

## **DEVELOPMENT AXES AS A CATALYST FOR REVIVING THE UN-INHABITED NEW URBAN COMMUNITIES EGYPTIAN WESTERN NORTH COAST DEVELOPMENT AXIS**

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### **ABSTRACT**

There is no doubt that the overpopulation urban problem worries all nations worldwide, that motivates to deal with by all means, thus, some follow establishing new urban communities' policy away from the densely populated regions, but unfortunately some of these communities have not been fortunate enough to achieve the desired purpose due to economic, social, environmental, political and even urban problems, which became a new challenge to join the steady population growth burden.

Many policies have been found for the revival of these un-inhabited new urban communities, such as establishing development axes, which is considered as one of the most important strategies that focus on utilizing group of hard and soft infrastructure elements to motivate urban and socioeconomic development.

This paper deals mainly with the role of development axes as an urban development catalyst for the revival of un-inhabited new urban communities, As It is considered as a developmental alternative for densely populated cities, therefore these axes should be characterized by strong social and economic incentives to give the ability for achieving this role, attracting population and revitalizing those communities.

Egypt as one of the developing countries suffers from the dilemma of inefficient new urban communities, which represents a major issue in light of the economic challenges facing the country. The strong backing and support of Egypt's political authorities for the western north coast axis to accommodate the predicted population growth through the next

coming years inspires to improve these development strategies to achieve the desired objectives leading to the futuristic visions.

Therefore, setting out criteria and principles of establishing a successful development axis capable of achieving the aims of its establishment is the main aim of the research.

**KEYWORDS:** Development Axis, Western North Coast Axis, Urban Development, Urban Catalyst, UN-Inhabited New Urban Communities.

## **INTRODUCTION**

### **Background to the Study**

The policy of establishing urban development axes today is one of the most important strategies that focus on utilizing group of infrastructure elements to motivate urban development and economic activity.

The development axes play an important role in the sustainable development of the cities placed on, in addition to provide new development potentials creating new urban communities, as well as those cities in turn activating the role of the Axis. It is a reciprocal relationship between the cities and the Axis while the Axis contributes at the economic development at the same time the city achieves socio-economic aspect which works as a catalyst for urban development.

### **Problem Definition and the Research Significance**

This research main constrain is the limitation of the Egyptian urban extension in the Nile Valley and Delta region that is incapable of accommodating the predicted overpopulation which lead to unplanned urban extensions over the agriculture lands causing high pressure over the main facilities, infrastructure and services in the existing cities.

Urban development is the real indicator for any community development weather in the socio- economic or in the cultural and legal aspects. Egypt had

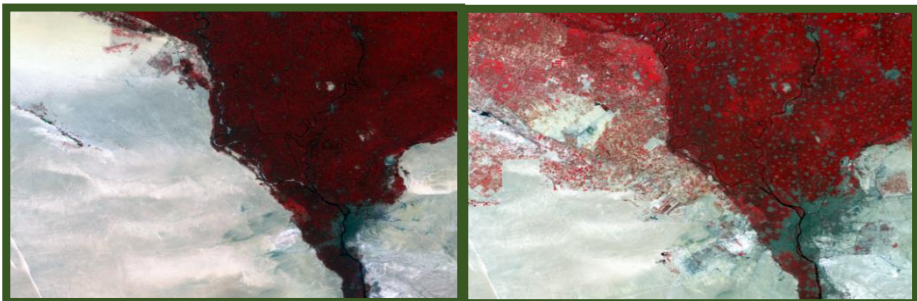


Figure 1: Map for the Delta shows the expansion of agriculture into adjoining desert areas.

undergone several development strategies in the past decades aiming to achieve developmental strategic aspects in the fields of urbanization, environmental, political, economic, and social. New cities

experience in Egypt as a main strategy to overcome this dilemma exposed to many evaluations and auditing carried out by scientific institutions at specified time intervals after its implementation in the seventies, where new cities theory appeared in France and England and other countries in order to relieve the pressure on capitals and overpopulated cities , then When the theory moved to Egypt, the goal was to go out into the desert away from the narrow valley, in which the new Egyptian cities was chosen in terms of form and not in the framework of regional schemes where different relationships determined whether with the existing or new urban communities , in which the failure of achieving the target of new cities establishment appears in the following:

- The emergence of the phenomenon of idle energies in the field of capital
- The emergence of the phenomenon of burning energies
- The continuation of the housing crisis and existing cities problems
- Slow population growth.

**This failure occurs due to the followings:**

- Lack of sufficient elements of attraction
- Failure in implementation of the original plan
- Enlarge targeted size of the new cities
- Random selection of new Cities locations
- The absence of an integrated development and the comprehensive planning of new cities.
- Lack of funding and Shortage in the new cities Management System.
- The emergence of the idle energies' phenomenon in the housing field.

So even providing the new communities not only fail to materialize but was so hard to sustain, as a conclusive evidence the updated strategic national plan of Egypt 2050 mentioned the following statistics:

- Population: 94.7 million
- Concentration of population in 7.4 % of the total area
- Poverty (27.8% of the population below the poverty line)
- (5.3% of the population is destitute)

- Illiteracy (30% of the total population)
- Unemployment (13% of the total labour force)
- Social disparities between regions in the income and standard of living and services.
- Scarcity of the traditional exhaustible resources (Ground water / oil / gas)
- Urban sprawl & erosion of agricultural land (13000 acres per year between 1984 to 2007)



Figure 2: the structure of the 3 generation Egypt's new cities program  
Source: <http://www.newcities.gov.eg>

## Aim and Objectives

### Aim

Motivate the population spatial displacement and mitigate the overpopulation on the Nile valley and delta region providing new development prospects through the principles of development axes to motivate urban development on the western north coast axis as a developmental alternative.

