considerable positive impact on the well-being of residents. It will also enhance the local economy, making the area more appealing to investors and businesses.
- There are ongoing gas initiatives which aims to expand the existing gas network to encompass multiple areas within the city of Kafr El Battikh.

## Overall Take-aways:

### Education

- Egypt has high education attainment rates, around 73% of the total population are educated<sup>78</sup>. However, literacy rates are higher in younger people, which means secondary schools suffer from students dropping due to economic situation<sup>79</sup>. Egypt is working on putting more emphasis on education and measure to improve and expand education to reach Egyptians and Non-Egyptians. The last change took place in 2014, when compulsory education was extended to grade 12 which provide the country with adequate educated work force.
- Damietta Governorate has been recognized for its efforts in embracing education for gender equality and has won the UNESCO Learning Cities Award in 2021. This award highlights the importance of lifelong learning opportunities at the local level. Implementing such initiatives across Damietta can greatly enhance the overall quality and reach of education.
- Investing in educational infrastructure, such as building new schools, upgrading existing facilities, and ensuring access to necessary resources like books and computers, is essential for improving education quality in Damietta Governorates.

### Health

- According to the World Bank Data, The Egyptian health system is not positioned to deliver high-quality health services to meet the most pressing needs of its population. Addressing Egypt's major health challenges and achieving broader development goals will require reorienting Egypt's health system toward delivering higher quality care (SDG 3). However, there are several planned health and social investments ,if fully implemented, will support better response to health-related issues among the citizens and refugees.
- Kafr El Battikh central hospital is the only public

health center in the city. It serves over 50,000 people inside and outside Kafr El Battikh.

### Economy

- The complexities of business regulations in Egypt make it difficult for start-ups to expand; Syrians often cannot register their businesses in their own names and cannot travel abroad for business on refugee visas or import skilled labor from home. In addition to lack of access to credit and banking options inhibits many Syrians from opening or expanding their own businesses. Syrian refugees are unable to secure loans because of their lack of land and property in Egypt. Moreover, entrepreneurs are challenged due to micro finance organizations' reluctance to lend to foreigners. The government of Egypt is encouraged to give its residents and refugees the opportunity to establish home-based business, including Syrian refugees, which assists in improving the resident's socio-economic conditions.
- There is an opportunity to improve Egypt's residents' livelihoods, local economy, and attract investors and businesses by increasing provision and investment in sustainable water and sewerage systems, public transportation, green/open and public spaces, and pedestrian infrastructure.
- As a result of the COVID-19 effects, Egyptian cities suffered from a rise in unemployment, food insecurity, and insufficient access to essential services and necessities. However, there is a chance to use the government's vacant lands for urban agriculture/farming to reduce unemployment, alleviate the effects of climate change, improve inhabitants' socioeconomic conditions, and attain food security.
- The COVID-19 pandemic also sparked some questions about the relevance of spatial planning and the availability of green/open space,

emphasizing the importance of utilizing existing vacant lands and turning them into green/open spaces. Up to 12% of land within New Damietta's built-up area is unoccupied, allowing for significant intensification.

### Environment

- According to UNICEF, Egypt is highly vulnerable to climate change, with projected increase in heat waves, dust storms, and storms along the Mediterranean coast and extreme weather. In terms of climate mitigation, Egypt has a high potential for mitigation for the availability of vast desert plains that could be utilized for solar energy production and may be used to generate power and reduce reliance on fossil fuel towards a sustainable country. Moreover, Egypt hosted COP27 in Sharm El-Sheik and has already made important steps towards addressing climate change, pioneering green bonds in the MENA region, launching its 2050 Climate Change Strategy and providing updated targets for emission reduction by 2030.

### Accessibility

- In terms of accessibility and mobility, Egypt is developing adequate mobility options within its cities that will give the opportunity to reduce the environmental impact, and improve the residents' socio-economic conditions, and access to job opportunities. Current investment in the Egyptian railway projects will further connect upper governorate with the rest of the country as an opportunity to enhance affordable accessibility and connectivity between these areas, reduce traffic congestion, and reduce air pollution.

