

NWB

Nuweiba International Airport
East Sinai - Egypt
Serving Dahab, Nuweiba, St. Catherine and Taba

Nuweiba International Airport

A concept for saving the region of East Sinai !

1 - Introduction

In order to reverse the recent drastic decline of the economy in the area of East Sinai, resulting from the decimation of the region's tourist industry, which has caused unimaginable hardship and poverty to the local population, that could, potentially, lead to a rise in crime and fundamentalism, a new international airport should be established in Nuweiba, as opposed to trying to develop and operate Taba Airport and /or St Catherine Airport, both of which have very limited potential in comparison.

Nuweiba is the most central, and the only really suitable location, for an airport in the area of East Sinai, and, as such, an airport would revitalise the economy of the whole area and contribute enormously to the Egyptian tourism industry, as well as facilitate an increase of trade within the region.

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Location of the proposed new airport



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2 – The Area of East Sinai...

For the purposes of this document, we are defining “East Sinai” as being the north-eastern section of South Sinai Governorate in Egypt. East Sinai is a beautiful, mountainous coastal area along the eastern side of the Sinai peninsula in Egypt. The area comprises the towns of Dahab, Nuweiba, St. Catherine and Taba, albeit with a relatively low population, made up mainly from the Muzeina and Tarabin Bedouin tribes, but has tremendous potential as a leading tourist destination in Egypt.

There are about 100 hotels of various sizes and styles in the area, either opened or under construction, with almost 14000 rooms, and with building sites waiting to start for another 10000 rooms or more, (See appendix A and B).



The Fjord near Taba



St Catherine Monastery & Pharaohs Island

There are beautiful sandy beaches, amazing underwater coral reefs, magnificent mountains, valleys and canyons, and the area is rich in cultural and historic sites such as the Monastery of St Catherine, the ancient burial grounds of Navamis, Salah el Deen Castle on Pharaohs Island and Tarabin Fortress.

Apart from a few, minor, other industries, such as fruit and vegetable growing, transportation and fishing, tourism is by far the major industry and employment provider in the area, and East Sinai has the potential to become Egypt's third largest tourist destination after Sharm el Sheikh and Hurghada



Resort Hotels at Nuweiba

Unfortunately, the area has not reached anywhere near its full potential as a tourist destination, and currently many hotels, restaurants, shops, dive centres and tour excursion companies have closed down or are barely surviving with just a trickle of tourists coming now thousands were visiting before the revolution.



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3 – Problems of East Sinai – and the Decline of its Tourism Industry...

One reason for the decline in tourism in recent years, especially after the revolution of 2011 and, even more so, after the Taba terrorist attack of February 2014, is the perception, amongst the travelling public, both in Egypt and abroad, that this part of Sinai is not safe to visit.

Nothing could be further from the truth. Violent crime towards outsiders is probably much lower in East Sinai than in the large cities of Cairo and Alexandria, or, for that matter, other parts of the world.

However, this perception remains, especially amongst North American and West European tourists, and has not been helped by the fact that the government, in their attempts to reassure people that Sharm el Sheikh is safe, with heightened security within, and at the entrances to that destination, including concrete barriers, sophisticated detection systems and the operation of “convoys” outside of Sharm el Sheikh, has, unintentionally, added to the illusion that the area immediately outside of Sharm is unsafe;- so much so that the UK government still advises its nationals not to travel outside of Sharm el Sheikh !

The area is rich in natural and historic sites, and has an abundance of hotels of various sizes and categories to suit all types of tourist, from back-packers to the luxury high-spending client, from dive and wildlife enthusiasts to the mass-market beach tourist. But, apart from the current negative public perceptions of security in the area, the lack of suitable transport links also has a major effect on stifling the growth and development of tourism in the area.

Tourists visit the area by road, sea and by air. The quality of the roads, with the exception of the dual carriageway between Sharm el Sheikh and Dahab, is very poor, with roads often cut off due to floods. There is an inexpensive public bus transport system, operated by East Delta Bus Co., but the service is not reliable, with frequent delays or breakdowns of buses, and the number of services offered is less than 10 or 20 years ago.

