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Ministry of Industry and Trade: Discontinuing the Import of Basic Tuk- Tuk Components



In an exclusive statement to Youm7, the Minister of Industry and Trade, Nevin Jameh, announced that a decision was made to halt importing components of the three-wheeled vehicles known as “tuk-tuks“, which include the base, chassis and engine.

[Link to the News Story](#)

Our Views

The tuk-tuk is a key means of transportation that citizens rely on in rural areas, and notably the narrow streets of low-income neighbourhoods. According to some estimates, the number of tuk-tuks in Egypt is about 3 million. Egypt is among many countries that use the tuk-tuk as a means of transportation; chiefly India.

This decision is not the first with regard to tuk-tuks in Egypt, as the Government has resorted since 2008 to a number of attempts to regulate tuk-tuks, including imposing fines on unlicensed vehicles, the issuance of Law No. 121 of 2008 regarding legalizing tuk-tuks, Ministerial Resolution No. 105 of 2014 to stop the import of three-wheeled cars for a year and their components for a period of three months, and Ministerial Resolution 417 of 2014 to stop the import of three-wheeled tuk-tuks, motorcycles and their chassis.

Despite this latest decision aimed at providing safe transportation for citizens by replacing the tuk-tuk with the minivan, any decision in this regard must take into account its repercussions on the entire system related to tuk-tuks, from feeding industries, spare parts dealers, drivers, and citizens; which raises a number of questions:

- How will the existing and licensed tuk-tuks be dealt with?
- How current tuk-tuk drivers who do not have the ability to replace the tuk-tuk with the minivan will be dealt with, and what impact will this have on already high unemployment rates?
- Do feeding industries of the tuk-tuk have the ability to change their production lines?

- Is there a plan to compensate spare parts dealers for the losses they will incur?
- Is the production capacity of the factories that produce minivans sufficient for the complete replacement of tuk-tuks?
- How suitable is the minivan to be used in interior and rural areas?
- Is there an additional cost that the citizen will bear when using the minivan (the price of a minivan ticket versus that of the tuk-tuk)?

Finally, in light of the many potential effects of the decision to stop importing tuk-tuk components and replacing the tuk-tuk with the minivan, **the question becomes: Is this decision the best alternative to addressing the problems associated with tuk-tuks? or would a better approach be to look into the reasons behind the ineffective implementation of previous decisions related to tuk-tuks, which aimed to legalize this means of transportation and address its problems?**

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