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German technology paves the way for new Doha Metro



Gerhard Schröder, Former German Chancellor and Honorary Chairman of NUMOV, Martin Herrenknecht, Chairman of the Board of Herrenknecht AG and Deputy Chairman of the Board of NUMOV and Qatar's Minister of Transport, H.E. Jassim Seif Ahmed Al Sulaiti at the Herrenknecht plant in Schwanau

H. E. Jassim Seif Ahmed Al Sulaiti, Qatar's Minister of Transport made visit to Schwanau several weeks ago. There he met up with Martin Herrenknecht, founder and Chairman of the Board of Herrenknecht as well as Deputy Chairman of NUMOV, and with Gerhard Schröder, Former Chancellor and Honorary Chairman of NUMOV. Herrenknecht, the German company with which Qatar's Minister of Transport signed an agreement, produces a tunnel boring machine named the Earth Pressure Balance Shield. Using sensors to determine the exact amount of pressure needed to balance the rate of soil removal with the speed of the machine, it is designed for use in soft soil, such as Doha's, preventing the ground from collapsing. Tunnel boring work for

the metro of Qatar's capital city, Doha, will start in the third quarter of this year, as the tunnel boring machines for the metro rail project are now being manufactured. The concept is to build the tunnels as quickly as possible without disrupting traffic above. Qatar is getting ready for the FIFA World Cup 2022 and is investing heavily in infrastructure. For the metro project, the government will award approximately USD 32bn worth of contracts, although that figure could climb as agreements are signed to construct additional metro lines and a high-speed rail network as well as to purchase locomotives and passenger vehicles. Consisting of 4 lines, the metro network will cover the Greater Doha area and will include connections to town centres and vital commercial and

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Editorial



Dear readers,

I am delighted to present this edition of the Qatar-German-Business-Forum. As in previous issues of our publication, we strive to deliver economic news from Qatar that is of particular interest and relevance to German enterprise. The mutual relationship between Germany and Qatar remains as significant as ever to both countries, reflected in the variety of highly promising development prospects on which we will report.

2014 has certainly started in an encouraging fashion. Our feature article concerns the mounting investment in new technology for infrastructural projects in Qatar. German company Herrenknecht is a prominent example of a company that has engaged in the Qatari market, providing its trademark tunnel boring machines to Qatar's Minister of Transport during a bilateral exchange in Germany in the presence of Former German Chancellor Gerhard Schröder. These machines have been earmarked for use on the comprehensive Doha Metro rail project. This pronounced investment in public transport – and indeed at least USD 32bn worth of infrastructure in general – forms part of the preparations for the eagerly anticipated 2022 FIFA World Cup, which will take place in Qatar, while simultaneously creating jobs across the private sector and thus also contributing to the diversification of the Qatari economy. Herrenknecht, who demonstrated the seriousness of their regional commitment by opening a local service branch in the region, represents a model case study of the opportunities that strengthened business cooperation between Qatar and Germany offers to enterprises that make inroads into the Qatari market.

We will also report on topics such as Qatar's status as an ever-growing hub for finance and banking, its internationally-minded outlook and subsequent investment in Deutsche Bank, further progress in the crucial tourism sector, as well as the additional transport plans for both an interregional long distance rail scheme and a nationwide road infrastructure project known as the Expressway Programme. As a common thread, these success stories contribute to the 'Qatar National Vision 2030', an extensive framework designed to advance, sustain and diversify a competitive, socially-just and environmentally-friendly national economy, as well as to more specific programmes such as the 'National Tourism Sector Strategy 2030' and the 'Road Masterplan for Qatar'.

In order to realise all of these lofty goals and support the implementation of this impressive array of construction plans, the government has approved a record budget and boosted its funding of projects. Demonstrating further that Qatar is listening to concerns voiced in the international community, the government is in the process of abolishing the contentious 'Kafala' system in an attempt to improve workers' rights and labour conditions in the face of the nascent construction boom.

I hope you enjoy this latest edition and wish you pleasant reading.
With kind regards,

Abdulrahman Mohamed Al-Khulaifi
Ambassador of the State of Qatar to Germany

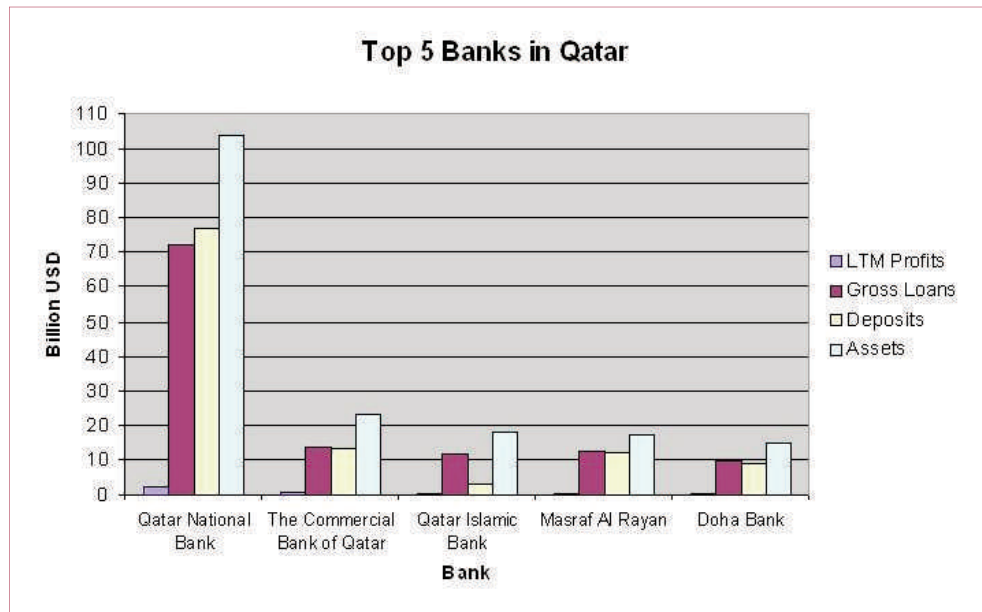
Qatar's Finance and Banking sectors on the rise