One can reach Dahab, Nuweiba and Taba by car, taxi or shared minibus, from Sharm el Sheikh Airport, from Cairo or from the border with Israel at Taba. Cairo is however 5 – 6 hours away at best, in the case of Taba, and 8 – 9 hours for Dahab.



Travel Advice Map from the UK FCO Website, 20th June 2015

Distances by Road

	Cairo	Sharm
Dahab	530 km	100 km
Nuweiba	460 km	160 km
Taba	410 km	230 km



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Foreigners are not allowed to take the shortest route, across the Sinai via Nakhl, but have to take the long route south via Sharm el Sheikh which can mean a journey from Taba to Cairo can take over 10 hours by car, and much longer by public bus as one then has to change bus in Sharm ! This has had a very negative impact on group tours visiting the area.

For travellers who have crossed the border from Israel at Taba, there is a unique LE 105 per person poll tax to pay, unless they stay at the Taba Hilton or Movenpick Hotels close by. We have raised the subject of this tax with the Ministry of Tourism several years ago, but they seem to be at a loss in explaining the justification for such a tax, as no other Egyptian point of entry levies such a charge.

Such fees and taxes do nothing but inhibit tourism !



Nuweiba Port from the Nuweiba-Dahab Road



At Nuweiba Port



The new entrance and terminal of the port

By sea, there are two options : the normal government owned ferry service between Aqaba and Nuweiba, operated by Arab Bridge Maritime, and the privately run tourist ferries between Aqaba and Taba Heights Marina. The ferry services are very expensive when compared to prices in Europe and, especially in the case of the Aqaba – Nuweiba service, very unreliable with little information on the sailing schedule, no reservation system, poor customer service, frequent delays and long and tedious boarding and disembarking procedures. A three hour boat ferry trip can, with the delays at either end, take easily seven hours or more to complete.

The single fare, for foreigners, of US\$ 70 plus LE 50 departure tax for a trip from Nuweiba to Aqaba, means that, on average, it is more expensive than the air-fare from Sharm to Cairo – a distance which is five times greater !

The ferries used to see literally thousands of tourists every week but now barely a trickle of tourists make the journey. A shame, as the authorities recently upgraded the passenger terminal facilities at Nuweiba Port, only for them to see the newly built terminal remain almost empty and unused. Likewise, the ships on the Nuweiba – Aqaba route are of a reasonably good standard – it is only the service that is lacking, coupled with the exorbitant fares.



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Tourism could be encouraged back to East Sinai, if a few changes were made : such as cancelling the unjustifiable Taba Border Tax, improving the shipping services for tourists, whilst, at the same time, reducing the fares, and undertaking a major overhaul of the roads along with a better, more reliable bus service.

However, the biggest impact that one could make to generate more tourism in the area, is to improve the air-links to the area. There are three airports currently able to serve the area : Sharm el Sheikh to the south, Taba Airport to the north-west, and St Catherine.

Sharm el Sheikh is a large, successful international airport, currently handling over 8 million passengers a year. However, only a small percentage of those 8 million, maybe just a couple of hundred thousand, are passengers who will have been staying in the East Sinai area. This is partly because of the unjust perceptions amongst the European travelling public that the area is not safe, but mainly because the distance to the various resorts is simply too far. **The international tourist of today prefers a transfer time to his or her resort of less than 30 minutes, and, at most, 60 minutes.** Dahab is the nearest of the East Sinai resorts to Sharm Airport, but the transfer time is almost 90 minutes. Nuweiba is about 2 hours away and Taba almost 3 hours. That is why Dahab gets the lion-share of those couple of hundred thousand tourists who do venture up north to East Sinai. In today's modern age, those transfer times are simply too long.