### Objectives

- Define a clear concept development axes, requirements and roles

- Extrapolates success potentials of local and international experiences in development axes.
- Apply the concluded potentials on the New Borg El Arab city as a part of the western north coast axis to motivate urban development.

## DEVELOPMENT AXIS CHARACTERISTICS

Axis development concerns connections that use different transport modes (e.g. car, train, tram, ship, aeroplane), and carry both passenger and freight transport links. while Priemus and Zonneveld refer to a Axis as consisting of “bundles of infrastructure that link two or more urban areas” (Warnich,2005). These can be highways (sometimes via different routes), rail links (high-speed trains, intercity lines, local trains or trams), separate bus lanes, cycle paths, canals, short sea connections and air connections at the same time encompasses things like ICT infrastructure, power lines and cables as well as pipes for drinking water, natural gas, crude oil, electricity and sewage (Priemus, 2003). Axis evolve from simple transport routes through to fully-fledged economic. Not all Axis are intended to become economic Axis, but intermediate Axis (trade, freight, industrial, agricultural, etc.) also contribute to increased economic activity. (Beer,2001)

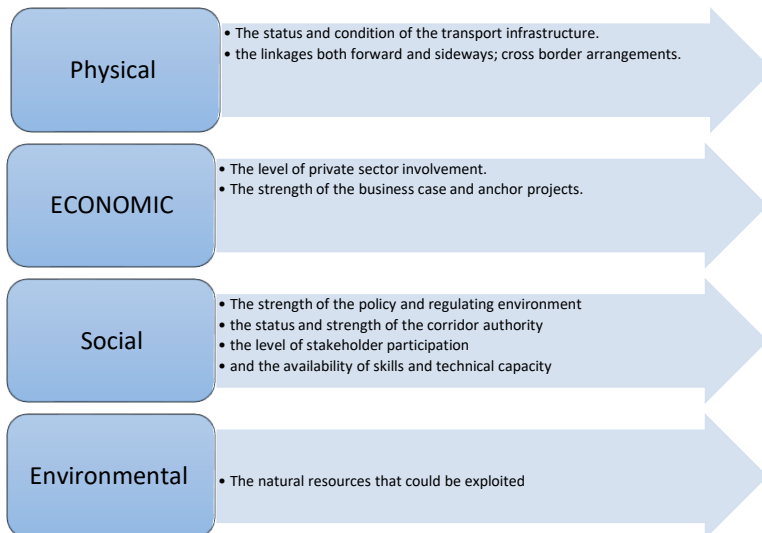


Figure 3: The major characteristics needed to be in place for a successful Axis to achieve its objectives (Hope,2015)

## **Evolutionary stages of development Axis (Mulenga,2013).**

### *Physical development*

- Development of transport policies  
Strengthening the physical facilities needed for efficient transportation and trade by establishing and revamping transport links, improving the quality of infrastructure, increasing carrying capacity, and dealing with related safety issues.
- Support to Axis planning  
Upgrading infrastructure associated with priorities such as rural agriculture, agroindustry, and tourism; encouraging multimodal structures; and upgrading border areas.

### *Logistical development*

- Support to regulators  
The right logistics can harmonize Axis policies, regulations and institutions, moving people and goods more efficiently and facilitating storage, warehousing, trucking, insurance and freight management, and related services.
- Support to Axis agencies  
cross-border trade agreements; simplifying, standardizing and harmonizing immigration and quarantine procedures; promoting information and communication technologies; and establishing a logistics centre.

### *Economic development*

- Trade facilitation  
Investments in areas such as agroindustry and manufacturing, natural resource-based enterprises, small-scale industries, trade (including planned roadside shops), tourism (rest houses and hotels), schooling, and health facilities, all located near the Axis. Other interventions might include the promotion of innovative trade techniques such as fair-trade products and investment forums, again close to the Axis.

- Arranging investment forums and market business opportunities

The socio-economic development stage might also market business opportunities in key industries; establish special economic zones where appropriate; publicize investment policies, rules and regulations; offer micro-financing; implant special measures for approving business licenses efficiently and effectively; and address other infrastructure deficiencies, such as inadequate water and power.

#### *Integration of cross-cutting issues*

- Environmental concerns.

Environmental concerns can be addressed in a commitment to sustainable development and the use of mechanisms to protect the environment.

- Institutional development of governments and Axis agencies Institutional capacity building draws on:
  - human skills development;
  - changes in organisations and networks;
  - changes in governance/institutional context to remedy human resource constraints and enhanced service/product delivery in public and private sector organisations.

- Social development, working with communities

The social issues that affect Axis development are public awareness, trans-boundary diseases, social programs and traffic safety.