The first, British-owned bank branch in Qatar opened in 1949, shortly after the oil exporting business started in the region. For the next two decades, the financial sector was underdeveloped and only represented through foreign branches.

The first significant change was seen after the so-called oil boom of the late '70s. The consequences were new wealth and economic growth, which naturally influenced the financial sector. Local banks were established, as well as the Qatar Central Bank. Today, less than 30 years later, the country has established its reputation as a financial hub. In 2014, the Global Financial Centres Index, published by the Z/Yen Group, ranked Qatar as the most important financial centre in the GCC region. According to the website of Qatar's Ministry of Foreign Affairs, the sector boasts 14 commercial banks, consisting of nine national trade banks, two Islamic banks and branches of foreign banks.

deposits from the public sector. In 2014, the banking sector in Qatar is forecasted to grow by between 10% and 15%. In the coming years, the sector will also play an increasing role in the state's economy as a result of two important developments that will have a significant impact on the rapid economic growth rate as well as on the diversification strategy that is gradually reducing Qatar's dependence on the hydrocarbon sector. First of all, there is

bonds, advanced payments and retention bonds. The easiest way to prove their creditworthiness in front of the local banks will be through joint ventures with local partners. Consequently, an increased request for bonds has been noticed since Qatar was chosen as the 2022 World Cup host at the end of 2010. The bank's capacity to increase loans exists due to the state's positive economic development in recent years. From 2006 to 2011,



Altogether, banks in Qatar operate through 114 branch offices. The latest IMF report from February 2014 rates the outlook for the whole economy in Qatar as very positive, especially the banking sector, which is described as "profitable and well capitalised". By the end of 2013, the core capital quota stood at 15% while the non-performing loans increased slightly, but stayed below 2%. The liquid assets account for 50% of the total and serve as a robust "liquidity buffer".

Also included in the IMF report was the fact that foreign funding for commercial banks had been cut back from 30% of total liabilities in 2012 down to 23% in 2014. Short term loans have been gradually replaced by long-term securities, and the loan-deposit ratio decreased from 1.2 to 1.0, which is a result of the increasing

the massive capital investment in projects. The total value of sustainable infrastructure projects – including but not restricted to the 2022 FIFA World Cup – amounts to USD 60bn. Nine new stadiums are planned to be built, another three will be renovated, and there are several more projects related to the event.

Furthermore, the total spending on projects in the next four years is estimated at USD 165bn, with the first USD 29bn to be spent in 2014. The project budget for this year not only includes the World Cup, but also aims to improve the country's infrastructure. Project investments in the years to come will be a huge opportunity for the financial sector to support Qatar by funding the country in the most efficient way. Potential contractors will require financial services from banks, especially for bid

Qatar constantly experienced double-digit growth rates. The growth rates for 2012 and 2013 settled at around 6%, and future rates are estimated at between 6-7%. In terms of value, Qatar's total GDP for 2013 was estimated at USD 202.56bn, a significant increase compared to the GDP of USD 23.53bn in 2003. The key driver is still the oil and gas business, from which the government generates most of its revenues: in 2013, these revenues accounted for USD 77.54bn.

Following an expenditure of USD 57.25bn, Qatar had a budget surplus of 9.1% of its GDP. For the current fiscal year, which started this April, the state announced a record high budget of USD 59.98bn in order to provide the funding for the planned projects. The Qatar National Bank / QNB Group thus became the key

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Deutsche Bank reinforced by Qatari investment

As Germany's most prominent and well-financed financial institution, Deutsche Bank AG announced on 18th May 2014 that the bank will issue new equities in order to boost its capital resources. The state of Qatar will take a six percent share, and the equity will rise by EUR 8bn to EUR 39bn.




Deutsche Bank Twin Towers in Frankfurt

This will be the second-largest equity elevation in the history of Deutsche Bank,

and a quarter of the value has already been established by a private placement. Paramount Holdings Services Company – under the authority of H.E. Sheikh Hamad bin Jassim bin Jabor Al-Thani, former Prime Minister and Minister of Foreign Affairs of the State of Qatar – has invested EUR 1.75bn, acquiring 60m stocks at a piece price of EUR 29.20. This newest injection to its equity capital will strengthen the finances of the Deutsche Bank AG as it faces tighter regulations and uncertain costs arising from litigation, and will help meet “unforeseen challenges” according to Anshu Jain, Co-CEO of the AG. The increased equity will also give the bank the power to accomplish an “accelerated growth programme” in order to expand into investment banking, hire top bankers in the US, invest some EUR 200m on technology and hire an additional 100 advisers to support its biggest equi-

ty clients. For Qatar, the aim of acquiring the share is mainly to make a good long-term investment. Given that Western banks still trade at levels below the pre-financial crisis high, they have the potential to grow with increased capital. The EUR 1.75bn investment is not enough to earn the Qatar Royal Family a seat on the board. The Qataris have made similar investments before, putting GBP 6.1bn into Barclays through Qatar Holding and Challenger. Qatar Holding also holds 6% of Credit Suisse and has stakes in Bank of America and Agricultural Bank of China.