Not only are they too long for today's international tourist, but they are also too long for the domestic tourist market. Furthermore, tour operators do not like long transfers, as it makes the transportation much more expensive, and ties up buses unnecessarily, meaning more buses and staff are needed. Tour operators prefer the shortest transfer times possible as it makes best use of their equipment and keeps costs to a minimum, allowing them to be price competitive with other international tourist destinations.

Taba Airport is closer to the various resorts in the East Sinai area than Sharm Airport, but it is still too far away, and in a very isolated, remote location with no infrastructure around it. No housing for employees, no hotels, no catering facilities, no shops, no public transportation in the area. Absolutely nothing. The airport facilities itself are also extremely limited, with a very small terminal building that struggles to handle two flights at the same time.

It may be called Taba International Airport, (it was originally known as El Nakb Airport), but it is not in Taba, as it is 40 km away up a steep, winding and very dangerous road, on the Sinai plateau at a height of 700 metres above sea-level. There is not a single hotel within 30 minutes drive of the airport. There are less than 20 hotels, with under 5000 rooms, within 60 minutes drive, with maybe another half dozen hotels under construction. For this reason, the greatest number of passengers that Taba Airport ever served in one year was only about 0.45 million ! There are plans to improve the facilities at Taba Airport, but that would, quite frankly, be a waste as the airport is too remote and isolated to ever be of any real use.

The third airport is St Catherine Airport, which does not receive any flights at the moment but could, theoretically, handle some domestic flights.



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However, demand would be very limited indeed, as the vast majority of visitors to St Catherine tend to come by road from Sharm el Sheikh, Dahab, Nuweiba and Taba. If tours are arranged by air from Luxor, Aswan or Cairo, they will be extremely expensive because the aircraft will be empty on one of its flights for each trip.

On the other hand, if there was an airport at Nuweiba, it could bring in tourists for day-trips from Luxor or Cairo, with the same aircraft taking tourists from the many hotels in East Sinai for a day trip to Luxor or Cairo.

There is insufficient demand amongst the small number of hotels in the St Catherine area for such trips to other cities in Egypt, and the airport is too far to serve Dahab, Nuweiba or Taba in preference to Sharm Airport or Taba Airport.

There is simply not enough demand for air-travel to justify three airports in the area !



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4 – Nuweiba International Airport... the ideal solution !

In order to counter the severe decline in the tourism industry of the Gulf of Aqaba coastal areas, (from Dahab to Taba, including St Catherine and Nuweiba), and to rejuvenate the economy of the area, as well as to safeguard against any possible rise in crime or fundamentalism, a new centrally located airport should be built in Nuweiba itself, that will serve the whole area of East Sinai, that is from Dahab to Taba, including St Catherine and Nuweiba, and which will replace both Taba Airport and St Catherine Airport.



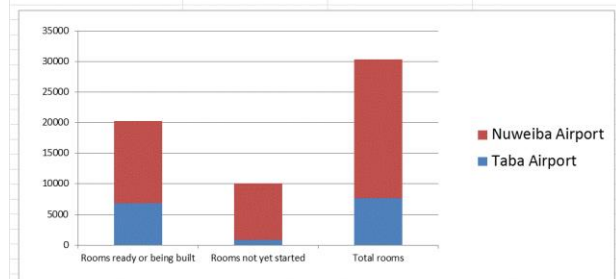
The cost would be dependent on the final designs of the airport, but would be offset by the savings made from not having to invest further in either Taba Airport or St Catherine Airport, both of which would no longer be needed commercially as those airports are, quite frankly, too remote and isolated, as well as from savings made through reduced demand and pressure being placed on Sharm el Sheikh airport.

The Egyptian tourism industry would benefit enormously, as there are about 10000 hotel rooms in the area, within less than one hour's drive from the new airport site, and mostly suffering from near zero occupancies, several thousand more rooms under construction, and the potential for a further 10000 rooms to be built on empty, but already assigned, plots of land. Furthermore, the local Bedouin communities would be saved from financial ruin, security in the area would be easier to maintain and business for Nuweiba Port would also be greatly improved, as a sharp increase in tourists would be expected in the area as well as an increase in regional trade.