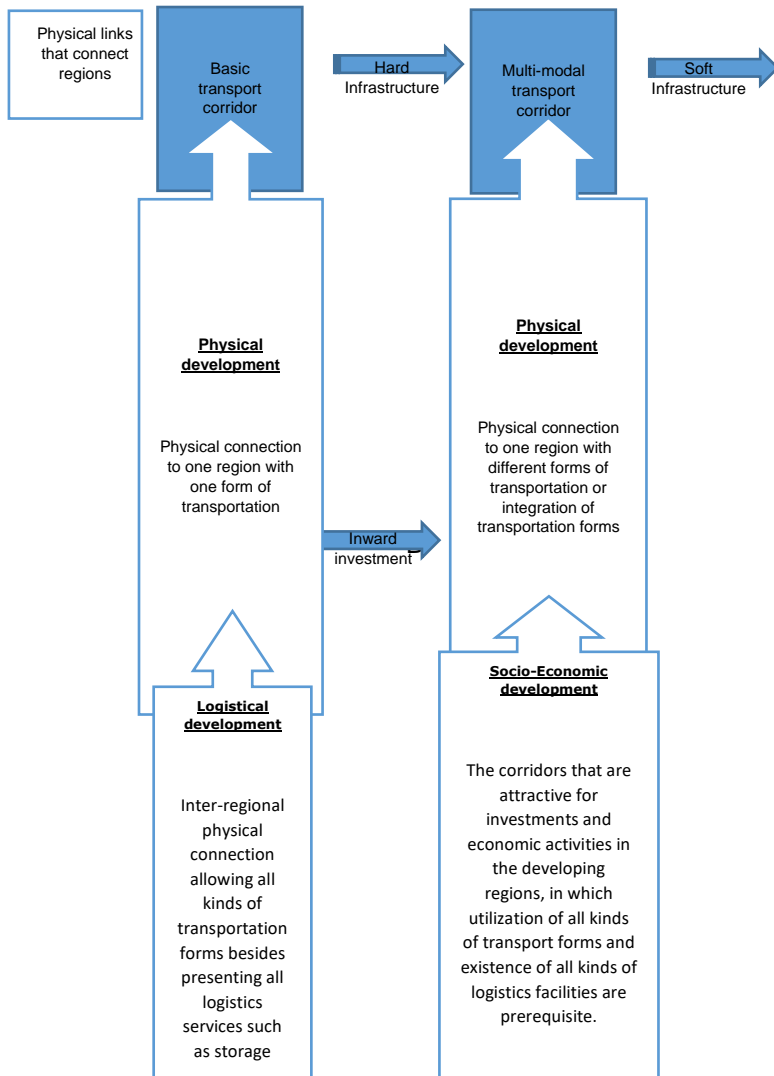


Figure 4: Stages of Axis development and possible areas for DFID intervention (Keser,2015)

## The role of development Axis (Mulenga,2013)

### *Economic Role*

- Development Axis link areas of supply and demand which enhance trade and economic opportunities.

- Development of economic Axis, as opposed to development of growth centres, recognises the wider economic trends of regionalism and globalism.
- The evolution of a transport route into a transport Axis, thence a trade Axis, and eventually an economic Axis involves cycles of improving hard and soft infrastructure

#### *Physical Role*

- Development Axis need a supportive transport network which facilitate the full development potential of adjacent land, therefore, accommodate momentum to urban restructuring initiatives.
- Development Axis increase markets to promote growth through higher densities, increased visibility, increasing access to facilities and amenities.

#### *Urban Role*

- The infrastructure network functions as the basis for the directions of future urbanization for residential and work activity. This definition is related to the aim of supporting public transport infrastructure. Axis have a considerable impact on spatial developments and spatial patterns. Especially areas through which large volumes of passenger and freight transport pass are attractive for the location of companies. This would lead to urbanization in places located between present urban centres, starting with some sort of ribbon development, and then giving way to new urban growth poles. Spatial policy is playing an important role.
- New urban communities' establishment in the desert states aims to open development Axis away from the housing zones, in which these new urban communities' projects aim to advancing the economic rate with a fast rate, focusing on the optimal usage of resources and natural wealth and creating a better environment for new residents. - Economic activities integration consider as a

prerequisite so as the new society do not depend on just one economic activity.

## CITIES ON THE AXI DEVELOPMENT STRATEGY

The new cities development strategy based on a various element of economic, urban, social and population attraction development which aims to the coordination between these different elements for the optimal utilization of available resources through a single system.

### Urban Development Strategy (Elawadi,2006)

This strategy aims to move from the current inhabitant areas to another one with a useful potential for urbanization, in which urban development means to improve the environment and provide the basic needs for housing, work, and community services, and elements of communication and infrastructure networks, taking into account the social values and cultural standards.