In conclusion, the deal is convenient to both parties. Earning petrodollars in abundance, Qatar is seeking new ways to intelligently invest its money, while Deutsche Bank AG, impeded by the financial crisis, is searching for investors that will increase its financial capacity. 

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player. Today, QNB Group is not only the leading local bank, with a market share exceeding 45% of the total banking sector assets, but also the leading financial institution in the Middle East and North Africa region. The bank was established as the first locally-owned bank in 1964 and is owned both privately (50%) and by the Qatar Investment Authority (50%), which manages the sovereign wealth fund. However, besides the huge investment in infrastructure projects, there is a second development which is also a key driver for the banking sector: the GDP per capita, which reflects the constant growth in wealth.

According to IMF estimates, this figure reached USD 100,260 in 2013, and the Global Finance Magazine consequently ranked Qatar as the richest country in the world last year. The high income per capita has led to one of the highest saving rates worldwide: in 2013, the gross national savings accounted for 59% of GDP. Consequently, the performance of bank deposits and assets has improved. By the

end of 2013, total deposits at local banks reached QAR 514.29bn (USD 141.4bn), which is a 50% increase compared with 2011. As a result, banking assets increased by 11.4% to QAR 910bn (USD 249.95bn). The positive developments will further provide the banks with the necessary liquidity to carry out the project financing.

The risk to Qatar's banks of overextension or over-reliance on international financing is minimal, as there are enough local deposits to support the funding process. Another example of a way to attract a higher volume of investment is the recent improvement to the stock exchange, which resulted from Morgan Stanley Capital International's (MSCI) upgrade of Qatar to emerging market status (as of 1st June 2014). The easing of foreign ownership limits was a factor behind MSCI's upgrade.

The Qatar Exchange, the principal stock market in Qatar, now plans to improve its potential investment in order to realise

more initial public offerings. At present, the Qatari exchange is recognised as one of the leading markets in the region, with a market capitalisation of USD 140bn.

A boost in trading could also be achieved through the addition of more companies to the exchange listing; the government is therefore reviewing the Commercial Companies Law with a view to lowering the threshold for entering the stock exchange for small and medium-sized enterprises. These are just a few of the measures that the government is currently discussing, with concrete details to be announced in the near future. The growing importance and influence of Qatar's financial sector corresponds with the state's Vision 2030, which aims to diversify the economy and strengthen its financial branch. The banks have an important role to play in realising the goals of both the 2022 World Cup and the National Vision 2030, supporting a generation of jobs and encouraging investment in a diversified economy in order to achieve independence from oil and gas revenues in the long term. 

Tourism remains significant economic driver for Qatar

Qatar is currently undergoing transformation under the Qatar National Vision 2030 (QNV2030) framework, in which it expects to achieve a more advanced, sustainable and diversified economy. One of the major challenges will be the development of a competitive and diversified economy capable of meeting the needs of and securing a high standard of living for its people both in the present and future. There will also be a focus on environmental development and management, ensuring harmony between economic growth, social development and environmental protection. This is where the tourism sector comes into play.

In order to promote tourism, Qatar has set up the National Tourism Sector Strategy 2030, which was published in February 2014, in order to invest billions in improving tourism infrastructure. The country held the 2006 Asian Games and will be the host of the 2022 FIFA World Cup, becoming the first Arab country to host either of the events. Besides the many stadiums to be built for the football World Cup (Umm Slal Stadium, Al Khor Stadium, Al Rayyan Stadium, Al Shamal Stadium, Al Wakrah Stadium, Al Gharafa Stadium, Doha Port Stadium, Khalifa International Stadium and Lusail Iconic Stadium), there are many infrastructure projects underway that are likely to boost tourism in the region.

The new Hamad International Airport in Doha opened on 30th April 2014, with a ceremonial Qatar Airways flight landing from Doha International Airport, Qatar's old airport. A reported 21 million people passed through Doha International airport in 2012, and the final opening of Hamad International airport in May is expected to lift passenger numbers to 30 million in 2014. It will have a maximum



ADMARES Floating Hotels design

capacity of 50 million travellers annually, making it one of the prospective air hubs in the Middle East alongside Dubai International Airport and Abu Dhabi International Airport in the neighbouring United Arab Emirates. Qatar Airways, the domestic flag carrier, is also expected to play a significant role in transporting many of the foreign visitors expected to attend the World Cup in 2022 in Qatar from various international destinations. In Doha, Qatar Airways has built a world-class brand ambassador, which will have a major role to play in promoting Qatar as a destination before, during and after the event. If it succeeds, the airline will have made a significant contribution to the diversification of the country's economy.