Graph showing number of hotel rooms reachable within one hour's drive from Taba Airport compared to Nuweiba Airport

A modern, successful tourist destination needs to be close to an international airport - present day tour operators do not want their guests being driven more than one hour at most. Shorter journey times means happier tourists, vehicles and staff not being tied up needlessly and thus greater savings !

	Rooms ready or being built	Rooms not yet started	Total rooms
Taba Airport	6858	800	7658
Nuweiba Airport	13387	9250	22637



Nuweiba Airport could serve more than twice the number of rooms as Taba Airport !
 Once all development is nearing maturity, especially at Rowad Dahab, Nuweiba Airport would serve three times the number that Taba could possibly serve !!



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There are different possibilities for the exact location and layout of the airport, some of which have been explored before and subsequently rejected. There is, however, one location that stands above the rest, and which would have almost no negative environmental impact and would be the least expensive to build and to operate.

The location would be at sea-level, on empty flat land and an old dis-used farm that is located on the south-eastern area of Nuweiba, close to the port, with a 2300 metres runway running from where the old road between the port and the Nuweiba Hilton is, in a northerly direction towards the sea, (20 degrees north-north-east). The area is protected from any floods by a very effective flood channel built some 15 years ago. It also has the necessary local infrastructure, such as housing, businesses and a local population to support an airport.



This layout could easily accommodate a 2300 metres runway, plus additional safety areas of 350 metres at each end of the runway.



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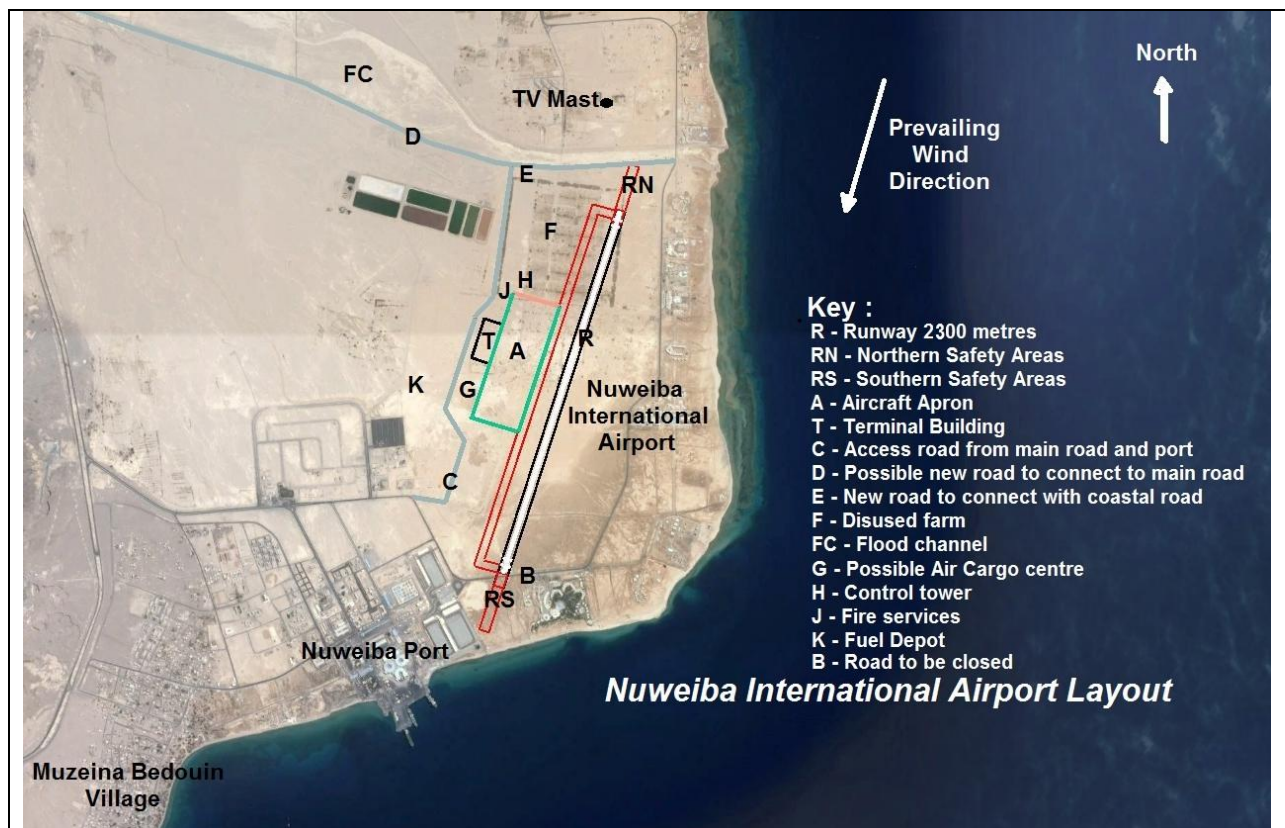
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This would be more than adequate as it would be sufficient for over 90 % of all aircraft types currently using Sharm or Hurghada Airports, notably the Embraer E-170, the Boeing B737-300/800, the B757-200 and the Airbus 319 – 321). The runway would follow the normal prevailing wind direction, with most take offs and landings being in a south to north direction.