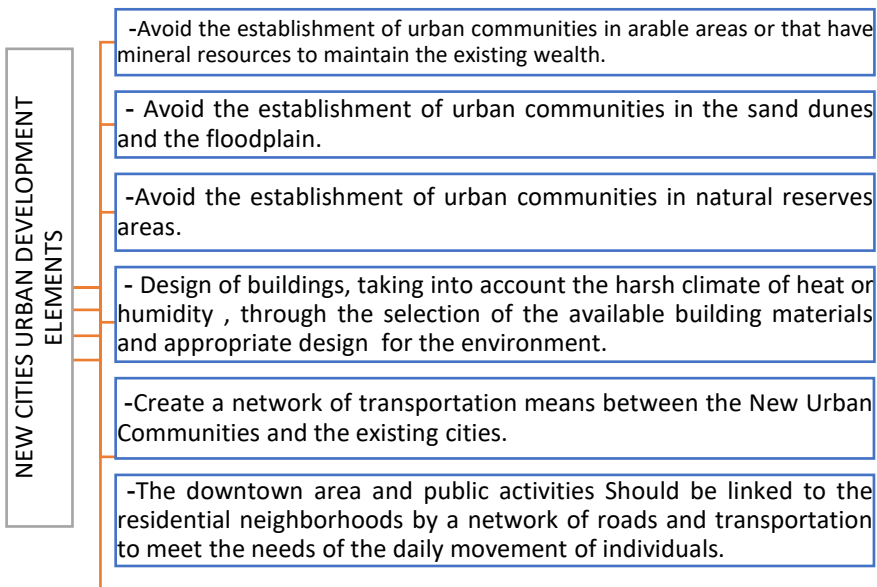


Figure 5: New Cities Urban Development Elements

The importance of urban development because it occupies the first place in terms of the investments volume, also it has a significant interest within the community.

### **Economic Development Strategy (Abbas,2007)**

The economic development strategy cannot be separated completely from the strategies, but it has an active role in supporting the development process, as it includes elements that produce goods and services, such as natural resources, land, capital, means of production, cultural values, technical knowledge, organization, work, skills and techniques of individuals, industry and its Regulations.

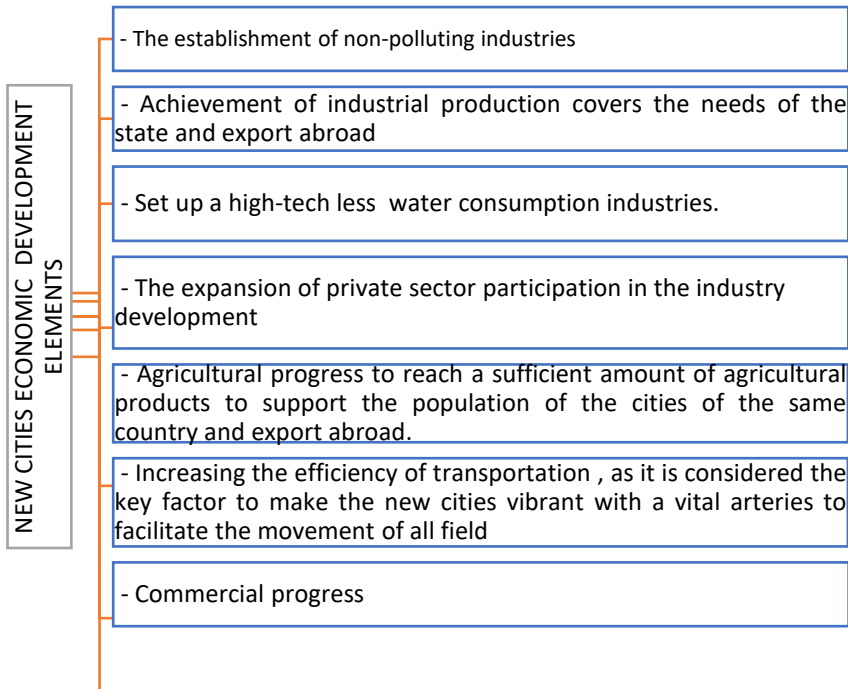


Figure 6: New Cities Economic Development Elements

## Population attraction and Social Development Strategy (Abbas,2007)

The process of population attraction considered as a central axis of the development process, because Without the people there will not be development, and this process is a part of the social dimension, which is in turn one of the basic and vital components for the development of new cities, because of its characteristics that seems very complex, such as local features and behavioural standards for prospective society residents.