### Gender Equality

- Egypt was placed 129th out of 156 nations in the Global Gender Gap Index in 2021. Only 20%

of Egypt's working-age women are participating in the economy, compared to 75% of men<sup>80</sup>. Women represent 50% of the country's population, therefore, several gender equality initiatives are taking place through USAID and the World Bank which partnered with the National Council for Women in Egypt to revive the Egyptian Gender Equity Seal (EGES) certification. This model promotes gender equity in the private sector by building a series of good practices in the areas of recruitment, career development, family-work balance, and sexual harassment policies.

### Urban Development at Local Level

- There are also several planned infrastructure investments at the city level in New Damietta and Kafr El Battikh highlighted on sections 5/pages 102 and 103 within the urban strategic plans, that, once completed, will promote and enhance sustainability in the city and over 80 potential projects and initiatives that were prioritised to be implemented by 2030. These projects, when implemented, will assist in addressing the economic and environmental challenges, including education, health care, solid waste management, water and wastewater, mobility, and housing.
- Partnerships with organizations like UNESCO, SECO, and UN Women have proven beneficial for Damietta Governorate. Continuing such collaborations can bring in expertise, resources, and global best practices to local initiatives.
- In summary, Damietta's governorate, with its expansive land area and spatial location and strengths, presents promising opportunities for investment in projects requiring substantial space, such as agriculture, renewable energy, industry, tourism, and logistical facilities. This is aligned with the regional efforts to achieve the strategic goals of the Egypt vision 2050.

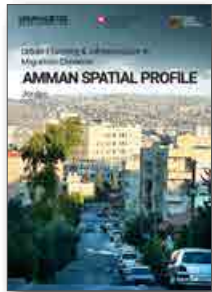
### Recommendations at City Level

- Define a long-term vision and plan that outlines roles and responsibilities throughout the city. This plan will facilitate a comprehensive development, featuring phased and scalable interventions that span short- to long-term responses at the city level, while also connecting to national efforts. The Voluntary Local Reviews (VLRs) will serve as an initial framework for cities and local governments to assess and report on their progress towards the United Nations Sustainable Development Goals (SDGs).
- Strengthen and enhance urban data and information management: Building on Kafr El Battikh City Spatial Profile, will focus on gathering multisectoral, disaggregated, comparable, and monitorable data that is publicly accessible. The development of a well-resourced Municipal Information System infrastructure at city and governorate levels, will facilitate an equitable analysis of needs. This approach will help in identifying specific challenges and opportunities that evolve over time. Such a system will enable local authorities to improve coordination and management, and enhance the planning, delivery, and management of safe, inclusive, and efficient social and basic services.
- Empower local community facilities such as Kafr El Battikh youth center and utilize it as a platform to enable dialogue among representatives from communities, civil society organizations (CSOs), think tanks, academia, the private sector, and both central and local governments. The center can host discussions aimed at building consensus around planning efforts. They will emphasize the inclusion of youth, children, women, and other vulnerable groups, providing a space for these individuals to express their concerns, experiences of exclusion, and ideas for creating more inclusive communities. Additionally, mapping challenges will guide the formation of these platforms.

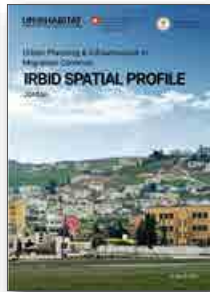
## LEVERAGING THE SPATIAL PROFILE TO GUIDE INCLUSIVE AND SUSTAINABLE CITY DEVELOPMENT

Beyond offering a comprehensive understanding of the city, the spatial profile becomes a dynamic tool for identifying the challenges and the opportunities within the urban areas and neighbourhoods characterized by high numbers of migrant residents, serving as a strategic guide for urban development. By showcasing the intricate interplay of physical, socio-economic, and policy aspects within urban landscapes, the spatial profile becomes an invaluable decision-making tool for long-term infrastructure planning. This process actively contributes to the city's growth through the identification of the areas in need of attention and strategic interventions. By incorporating qualitative insights from participatory workshops, the profiling process actively engages with local communities. This interaction ensures that the identified neighbourhoods of intervention align with the priorities of the residents and contribute meaningfully to the city's overall development vision.