The only changes to the area that would have to be made would be the cancelling of the 300 metre long road between Nuweiba Port and the Hilton Hotel, a road that has become difficult to use due to the traffic coming from or to the port, and a secondary electric transmission cable. There is a telecommunications mast of ca 120 metres in height some 700 metres north of the end of the runway (15 degrees north-westerly direction) which, if it is deemed a hazard, could be re-located. This mast is 30 years old and probably will need to be replaced in due course. Apart from that, the land is currently unused with no habitation and only the remnants of the old disused farm in one corner of the site. The flight paths leading to and from the airport do not encroach on any residential areas, schools or hospitals, and just pass over some small, desolated and empty hotels – the owners of which would welcome the airport as it would be so instrumental in increasing tourism to the local area.

Furthermore, it could be possible, though at quite substantial cost, to extend the runway northwards up to 3000 metres in length. This option would require diverting one branch of the flood channel. However, we do not believe that it is actually needed or would be commercially viable.



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There is sufficient flat, empty land to the west of the runway for the location of the airport terminal, the aircraft aprons, administrative buildings, (such as the air tower control, emergency services and office administration), car-parks and an access road leading straight to the Dahab – Taba road, with another access road to the port. There is also enough space to build a cargo-centre as there is land between the Dahab – Taba road and the airport location to build a free-zone with light industry being encouraged to the area which would benefit from the excellent air and sea links.

There are almost 14000 hotel rooms ready or under construction in the area, with possibly another 10000 that could be built on the empty plots. With such an airport, and an average annual occupancy of those hotels being conservatively estimated at 65 % full, and mostly occupied by two or more persons, this means that the annual number of passengers passing through the airport could easily be in the region of 1.27 to

Estimated number of passengers for Nuweiba Airport			
The below table shows the number of potential passengers that could use Nuweiba Airport. This assumes an occupancy of 65 % of hotel occupancy with an average length of stay of ten days. These figures could be greatly enhanced by day trips coming from or to Cairo.			
	Rooms ready or being built	Rooms not yet started	Total rooms
Number of rooms	13387	9250	22637
Average number of guests per room	2	2	2
Total number of guests	26774	18500	45274
Average hotel occupancy %	65	65	65
Estimated number of guests per day	17403	12025	29428
Total guests in a year	6352132	4389125	10741257
Average length of stay in days	10	10	10
Number of airport arrivals	635213	438913	1074126
Number of airport departures	635213	438913	1074126
Total passenger in a year	1270426	877825	2148251
Basically, this means that there would realistically be enough demand for an airport in Nuweiba of between 1 and 2 million passengers every year during the first years of operation, or between 2 and 5 times the demand that Taba Airport could ever possibly achieve.			