Qatar has therefore announced a record budget that includes sharp increases in funding in order to deliver all infrastructure projects and FIFA World Cup 2022 preparations. Finance Minister, H.E. Ali Sharif al-Emadi, has said that government spending will increase by 3.7% to USD 60bn in the 2014/15 fiscal year.

There is also good news in the hotel sector in Qatar. First Qatar Real Estate Development Company

(First Qatar) has signed a management agreement with the US' Hilton Worldwide to operate the 445-room Hilton Doha, 'The Pearl Residence, at its USD 390m Panorama Tower development on the Pearl Qatar.

Currently under construction, the Panorama Tower is the tallest building in phase three of the Pearl Qatar development, a high-end, mixed-use

real estate development being built on a 400-hectare man-made island north of Doha's West Bay area. The tower will be completed in 2017, becoming Hilton's second facility in Qatar. The major infrastructure investments in tourism, including the redevelopment of Doha International Airport, the causeway linking Qatar to Bahrain, and the development of MICE (meetings, incentives, conventions and exhibitions) facilities such as the Doha Convention Centre and the Qatar National Convention Centre, have made Qatar an important development market for Hilton.

In general, hotel investment in Qatar is growing as developers seek to tap into this business opportunity on the back of Doha's push to diversify its economy and its USD 277bn infrastructure investment programme. Business travellers account for about 65% of Qatar's



Oryx Island development plan visualisation

tourism traffic, with a further 8% driven by conference and event visitors. Another major hotel and accommodation project is the Anantara Doha Island Resort & Spa on Banana Island, opening in 2014. This resort is located just 11km from downtown Doha and 20 minutes by boat from its dedicated pier on an exclusive 13 hectare island, which boasts its own marina, beach and reefs. This stunning private island will feature a variety of activities and extensive facilities, such as a 96-room hotel, 34 two- and three-bedroom poolside villas, as well as 11 Maldives-style villas, built above water on stilts. The budget for this project amounts to USD 400m.



Anantara Doha Island Resort & Spa design

Hotel performance of Qatar		
	2012	2013
Occupancy	65%	64%
Average room rate	USD 265	USD 252
Room yield	USD 173	USD 163

Furthermore, the Oryx Island Resort on Al Maha Island was announced as part of Qatar's economic diversification plans in 2013. This resort will support projects related to the World Cup and the country's ambitions to have 85,000 hotel rooms ready in time for the tournament. The massive artificial island off the coast of Doha will include five floating hotels that can house up to 25,000 football fans, plus a water park. The floating decks can also provide space for commercial and cruise ships passing through the Gulf. The Doha port will be converted to a cruise ship terminal by 2016 in order to support the inflow of tourists.

The third big project launch is the Admares Floating Hotel, which has a budget of USD 100m. This real estate project covers the construction of a five-star, environmentally friendly hotel facility, scheduled for opening in 2018. The hotel can be moved to various locations and will house independent sewage treatment, power generation and recycling capabili-

ties. The project can be tailored according to the needs of the operator and could offer a viable solution to the shortage of hotel rooms Qatar may face during the 2022 FIFA World Cup. In its bid it agreed to provide up to 90,000 hotel rooms and the infrastructure to accommodate more than 400,000 fans, although Qatar's National Tourism Sector Strategy 2030 states that the optimal number of hotel rooms in the country in 2022 will be between 27,600 and 30,500, rising to 50,100-62,000 in 2030. In 2012, there were 13,407 rooms available in Qatar, so the 2022 figure still represents a more than doubling of stock. This raised the question as to whether this might lead to an overcapacity in the hotel market.

During 2013, Qatar welcomed more than 1.3 million visitors from around the world, compared with 1.2 million in the corresponding period last year. Regional visitors increased by 14.4%, with the greatest volume from Saudi Arabia followed by the UAE. International arrivals increased by 9%, alongside a 14% increase in business arrivals from Asia. The Qatar Tourism Authority (QTA) released numbers showing that the GCC region remains the largest source of tourists with 1,090,239 visitors, followed by Asia (152,476), Europe (35,861), Non-GCC Arab countries (34,093) and Africa (4,045), all of whom arrived on either business or tourist visas. The chairman of the QTA, Issa bin Mohammed, believes that tourism remains a significant economic driver for Qatar and that Qatar has made great strides in promoting its tourism sector and attracting a greater number of visitors to the country. In the National Tourism Sector Strategy, Qatar is targeting seven million visitors by 2030, with a shift towards quality and sustainable tourism. Central to continued growth in the tourism sector is collaboration with private- and public-

sector stakeholders in order to expand public-private and public-public partnership models. The average hotel occupancy rate rose from 60% to 65% in 2012, but dropped by 1% to 64% in 2013 due to the additional rooms added to the market. This corresponds to an overall increase of QR 411.13m [EUR 82.42m] (+13%) in 4- and 5-star hotel revenues. These performance improvements bring the annual earnings of 4- and 5-star hotels to QR 3.58bn [EUR 717.65m]. 11,717 of Qatar's 13,551 hotel rooms are rated as 4- or 5-star.