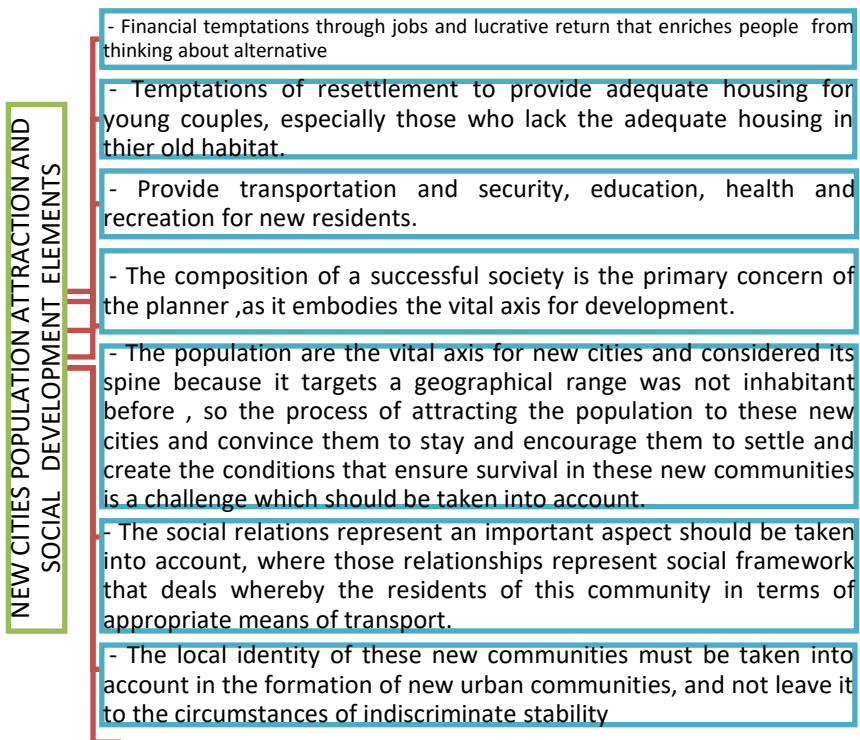


Figure 7: New Cities Population attraction and Social Development Elements

Table 1: Development Corridor Strategy Properties

DIMENSIONS		PRINCEPLES	STRATEGIES
Physical Axis	Infrastructure	Multi-modal transportation network	Highways (via different routes)
			rail links (high-speed trains, intercity lines, local trains or trams)
		Services and Facilities	Water line, Telecommunications and electricity links
		Trade Flow	Freight flow through the Axis
			Easy access and the flow of goods and people between countries Border
	Cross Border Arrangements	Reduced cross-border bottlenecks by providing a one-stop border control procedure	
	Urban Axis	Cities on the Axis development	Sustainable Tourism
			Sustainable Buildings and Construction
			Education for Sustainable Consumption
			Sustainable Lifestyles
Innovation & Process	Public participation		
	Stakeholder Participation		
	Axis Authority		
	Political Support		
Economic	Private Sector participation		
	Enhance the local Freight flow		
	Trade exchange		
	Magnet point for employment in various fields		
	Business Case / Projects and Linking economic strength		
Environmental	Efficient resource use	Re-use of materials	
		Agricultural Reclamation	
		Reduction of industrial waste	
	Renewable energy	Using wind and solar energy	

	Healthy ecosystems	Providing green areas and open spaces
		Eliminating pollution in water, air, and land.

### THE MAPUTO DEVELOPMENT AXIS (CSMI, 2012)

The Maputo Axis is a transport Axis that connects South Africa's Gauteng Province to Mozambique's Maputo port. The Axis became a reality as a result of coinciding developments of infrastructure, including the upgrade of the Maputo port and the development of the N4 highway in South Africa. This, along with the existence of established subsidiary Axis to bordering South African provinces, and indeed also to neighbouring countries, makes the Maputo Axis one of the most ambitious initiatives undertaken within the Southern African region.

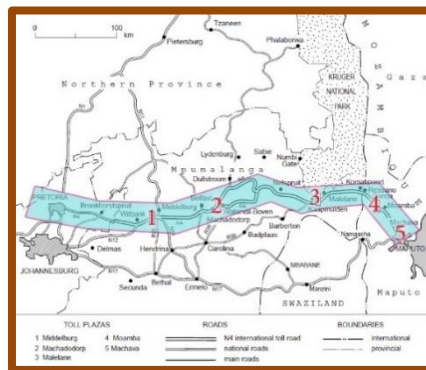


Figure 8: shows the Location of the Maputo Development Corridor

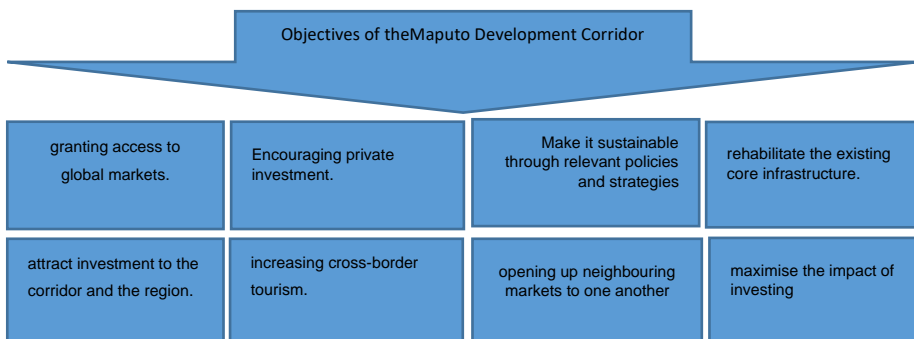


Figure 9: shows the main Objectives of the Maputo Development Corridor

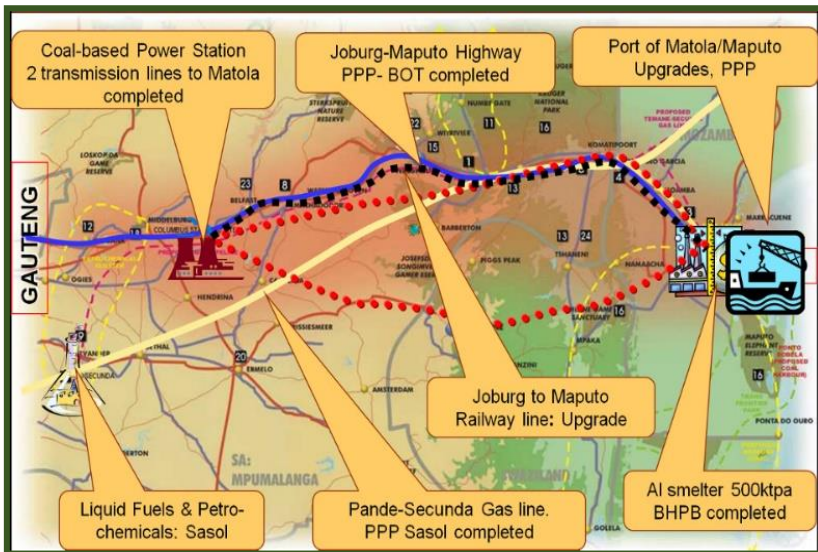


Figure 10: Map Showing the Extent of the Maputo Development Corridor. The aim of the MDC was to establish developmental alliance between the Maputo port and the Gauteng province of South Africa.