2.15 million – which is almost 3 to 5 times the amount that Taba Airport ever achieved. These figures do not even take into account the number of guests that would be visiting on a day-trip – i.e. from Cairo to St Catherine or from East Sinai to Cairo, or the possibility of business visitors and freight moving through in conjunction with business at the nearby Nuweiba Port.



Looking NNE from the southern end of the runway



Looking SSW from the northern end of the runway



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5 – Summary...

The cost of a new airport is immense – but so are the rewards. Investors would return to the area, the many unfinished hotel resorts that litter the coast-line would be finished as tourists visit the region en masse, thus securing full employment for the local Bedouins as well as the many thousands of Egyptian workers that will be needed – and so will the State benefit... with an enormous boost in tax revenues from the upturn in the economy of East Sinai as well as improved safety and security in the region.

Nuweiba International Airport will be the solution to all the problems of East Sinai !



Up to the end of the 1990s, this sign at the end of the main road leading from Nuweiba Port. There was indeed a short air-strip nearby, not far from, and parallel to, where the new Nuweiba International Runway should be.

Nuweiba, 22nd June 2015

Postscript : The website www.nuweiba-airport.com has been set up and activated in order to promote the concept of Nuweiba International Airport. Should the concept be realized then the website owners will transfer ownership of the website to the relevant authorities.



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Appendix A - List of Hotels Taba - Nuweiba - Dahab

Hotel Name	Area	Status if known	Within 1 hour from Taba Airport	Total no. of Rooms	Rooms under 1 hour from Taba Airport	Rooms under 1 hour from Nuweiba Airport	Rooms ready with small/no investment	Rooms needing major investment
Hilton Taba	Taba		Y	316	316	316	316	0
Nelson Village	Taba		Y	85	85	85	85	0
Taba Sands	Taba		Y	32	32	32	32	0
Movenpick	Taba	Closed	Y	424	424	424	424	0
Tobyra	Taba		Y	150	150	150	150	0
Un-named	Taba	Unfinished- work stopped	Y	100	100	100	0	100
Salah el Deen (prev. Helnan Taba Bay)	Taba		Y	114	114	114	114	0
Tolip	Taba		Y	260	260	260	260	0
Tolip possible extension	Taba	Unfinished- work stopped	Y	200	200	200	0	200
Un-named	Taba	Unfinished- work stopped	Y	200	200	200	0	200
Sunny	Taba	Unfinished- work stopped	Y	80	80	80	0	80
Seastar (Solymar)	Taba	Closed	Y	171	171	171	171	0
Sub-total				2132	2132	2132	1552	580
Un-named	Taba-Taba Heights	Unfinished- work stopped	Y	120	120	120	0	120
Club Med	Taba-Taba Heights		Y	385	385	385	385	0
Sub-total				505	505	505	385	120
Miramar (prev. Hyatt Regency)	Taba Heights	Believed closing	Y	426	426	426	426	0
Marriott	Taba Heights	Closed ?	Y	394	394	394	394	0
Strand	Taba Heights	Previously Intercontinental	Y	503	503	503	503	0
Sofitel	Taba Heights		Y	442	442	442	442	0
Wekala (prev. Three Corners)	Taba Heights	Closed	Y	215	215	215	215	0
Sub-total				1980	1980	1980	1980	0
Aquamarine	Taba Heights - Nuweiba Road North		Y	159	159	159	159	0
Un-named	Taba Heights - Nuweiba Road North	Unfinished- work stopped	Y	120	120	120	0	120
Morgana (Marmara)	Taba Heights - Nuweiba Road North		Y	289	289	289	289	0
Crown 1	Taba Heights - Nuweiba Road North	Unfinished- work stopped	Y	250	250	250	0	250
Un-named	Taba Heights - Nuweiba Road North	Unfinished- work stopped	Y	200	200	200	0	200
Taba Paradise (Aquis)	Taba Heights - Nuweiba Road North	Closed	Y	355	355	355	355	0
Swiss Inn	Taba Heights - Nuweiba Road North	Closed	Y	168	168	168	168	0
Gezira	Taba Heights - Nuweiba Road North	Unfinished- work stopped	Y	500	500	500	0	500
Fanara	Taba Heights - Nuweiba Road North	Unfinished- work stopped	Y	200	200	200	0	200
Sub-total				2241	2241	2241	971	1270
Tango	Taba Heights - Nuweiba Road South			64	0	64	64	0
Basata	Taba Heights - Nuweiba Road South			21	0	21	21	0
Sally Land	Taba Heights - Nuweiba Road South			68	0	68	68	0