A total of 124 hotel establishments are planned, introducing an additional 21,402 rooms, suites and units to the market upon completion. Doha is also supporting the hospitality sector by sponsoring dozens of conferences each year, ensuring different hotels are chosen as venues, and pushing the development of the MICE industry. Remaining in the leisure sector, the new Entertainment City Qatar currently being built at Lusail City covers 180,000 sq m of the area allotted to entertainment activities. The city comprises an aqua park, game parks, theatres, hotels and a snow dome, aimed especially at tourists from abroad. Furthermore, plans for the new Doha Zoo were announced at the 'Tourism in Tomorrow's World' conference in February 2014. The project will be built on a 71 hectare site in Al Waab and will be split into zones featuring an array of animal attractions, including gorillas, giraffes, lions, tigers, rhinos and elephants. Accommodation facilities will include a tree house hotel, which is described as "an exclusive seven-star resort nestled in mature trees, with boardwalks throughout the tree canopy". A five-star rainforest hotel and a four-star Montane family resort are also being planned, seeking to create a world-leading model in terms of integrated nature conservation and visitor experience.

Long distance rail soon to connect Qatar to neighbouring GCC countries

While some countries in the Middle East in a state of political turmoil following the Arab Spring, Qatar and the other GCC countries are heavily investing in much needed infrastructure projects, thereby providing new economic opportunities to their citizens. In Qatar, infrastructure spending for 2014/2015 was revealed recently by the minister of finance, H.E. Ali Sharif Al Emadi. The projected USD 24.03bn budget is the largest in the country's history.

One of the most prominent projects in the State of Qatar is the establishment of a long distance rail network that will connect all of the principal cities of Qatar to each other and to the larger GCC rail network. The implementation of this GCC network depends on the individual member states. The regional railway is expected to be fully operational in 2018, as was reiterated in the last MENA Regional Railway and Metro Summit held in October 2013 in Abu Dhabi.

Qatar Rail recently invited companies to prequalify by May 11th for construction contracts on Qatar's long distance rail network. Since Qatar specified its National Vision 2030 in 2008, several other large scale projects that involve public and private investments for sustainable and human development have been tackled. Among these is the Doha Metro, which is currently under construction and will be linked to the rail network by a connecting station named Doha West International. Other projects include expressway road constructions, investments in electricity infrastructure, as well as water drainage and re-sewerage.

Qatar's long-distance rail plans are also to be tackled; a construction contract award is expected in mid-March 2015. The multi-billion dollar project will be completed by 2018, involving the building of a 146 km-long rail line from the border of Saudi Arabia to Mesaieed (south of Doha) and to the New Doha Port Project on the east



Long distance railway design

coast of the peninsula, as well as an inland station that will connect to the Doha Metro network. The line will be used both for passenger and freight services. The maximum speed for passengers will be 200 km/h, comparable with a German Intercity, and for freight it will be 120 km/h.

Deutsche Bahn, through its subsidiary DB International, is the major strategic partner in the development and construction of the transport network in Qatar. The "Railways Steering Committee" under the chairmanship of the Qatari Prime Minister, H.E. Ahmad bin Abdullah Al Mahmoud, has been established for the organisational development and coordination of the entire project. Qatar Rail will be the owner and manager of Qatar's rail network and is responsible for the design, construction, commissioning, operation and maintenance of the entire network and systems. Experts from DB International will support Qatar Rail.

Qatar Rail's plans go beyond the 146km that will be completed by 2018. In three more steps, which have been developed in detail, the rail network shall be expanded to cover 525km of railway line by 2030, with the maximum speed increasing to 350km/h, which is comparable with the maximum speed of the most modern trains used by Deutsche Bahn in its homeland: the German Intercity Express ICE. In a second phase that will be completed by

2021, west Doha will be linked to Hamad International Airport and to Bahrain, while the third phase will link Doha and west Doha to Ras Laffan. The fourth phase will consist of building the remaining lines for passenger and freight transport. Qatar's rail network "will be used as a shuttle service for GCC transit passengers and travellers, transportation services for locals, and freight transport services for international and domestic routes", as Deputy Chief Executive Officer at Qatar Rail Al Bishri explained in a press conference last December. The network will connect to international rail lines in Saudi Arabia as of 2018, and to Bahrain as of 2022. With growing populations and economies, the integrated GCC railway will provide the required infrastructure to enable the efficient absorption of the increasing freight volumes of the Gulf countries. The planned GCC railway will further link Qatar through Saudi Arabia to Kuwait City in the north, and to the United Arab Emirates and Oman in the south. The total length of the main line will be approximately 2,177km, including about 180km of connecting lines to key traffic generators such as ports and industrial zones.

Given that Iraq is also repairing and completing its own rail network, it will soon seek to be connected to the GCC network. Yemen, which is not part of the GCC, is also planning to construct a connecting rail network. ■

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Qatar's Minister of Transport, H. E. Jassim Seif Ahmed Al Sulaiti, and Gerhard Schröder (both centre) with Martin Herrenknecht (left) and other officials at the Herrenknecht plant in Schwanau

residential areas throughout the city. In central Doha, the metro will be underground, while at the outskirts it will mainly be at ground level or elevated. The Red Line is part of phase one of the Doha Metro Project and represents a significant stage of Qatar's Integrated Rail Project. Phase one involves 93km of track, including the Red, Green and Gold lines, which will serve the most heavily populated areas of the city. The four lines of the Doha Metro (Red, Green, Blue and Gold) are designed to connect major sites in Qatar, linking the north, south and west of the capital.