Table 2: Development Corridor Strategy Properties

D	PRINCIPLES	STRATEGIES
Physical Axis	<b>Single Toll Road (The N4 from Witbank to Maputo)</b>	Development of the N4 highway connecting southern Mozambique and South Africa attracts investment to the Axis and region, maximise social development, employment opportunities and the participation of historically disadvantaged communities.
	<b>Maputo Port</b>	<ul style="list-style-type: none"> <li>Maputo port was rehabilitated, developed and managed by the Liverpool's Merseyside Docks and Harbour Company, an international association which improve the facility.</li> </ul>
	<b>Telecommunications, Electricity Links and a Sub-Station</b>	<ul style="list-style-type: none"> <li>The electricity and telecommunications lines were complimented by the building of a new sub-station next to the Mozambique Aluminium Smelter (MOZAL) project in Maputo. Furthermore, these lines have led to industrialization in Maputo through the establishment of the MOZAL smelter as well as the creation of an industrial park and other investments.</li> </ul>
	<b>Railway Links to Maputo</b>	<ul style="list-style-type: none"> <li>The Railways network comprising of main lines from Maputo Port to Zimbabwe (Limpopo Line), to Swaziland (Goba Line), to South Africa (Ressano Garcia Line) furthermore, the South Africa's rail service provider currently runs the whole line between Maputo and South Africa hence providing importers and exporters with a seamless transportation routes.</li> </ul>



Urban Axis	• One-stop border facility	To facilitate easy access and the flow of goods and people between South Africa and Mozambique, the Komatipoort/Ressano Garcia Border post between the two countries were upgraded.
	Sustainable Tourism	– the main objective is the implementation of activities that promote sustainable tourism, providing supporting tools and existing initiatives that may inspire pilot projects and good practice in other countries. The Task Force focuses on three main topics: tourism and climate change, biodiversity, and protection of cultural and natural heritage.
	Sustainable Buildings and Construction	The main aim is to develop local and national policies and legislation to secure the sustainability of construction use and maintenance of the built environment. The Task Force addresses the question on how public policies and legislation can promote energy efficiency, energy savings and use of renewable energy in the built environment. The activities include mapping out the baseline condition and internal exchange of best and worst practices.
	Education for Sustainable Consumption	The objective is to achieve progress in introducing sustainable consumption and production issues in particular into formal curricula with the aim of supporting the Marrakech Process through initiatives, activities and pilot projects in this sector. A special focus of the Task Force is on the Mediterranean region, sharing its experiences globally.
	Sustainable Lifestyles	The main goal is to develop and support the implementation of sustainable policies and projects that enable the adoption of sustainable lifestyles. The main activities are to support the implementation of projects at the sub-regional and national level; to develop tools and capacity building on education and communication for sustainability; and to assemble results and inspiring examples on sustainable lifestyle
Innovation & Process	Stakeholder Participation	Well organized and involvement from private sectors and less organized input from CBO's and NGO's.
	Axis Authority	Strong authority with power to move project forward. Strong Project Managers appointed on both sides
	Political Support	Supported by South African and Mozambican governments via the respective transport Ministries and Heads of State.
Economic	Private Sector participation	The corridor is a success because of private sector investments (\$5billion). PPP was essential in ensuring success of this corridor.
	Enhance the local Freight flow	Easy access and the flow of goods and people between South Africa and Mozambique, the Komatipoort / Ressano Garcia Border post between the two countries were upgraded. Reduced cross-border bottlenecks by providing a onestop border control procedure. South Africans no longer require visas to enter Mozambique

	<p><b>Magnet point for employment in various fields</b></p>	<ul style="list-style-type: none"> <li>• Aluminium Plant</li> <li>• The world's third largest Aluminium plant, the MOZAL plant developed near Maputo</li> <li>• was a joint venture between South Africa's BHP Billiton and the Industrial Development Corporation.</li> <li>• Natural Gas</li> <li>• The South Africa's SASOL and Mozambique's ENH developed the Pande/Temane</li> <li>• gas field.</li> <li>• Industrial Park</li> <li>• The development of the Beluluane Industrial Park which is a 600-hectare industrial free zone which attracts a combination of foreign, regional and local investors keen on heavy industry, manufacturing and hi-tech businesses.</li> <li>• Iron &amp; Steel Complex</li> <li>• The development of Maputo Iron and Steel Plant through the use of magnetite obtained from Phalaborwa, in South Africa and natural gas from the Pande fields north of Maputo has being assessed.</li> </ul>
	<p><b>Business Case / Projects and Linking economic strength</b></p>	<p>Strong business case with added local economic development, SMME development. Duvha Power Station, Mozal Aluminium, Sasol Pande gas pipeline.</p>

### THE WESTERN NORTH COAST AXIS-EGYPT

The Western North coast region is blessed with cultural heritage, monuments, attractive shores, environmental reserves and sceneries that can serve as the basis for tourism development. In addition, the region has potentials for growing high-value crops; fishing and the reduction of power.