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Aqua Sun	Taba Heights - Nuweiba Road South	Unfinished- work stopped	50	0	50	0	50
Canyon	Taba Heights - Nuweiba Road South	Unfinished- work stopped	118	0	118	0	118
Bawaki	Taba Heights - Nuweiba Road South		42	0	42	42	0
Dolphin	Taba Heights - Nuweiba Road South	Closed	257	0	257	257	0
Safari	Taba Heights - Nuweiba Road South		200	0	200	200	0
Un-named	Taba Heights - Nuweiba Road South	Unfinished- work stopped	100	0	100	0	100
Sol Taba (prev. Sonesta)	Taba Heights - Nuweiba Road South		440	0	440	440	0
Un-named	Taba Heights - Nuweiba Road South	Unfinished- work stopped	100	0	100	0	100
Un-named	Taba Heights - Nuweiba Road South	Unfinished- work stopped	80	0	80	0	80
Un-named	Taba Heights - Nuweiba Road South	Unfinished- work stopped	60	0	60	0	60
Un-named	Taba Heights - Nuweiba Road South	Unfinished- work stopped	100	0	100	0	100
Holiday Resort Taba (prev. Holiday Inn)	Taba Heights - Nuweiba Road South	Closed	172	0	172	172	0
Soliman	Taba Heights - Nuweiba Road South	Unfinished- work stopped	300	0	300	0	300
Un-named	Taba Heights - Nuweiba Road South	Unfinished- work stopped	60	0	60	0	60
Castle Beach	Taba Heights - Nuweiba Road South		64	0	64	64	0
	Sub-total		2296	0	2296	1328	968
Salam Hotel	Nuweiba	Closed	89	0	89	89	0
Nakhil Inn/Dream	Nuweiba		40	0	40	40	0
Sebaay Village	Nuweiba		44	0	44	44	0
City Beach	Nuweiba		44	0	44	44	0
Fayrouza	Nuweiba		22	0	22	22	0
Helnan Nuweiba	Nuweiba		127	0	127	127	0
Waha Village	Nuweiba	Closed	46	0	46	46	0
Habiba	Nuweiba		20	0	20	20	0
Casa del Mare	Nuweiba		14	0	14	14	0
Ciao Hotel	Nuweiba		40	0	40	40	0
Fayrouz	Nuweiba		10	0	10	10	0
Sultana	Nuweiba		40	0	40	40	0
La Sirene	Nuweiba		40	0	40	40	0
Un-named	Nuweiba	Unfinished- work stopped	80	0	80	0	80
Venezia	Nuweiba	Unfinished- work stopped	120	0	120	0	120
Cairo International Tours	Nuweiba	Unfinished- work stopped	100	0	100	0	100
Tropicana Extension	Nuweiba	Unfinished- work stopped	80	0	80	0	80
Tropicana	Nuweiba	Closed	86	0	86	86	0
Swisscare	Nuweiba		96	0	96	96	0
Regina	Nuweiba	Closed	191	0	191	191	0
Admera	Nuweiba	Unfinished- work stopped	90	0	90	0	90
Un-named	Nuweiba	Unfinished- work stopped	120	0	120	0	120
Elaria	Nuweiba		180	0	180	180	0
Un-named	Nuweiba	Unfinished- work stopped	40	0	40	0	40
Hilton	Nuweiba	Closed	200	0	200	200	0
Sayadeen	Nuweiba		99	0	99	99	0
	Sub-total		2058	0	2058	1428	630