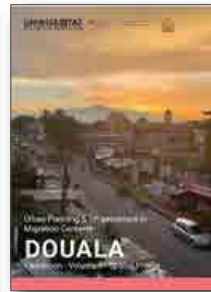
### Explore other UPIMC spatial profiles for more insights:



[Amman Spatial Profile, Jordan](#)



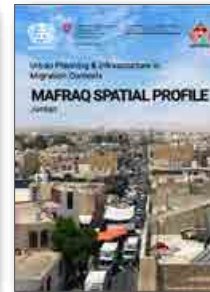
[Irbid Spatial Profile, Jordan](#)



[Douala IV Spatial Profile, Cameroon](#)



[Damietta Spatial Profile, Egypt](#)



[Mafraq Spatial Profile, Jordan](#)



Douala III Spatial Profile, Cameroon



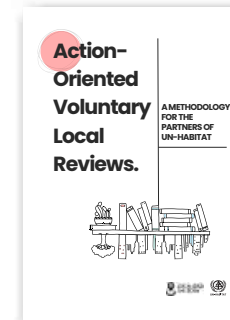
Kafr El Battikh Spatial Profile, Egypt



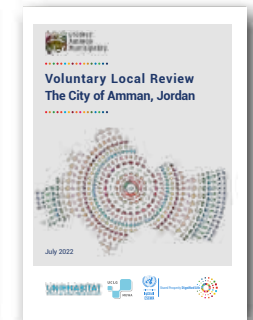
Scan or [click](#) to access all the resources!

UN-Habitat's spatial profiles play a pivotal role in promoting SDG localisation, by informing Voluntary National Reviews (VNRs), and Voluntary Local Reviews (VLRs), which are developed by national and local governments to monitor and accelerate their progress towards the goals at the local level. Jordan offers a leading example, as the Amman Spatial Profile has crucially contributed to the subsequent Amman VLR, and the Irbid Spatial Profile is feeding into the city's upcoming VLR, providing a wide array of data and spatial indicators, maps, and cross-cutting analysis, helping the cities in identifying which SDGs should be prioritised in their VLR analysis.

This collaboration fosters a new generation of action-oriented VLRs supported by UN-Habitat. Together, spatial profiles and VLRs contribute to strengthening local data ecosystems and can offer a comprehensive approach for achieving global sustainable development that is driven by local needs and actions.



[Voluntary Local Review of The City of Amman, Jordan](#)



[Action-Oriented Voluntary Local Reviews Jordan](#)

## UPIMC NEXT STEPS

Following the city spatial profile, the next two phases of UPIMC shift the focus to the smallest scale within the neighbourhoods identified as the pilot through the comprehensive profiling process and participatory workshops.

### VISION AND ACTION PLAN

The pilot neighbourhood's visioning and planning process aims to redefine the urban landscape by crafting a strategic vision rooted in the insights from spatial profiling through a collaborative effort bringing together key stakeholders. The vision serves as a collective roadmap that aligns the aspirations of government, host and refugee communities, and other stakeholders. It signifies the commitment to inclusive development, where the priorities of the targeted community are integrated and aligned into the broader urban narrative. The subsequent planning process is an effort to translate these aspirations into action. The creation of different scenarios and the formulation of an action plan become pivotal in transforming the city, providing concrete steps and identified areas for strategic interventions.

the formulated vision. The project briefs bridge the aspirations to reality, facilitating partnerships, including with the private sector and potential donors, to secure the necessary funding for implementation. This transformative phase is about turning urban visions into tangible realities, as the prioritised projects become the building blocks for a neighbourhood and a city that reflects the needs, potential and aspirations of its residents.