The strong backing and support of Egypt's political authorities for the western north coast axis to accommodate the predicted population growth through the next coming years inspires to improve these development strategies to achieve the desired objectives leading to the futuristic visions.



Figure 11: Map Showing Western north coast Region



Figure 12: Western north Coast Axis context

Table 3: Western north Coast Axis physical Strategy

DIMENTIONS		PRINCEPLES	STRATIGIES
Physical Axis	Infrastructure	Multi-modal transportation network	Road network (Costal road-Wadi El Natron road-el Betrol Road Alexandria Cairo road)
			The proposal of Dr Farouk El Baz Development Corridor
			Bourq El Arab airport
			El Dabaa airport
			El Alamein railway
			Power stations
			Water supply network
			Communications network
	El Alamein port		
	Services and Facilities	Opportunity for natural gas line	
Trade Flow	Strong trade flow due to the existence of El-Alamein port.		
	Providing opportunities for cities on the corridor to have a logistic outlet to enhance the trade flow commercial exchange.		

## DEVELOPMENT STRATEGY FOR THE WESTERN NORTH COAST AXIS

The study area extends 465 km along the Mediterranean. It is part of the Governorate of Matrouh. It starts from the City of El-Hamam to the east to City of El-Salloum to west at the Egyptian-Libyan international borders. The width of the study area is 90 km to the south. The area of the region under investigation amounts to 21 thousand km<sup>2</sup>. The planning team divided the region into three homogeneous sectors suitable for economic activities: tourism, agricultural production, and pastoral).

The proposed plan aims to settling five million inhabitants or more in this region through a scheme for integrated development in the three sectors by generating job opportunities to attract newcomers outside the Nile Delta and Valley and avail needed services to the locals.

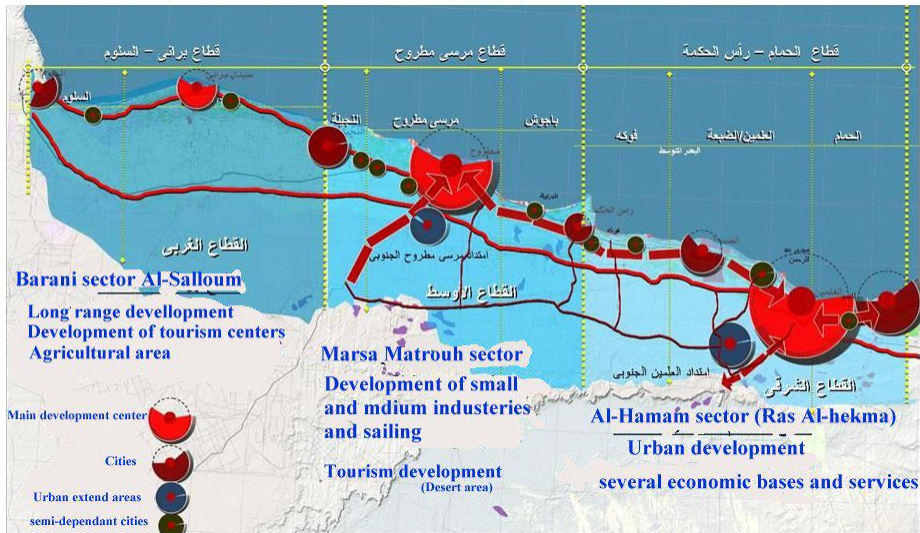


Figure 13: Development strategy for the Western north Coast Axis

## WESTERN NORTH COAST AXIS URBAN STRATEGY

### New Borg El Arab City (Helaly,2008)

The city of New Borg El Arab considered one of the first generation new cities that the new urban communities' authority started in its creation according to the Presidential Decree No. 506 of 1979, in which it is considered as one of the independent economic entities, that the need for its establishment emerged in the late sixties and turned into

executive plans at the end of the seventies and its construction process began at the beginning of the eighties. The mission statement of New Borg Al-Arab is to create an urban environmental entity that is self-contained—self-dependant—economically, socially, to absorb population migration to Alexandria and the over-population of Behaira, and also, as a service centre to the coastal area and a regional centre to West Delta in general.

The city has a total surface area of 200 square kilometres, of which the built area occupies 102 square kilometres. It is comprised of ten residential districts and five industrial districts, each residential district containing eight to nine neighbourhoods. The central hub of the city, in which the main services are concentrated, is situated in the middle. The city is planned to absorb 570,000 inhabitants (Before Modification) and provide approximately 160,000 employment opportunities, with 122,000 housing units.