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Amigo	Dahab	100	0	100	100	0	0
Bedouin Moon	Dahab	29	0	29	29	0	0
Blue Beach	Dahab	22	0	22	22	0	0
Christina	Dahab	30	0	30	30	0	0
Coral Coast	Dahab	30	0	30	30	0	0
Dahab Bay (Prev. Mercure)	Dahab	218	0	218	218	0	0
Daniela	Dahab	40	0	40	40	0	0
Dyarna	Dahab	42	0	42	42	0	0
Ganet	Dahab	88	0	88	88	0	0
Gulf Camp	Dahab	22	0	22	22	0	0
Happy Life	Dahab	144	0	144	144	0	0
Hilton Dahab	Dahab	167	0	167	167	0	0
Iberotel Dahabeya	Dahab	144	0	144	144	0	0
Inmo	Dahab	41	0	41	41	0	0
Lagona Village	Dahab	81	0	81	81	0	0
La Reine	Dahab	31	0	31	31	0	0
Le Meridien	Dahab	182	0	182	182	0	0
Miami	Dahab	46	0	46	46	0	0
Nesima	Dahab	51	0	51	51	0	0
Ibis Style (prev. Novotel Coraila)	Dahab	139	0	139	139	0	0
Oricana	Dahab	32	0	32	32	0	0
Panda	Dahab	59	0	59	59	0	0
Red Sea Relax	Dahab	16	0	16	16	0	0
Rocketa	Dahab	36	0	36	36	0	0
Sarah Village	Dahab	20	0	20	20	0	0
Sea Sun	Dahab	70	0	70	70	0	0
Swiss Inn	Dahab	150	0	150	150	0	0
Tropitel	Dahab	145	0	145	145	0	0
Sub-total		2175	0	2175	2175	0	0
Summary		Total no. of Rooms	Rooms under 1 hour from Taba Airport	Rooms under 1 hour from Nuweiba Airport	Rooms ready with small investment	Rooms needing major investment	
Total of Taba and Nuweiba		11212	6858	11212	7644	3568	
Total of Dahab		2175	0	2175	2175	0	
Total of Taba - Nuweiba - Dahab		13387	6858	13387	9819	3568	
Notes :	1 - The above figures do not include empty plots earmarked for development nor do they include small camps.						
	2 - Such camps in the area from Nuweiba to Taba are estimated to add a further 2000 units to the above figures.						
	3 - Above information is sourced from the Egyptian Hotel Association website and guide-book, as well as from hotels websites and by inspecting the local area.						
	4 - It is believed that Dahab has also a further 10 - 20 additional small hotels and camps than recorded above.						
	5 - St Catherine has not been included as it would lie more than the one hour's drive limit from Nuweiba Airport						
	However, it has another 500 rooms which would benefit to some degree from an airport in Nuweiba.						

List compiled by A J Furrer 1 June 2015

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Appendix B - Building Plots Taba - Nuweiba - Dahab				
Estimated number of undeveloped building plots assigned or waiting to be assigned				
Area	No of Plots	Estimated Possible No of Rooms per Plot	Number rooms within 1 hour of Taba Airport	Number rooms within 1 hour of Nuweiba Airport
Taba	1	300	300	300
Taba - Taba Heights	1	300	300	300
Taba Heights - Nuweiba Road - North	1	200	200	200
Taba Heights - Nuweiba Road - South	10	300		3000
Nuweiba	3	150		450
Rowad Dahab	20	250		5000
Total	36	1500	800	9250



Nuweiba International Airport (NWB)

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