The entire network is anticipated to cover approximately 216km, with as many as 100 stations. A salient feature is that all the stadiums hosting the games of the FIFA World Cup 2022 will be connected with the metro network by 2019. Construction on the network started in 2013.

Doha Metro will be one of the most advanced rail transit systems in the world when it becomes operational in 2019, well ahead of the FIFA World Cup, starting operations with 37 stations. The lines are slated to be extended to 56 stations by 2026. The Doha Metro is an integral part of the Qatar Rail Development Program (QRDP). This master plan involves the development of metro railway system in Qatar and long-distance and freight lines connecting Qatar with the rest of the Gulf Cooperation Council (GCC). Other GCC countries are also planning metro and rail

systems – or already constructing in the case of the Riyadh metro in Saudi Arabia – as well as a number of projects currently in the design phase, including transit systems for both Jeddah and Mecca, and a Jeddah-Riyadh rail link.

For tunnel constructor Herrenknecht, these projects are all good news, and a new service branch was opened in 2013. At the opening of the branch, Ulrich Schaffhauser, Head of Management of the Business Unit Utility Tunnelling, stated that "tunnel construction in the Gulf region is facing dynamic times and we want to offer our customers top services". With its 82km of tunnel and 25 subterranean stations to be constructed in phase one, the Doha Metro project is currently one of the biggest infrastructure project worldwide.

In Qatar, metro construction is generating jobs and opportunities for the private sector and is thereby contributing to the diversification of economy. At its peak, construction is expected to employ up to 20,000 workers. According to Abdullah bin Abdulaziz Turki al-Subaie, Managing Director of Qatar Rail, "Whether through construction, design or other complementary and accompanying works, Qatar Rail has provided the private sector with a great deal of business and labour opportunities through its developments". Economic diversification is one of the set goals of the Qatar 2030 national vision alongside sustainable development and a high standard of living for all of its citizens.

Qatar Rail recently selected a consortium comprised of Greece's Aktor, Turkey's Yapi Merkezi and STFA, India's Larsen & Toubro and the local Aljaber Engineering for the estimated USD 3.3bn contract to build the underground sections of Doha Metro's Gold Line. Despite a reduction in scope due to budgetary reasons, the Gold Line is the largest construction contract to be tendered for Doha Metro.

In March 2014, the Spanish FCC, which is leading a consortium with Archirodon (Greece), Yüksel (Turkey) and Petroserv Ltd (Qatar), was awarded a contract worth USD 700m to build a section of the Doha Red line.

For the Doha Metro, other essential contracts were awarded last year for the northern Red Line and the Green Line; the construction of 37 stations, which comprise the first phase, is gradually taking off with the demarcation and establishment of sites. Doha Metro was one of the region's most active projects for contract awards in 2013.

Qatar Rail has awarded four design and build contracts worth a total of approximately USD 8.2bn for phase one of the Doha Metro. Firstly, the Red Line North project has been awarded to a consortium led by Italian construction firm Impregilo S.P.A, working together with South Korea's SK Engineering & Construction Co and Qatar's Galfar al-Misnad Engineering and Contracting. This consor-

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Getting ready for the 2022 World Cup - Doha's future USD 32bn metro

tium will be responsible for constructing the underground tunnel for the northern section of the metro. The corresponding Red Line South project was won by a consortium led by QDVC, a joint venture between Qatari Diar and France's Vinci Construction Grands Projets, alongside South Korea's GS Engineering and Construction Corp and Qatar's Al-Darwish Engineering. The Green Line project, meanwhile, was awarded to a consortium headed by the Austrian PORR Bau

GmbH and featuring Saudi Binladin Group and Qatar's Hamad Bin Khalid Contracting Co., which is also involved in preparation work for all of the stations on the Red, Green and Yellow lines.

A fourth consortium, led by South Korean construction firm Samsung C&T Corp in cooperation with Spain's Obrascon Huarte Lain S.A. (OHL) and Qatar Building Company, was selected to design and build the metro's major stations. The project man-

agement and engineering consultancy contract for the Red Line was granted to Jacobs Engineering, from the USA, and to Louis Berger (USA) and Egis Rail (France) for the Gold Line and main station. These contracts are worth a total of USD 313.16m. A safety assessment contract worth USD 15.1m was awarded to Lloyd's Register (UK).

Furthermore, another consortium including Turkish firms Yapi Merkezi and STFA as well as Greek firm Aktor will be responsible for the construction of two major stations at the Msheireb Downtown Doha development and Education City. Many international corporations are involved in the construction and finalisation of the Doha Metro project. All of the groupings involve local companies and Qatar Rail, as Qatari government bodies have made it clear that international contractors will have to partner domestic firms. Aside from Herrenknecht, which is providing the essential tunnel boring machines, no German corporations landed major contracts in the Doha Metro project. ■



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Qatar's Expressway Programme to enter next phase soon

The Expressway Programme is a nationwide road infrastructure scheme that will improve the way people and places are connected across the city of Doha and wider Qatar. The programme – as planned by the Public Works Authority Ashghal – will provide Qatar with high quality national freeways and urban arterial routes, serving as vital transportation links connecting key cities, towns and villages across the emirate. Delivering more than 34 projects with over 980km of new roads, 240 multi-level interchanges and an array of underpasses, the programme will enable free-flowing traffic and improved journey times.