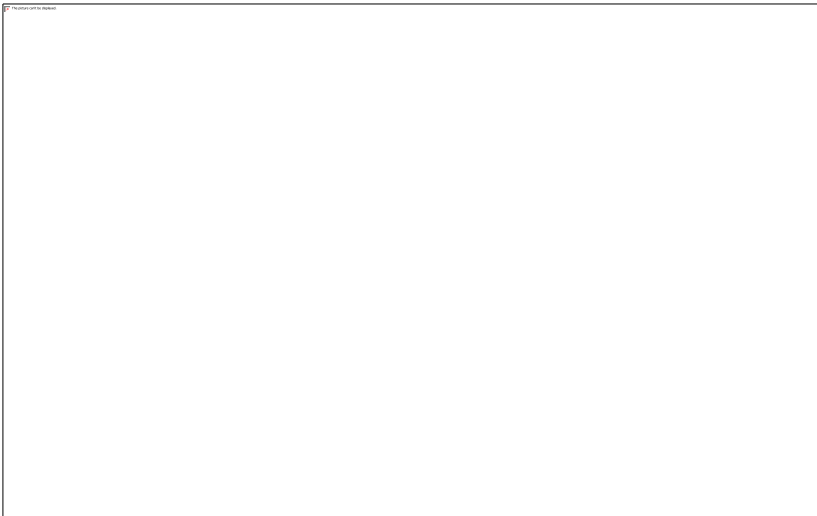


Figure 14: Map Showing Borg ElArab New City

The Housing Ministry has completed Borg El- Arab city new scheme until 2032, which aims to reach the residential area to 29,919 acres, and the housing space and its services to 11,553 acres and the population to 750,000 people, this new scheme includes the establishment of 16 new projects until 2017. This scheme states a number of projects that will be a priority until 2017, which includes the Technology valley, industrial free zone, logistics zone, the dry port and

the customs office, crafts and small – scale industries complex, workers housing, sugar beet factory, business hotel and training centre, in addition to the separation of the industrial zones entrances from the residential area and the establishment of a mass transit station. (Metwally, 2016). The planner put development strategy based on achieving several goals: (Elshafei, 2014)

- Reduce the growing population pressure on the region of Alexandria “North Delta” and the adjacent urban areas of the city.
- Increase the national income through an independent economic base and increase job opportunities and meet the growing demand to industrial projects lands.
- Planning of an independent city so that after a generation or two, about half a million people can stay and work out.
- This city created to be a radiation centre for the development of the northern coast of Western desert.

#### **Strategic problems facing New Borg El Arab City: (Metwally,2016)**

- Economic problems
- Environmental problems
- Housing and settlement problems
- Urban Structure and growth problems
- Urbanization and infrastructure problems
- Regional framework problems
- Board of Trustees problems
- Non – governmental organizations problems
- Industry labour problems

But the city of New Borg El Arab didn't achieve the goals required from its establishment despite it passes by several attempts for reviving, such as the establishment of the Army Stadium and the idea of turning the city into a major sports city and establishment of Borg El Arab international Airport to serve the coastal region and attract people to this area & many others ideas but all failed to revive this city leaving it as one of the UN-INHABITED New Urban Communities.

#### **CONCLUSION**

The development axes play an important role in the sustainable development of the cities placed on, in addition to provide new development potentials creating new urban communities, as well as

those cities in turn activating the role of the Axis. It is a reciprocal relationship between the cities and the Axis while the Axis contributes at the economic development at the same time the city achieves and important role to enhance the Axis which works as a catalyst for urban development. Thus, the western north coast axis catalyst will motivate the urban development for Borg El Arab new city.

Table 4: The Role of Egyptian Western North Coast Development Axis reviving New Borg El Arab City

DIMENSIONS		STRATEGIES
Physical Axis	Transportation	The Possibility of Linking the city with the surrounding communities & the north coast resorts
		The Possibility of Linking the City by the proposed International road with ElAlamein & Marsa Matrouh in the west and by the Existing international Road with North Delta.
		Linking the city of new Borg El-Arab by railway with Alexandria city in the east and with Cities of ElAlamein and Morsa Matrouh in the west. which pushes the economic development process of the city
		Strengthening Linking the City with Borg El-Arab Airport by roads and railway
	Urban Structure	The Connection Through Coastal and international Roads and Railway for Passengers and Cargo.
		Provides the Possibility of economic independence and Provides Multiple Activities economic base
		Easy Access Through the Airport and Seaport Of Alexandria
		Maximize the city's Competitiveness
		Attracting different regional services (touristic - educational-sports)
	Social Axis	Motivating population mobility to Borg El-Arab new city.
Expecting High Rate of Emigration.		
Expecting improvement of Characteristics of its population to be similar to Alexandria Population Characteristics.		
Attracting mixture of socio-economic classes.		
Expand job opportunities that support upward economic mobility, offer supportive workplace policies, and pay living wages so that all working people and their families can afford basic necessities.		
Economic	Tourism	Easy access through Borg Al Arab airport, as well as the proposed International highway and express train from Alexandria.
		The possibility of turning the city in to a regional center for tourism and touristic services for north coast resorts.
		The possibility to be an extension of the activities and touristic services from Alexandria.
		The possibility of integration with the stadium and the Olympic city.
		The possibility to be an extension of the activities and touristic services from Alexandria.
	Industry	The region surrounding Borg El-Arab new city is rich with touristic resources, whether archaeological, natural or environmental.
		The Possibility of linking the city and the Western North coast axis Economically
		Create Opportunities for industry through expanded production chain

		The Possibility of Attracting Industrial Expansions zones in Alexandria to the City Because of the urban and environmental deterioration in the existing areas
		Possibility of localization of the global Industries & free zones & logistics
		Possibility of linking the Industrial zone of the city with berg & mob airport by railway
		The Growth of Scientific & Research Activities, allow the Expansion of Technological Industries.

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