### Upcoming Investment Cards and Project Briefs:



Cameroon Investment Cards    Jordan Investment Cards    Egypt Investment Cards

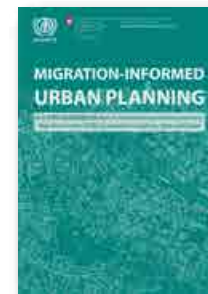


### Knowledge Exchange

UPIMC emphasizes knowledge exchange connecting cities nationally and internationally to enhance municipal capacity and engagement in broader national and international platforms and processes. In this spirit, a Normative Guidebook is under development, exploring the proposed methodology to simplify the replication process for practitioners and stakeholders. The Guidebook provides a three step planning approach, insights derived from the experiences and best practices of the pilot cities and neighbourhoods.

### Prioritisation of Interventions and Linkage to Financing

The prioritisation of projects in this phase aims to address immediate needs and long-term aspirations, formulating the precise actions to transform the neighbourhood. As these projects undergo assessment, involving community input and stakeholder collaboration, they become more than just infrastructure initiatives as they embody



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## UN-Habitat for Sustainable, Inclusive and Resilient Urban Futures

UN-Habitat is dedicated to sustainable global urban development, aligning with the United Nations' 2030 Agenda for Sustainable Development and the Sustainable Development Goals (SDGs), and guiding the implementation of the commitments outlined in the New Urban Agenda (NUA). Collaborating with governments and stakeholders, UN-Habitat translates these global objectives into actionable interventions at the local level. Recognizing the pivotal role of local action in driving global development, UN-Habitat supports the process of localization, which empowers cities and local communities to innovate and mobilize resources, tailoring development efforts to the specific contexts.

At the forefront of localizing the SDGs and implementing the NUA, UN-Habitat has endorsed the Urban Monitoring Framework (UMF) as a global strategy for monitoring SDG and NUA indicators. This framework guides the creation of Voluntary Local Reviews (VLRs), essential mechanisms for municipalities to monitor and report on SDG achievements. To spatially implement these global objectives, UN-Habitat employs a suite of tools and practices. The Planning, Finance & Economy Section, core to the agency's expertise, offers a spectrum of activities — from data collection and analysis to strategic planning and project development, including guiding and unlocking financing opportunities to support national and local governments in driving sustainable and inclusive development. UN-Habitat's Urban Lab, an integrated urban planning facility, guides the planning process across local, regional, and national levels through an evidence-based collaborative approach.

Leveraging this expertise, UN-Habitat explores multiscale and evidence-based integrated urban planning as an alternative approach to address migration and protracted displacement scenarios, providing durable solutions to bridge the gap between humanitarian and development practices in contexts of protracted crisis and displacement. As human mobility has been increasingly acknowledged as a crucial dimension of urbanisation dynamics and sustainable development, UN-Habitat is committed to keep supporting cities and local governments driving integrated urban solutions that harness the potential of migration for sustainable development. UN-Habitat will continue advancing global knowledge and practices on sustainable urban approaches integrating local experiences into broader discussions and efforts towards the implementation of the Global Compacts for Migration and the Global Compact on Refugees.



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# 6

## ENDNOTES

## Endnotes

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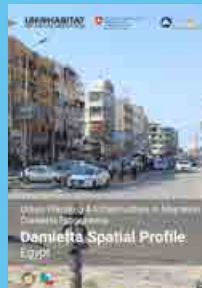
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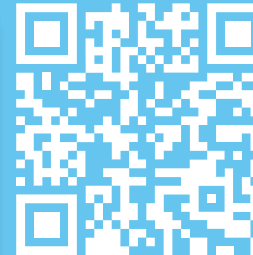
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