Construction site of Qatar's Expressway Programme

Over USD 3.45bn worth of construction contracts were awarded in the first three months of 2014. There are currently five main highways connecting Doha to its neighbouring cities. These are: the Dukhan highway, to the west of the city; the Al-Shamal Road, connecting Doha to the north of the country; the Al Khor Expressway, connecting Doha to the northern town of Al Khor as well as the Wakrah/Messaid Road, connecting Doha to the south of the country. Lastly, Salwa Road runs through south Doha and con-

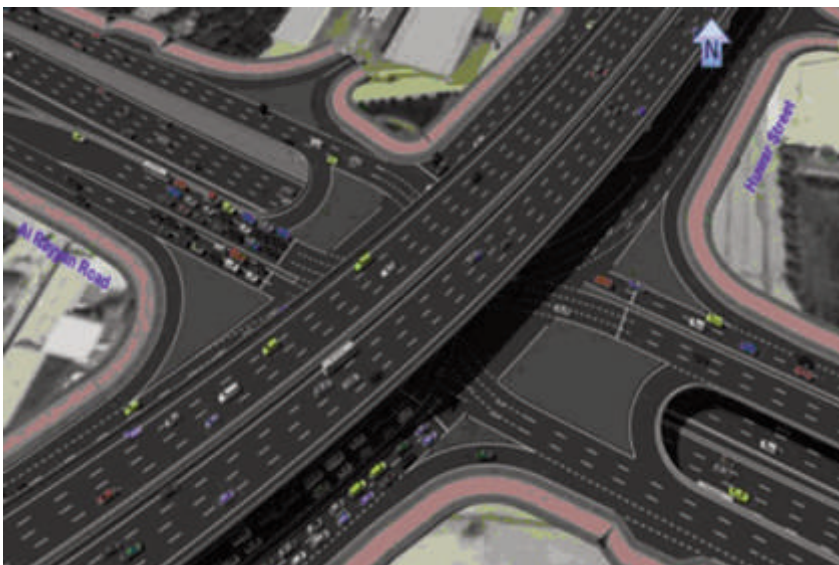
nects the city to the Saudi border in the south of the country. These highways are all undergoing expansion within Doha itself. Construction work began in 2012 on six expressway projects, while ten road improvement projects have already been completed. The Expressway Programme contract value of the ten other projects, currently under construction, is estimated at USD 4.4bn.

Ashghal awarded three projects, with a total value of USD 3.45bn, on March 23rd, two of which concern the design and con-

struction of the New Orbital Highway and Truck Route. This will link Mesaieed Industrial Area and the new Doha Port project, south of Doha, to Al Khor and Ras Laffan Industrial City, north of the capital, without the need to travel through Doha city.

The New Orbital Highway and Truck Route is one of the largest projects of the Ashghal Expressway Programme and will encompass the design and construction of approximately 200km of dual carriageway, including 22 major intersections, bridges and tunnels. The project includes major infrastructure improvements, such as a storm water drainage network, treated sewage effluent networks, electrical and telecommunication networks, street lighting and electric substations.

The Expressway Programme supports Ashghal's 'Qatar Deserves the Best' vision and the statewide Road Masterplan for Qatar, which was formulated to relieve traffic congestion and provide an efficient and safe road network. There will be road safety improvements and enhanced facilities for cyclists and pedestrians across the world-class road network, which has been designed so as to sustain the growing social and economic development of Qatar.



Project design of Qatar's Expressway Programme

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News in brief

Doha's new international airport opened in May

According to Qatar's Civil Aviation Authority, the long-delayed opening of Hamad International Airport took place in late May. The airport is now fully operational for the 18 commercial airlines operating in Qatar, which were required to shift their operations to the new airport from 27th May. The opening of the USD 17.5bn airport was initially scheduled for 2008, but was significantly delayed by a legal battle between the German/UAE joint venture construction company and the airport. The airport will cater 30 million passengers a year, a 30.4% increase on the old Doha International Airport capacity.

Early completion of New Port Project possible

Construction work at the New Port Project 24 km south of Doha is progressing well, now 35% complete. The port is set for the first phase of its opening in 2016; it is scheduled to be completed in 2030, or even as early as 2020 according to the project's executive director Nabeel Mohamed al-Buenain. The project consists of the new port, a naval base for the Qatar Emiri Naval Force, and Qatar Economic Zone 3. The entire cost of the project is estimated at USD 7.3bn.

Natural gas to be fastest growing energy source until 2035

The BP Energy Outlook 2035 expects the demand for liquid natural gas (LNG) to grow by an average 1.9% per year until 2035, outpacing all other energy sources. This will likely lead to higher natural gas prices, which will benefit Qatar, as it is the world's largest exporter of LNG. The BP report forecasts that 95% of this growth demand will come from emerging markets, including China and India, as the OECD countries are becoming more fuel efficient.

Non-hydrocarbon sector set to contribute over half of Qatar's GDP by 2016

In its Qatar Economic Insight report of April 2014, QNB Corp announced that

Qatar's non-hydrocarbon sector is set to see rapid growth driven by large investments in the infrastructure, real estate and transport sectors. Its share of GDP is projected to increase to 57.2% in 2016, compared with 49.9% this year. GDP growth is expected to accelerate from 6.8% in 2014 to 7.8% in 2016, while inflation will increase modestly from 3.4% to 4.4%. Because of lower hydrocarbon revenues, QNB expects Qatar's fiscal surplus to narrow from 9.9% to 4.7% of GDP in 2016, calculated at an assumed oil price of USD 104 a barrel.

Qatar's project market records second highest growth rate in GCC

At 26%, Qatar's project market contributed 12% of the overall GCC growth rate in 2013. USD 20bn worth of projects have been awarded this year, 40% of which were for metro construction. Growth in 2013 was close to that of the landmark year of 2008, where USD 22bn worth of projects were awarded in the construction and power sectors.

Construction work underway at Laffan refinery

In Ras Laffan industrial city, Qatar Petroleum (QP) is building a 146,000-b/d condensate splitter (Laffan Refinery 2) and thereby doubling the capacity of the existing Laffan Refinery 1. Construction of the USD 1.5bn facility started in April. Upon completion, which is projected to follow in 2016, Ras Laffan will have the world largest refinery. The project is a joint venture lead by QP (84%) and Total SA (10%). The refinery will be operated by Qatargas, which will process untreated condensate from Qatar's northern gas field into 60,000 b/d of naphta, 53,000 b/d of jet fuel, 24,000 b/d of gas oil and 9,000 b/d of LPG.

First World Cup stadium construction contract awarded

A joint venture of Belgium's Six Construct and the local Midmac Contracting Company has won the first contract for work on

a World Cup stadium, estimated at USD 300bn. It will upgrade the existing Khalifa Stadium by increasing its seating capacity to 60,000, also featuring an open-air, natural grass pitch that can be cooled to 26 degrees Celsius as well as cooled, shaded spectator seats. The 24-month contract also includes the renovation of the museum and the surrounding Khalifa Sports City. USD 4bn worth of contracts for the upgrading of two other existing stadiums and the construction of six other World Cup stadiums, have yet to be awarded.

Largest World Cup stadium design contract re-tendered

Qatar's World Cup organising committee has invited architects to submit designs for the tournament's flagship Lusail Stadium in mid-May. The new Lusail Iconic Stadium is the largest of nine arenas planned. It will be able to hold more than 86,000 spectators and will be used for the opening and closing matches. As an earlier tender did not adequately reflect Qatari design and culture, architects from four leading international design firms will attend workshops with the committee ahead of the deadline.

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Qatar announces upcoming abolition of Kafala system

Since the FIFA World Cup 2022 was awarded to Qatar, the country has been criticised for the labour conditions of its 1.4 million migrants working on an unprecedented “nation-building programme” construction boom. Implementing billions of dollars worth of construction projects in infrastructure and preparing for the World Cup, the workers were hired under the Kafala system, which binds them to their employer and makes them vulnerable to abuse. After the criticism from the International Labour Organization, Amnesty International and the United Nations, the Qatari government has now tackled the problem and has officially announced its will to abolish the Kafala system. “It is encouraging that the government turned out in force and the officials with relevant authority engaged in the debate”, said an official from Amnesty International. The Kafala system “will be replaced with a system based on employ-



Expat worker in Qatar

ment contracts” as part of a package on labour reforms according to a statement from the Ministry of Interior. The law, proposed by the Qatari Government, introduces amongst other measures an electronic payment system that ensures transparency, monitoring and the timely payment of wages. The government also plans to increase the penalty on employers who confiscate the passports of migrant workers to USD 13,700. The reform will further end the long-standing requirement that foreign workers obtain

their employer’s consent before leaving the country, replacing it with an automated exit visa system. The law will go for consultation to the Chamber of Industry and Commerce and will not come into effect before its approval by Qatar’s legislative body, the Shoura Council. A UN report issued in April 2014 found that the exploitation of migrant workers in Qatar was “frequent”, confirming that migrants often worked without pay and “live in sub-standard conditions”, also calling for changes to the recruitment process. Foreign domestic workers, who are currently excluded from labour laws, were “extremely vulnerable to violence and abuse”, it stated. The International Labour Organisation (ILO) also published a critical report and called on Qatar to make changes. FIFA described the proposed changes as a “significant step in the right direction for sustainable change in workers’ welfare standards”.

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Gulf Expo-Qatar
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 Venue: Doha Exhibition Center

31st International Association of Science Parks and Areas of Innovation (IASP) World Conference

Date: 19th – 22nd October 2014
 Venue: Qatar National Convention Center

Milipol Qatar Exhibition
 Date: 20th – 22nd October 2014
 Venue: Doha Exhibition Center

Qatar Plastic, Printing and Packaging Exhibition
 Date: 26th – 28th October 2014
 Venue: Qatar National Convention Center

Electrolight Qatar
 Date: 5th – 8th November 2014
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Itu Telecom World
 Date: 7th – 10th December 2014
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 Date: 26th -28th Januar 2015
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Marine Maintenance Services at Mesaieed and Ras Laffan Ports
 CD: 20th July 2014

Upgrade of network of F&G System in Dukhan Township
 CD: 12th July 2014

Design and implementing of Data Base for Biologically verification
 CD: 06th July 2014

Rental of light vehicles and drivers on a regular and call-off basis
 CD: tba

Engineering, procurement, installation and construction of additional after coolers
 CD: 20th July 2014

Replacement of actuators for motorised valve operators
 CD: 4th July 2014

Construction of a new natural gas liquids (NGL) support campus
 CD: 22nd July 2014

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