



Doha's automated metro network is now complete and ready for the 2022 World Cup

Qatar's first urban rail network

On 10 December 2019, RKH Qitarat (the joint venture of Keolis, RATP Dev and the Hamad Group¹) completed Doha's driverless metro network with the opening of the green line and the second section of the red line. This follows the recent opening of the gold line and the first section of the red. The launch comes in time for the FIFA Club World Cup which begins on Wednesday 11 December and for the Football World Cup that Qatar will host in 2022.

The 20-year contract awarded in December 2017 by Qatar Rail covers operation and maintenance of the entire metro network comprising a total of three lines, 76 kilometres long and 37 stations, as well as the Lusail tram network expected to open in 2020. This is the country's first urban rail network and a key part of 'Qatar Vision 2030', a strategic plan established by the Qatari government designed to enhance Doha's appeal by diversifying and improving shared mobility options.

The driverless metro of Doha – a smooth launch

Following an intensive 24-month preparation period, the three lines of Doha' automated metro are now fully operational, offering residents and visitors easy access to business, commercial and tourism hubs. The red line (40 km long), for example, covers the cultural village of Katara, the bustling Souq, Doha's popular Corniche and Hamad International Airport. The green line (22 km) connects the Qatar National Convention Centre, the Mall of Qatar, the Qatar National Library and Education City with the town's universities and modern hospitals. The Gold line (14 km) serves the iconic national museum, the Villaggio Mall and the Aspire Zone sporting complex. Although the red line's Legtaifiya station is operational, it will only open to the public in 2020 when the tram is launched.

The metro service runs from Sunday to Thursday (from 6am to 11pm) and on Friday (from 2pm to 11pm).

The automated and driverless metro network is equipped with Communication Based Train Control (CBTC) technology – a control system based on WiFi communication between vehicles and computers regulating traffic. The metro trainsets are manufactured by Mitsubishi Heavy Industries and the signalling is provided by Thales.

¹ Keolis and RATP Dev (49%) and the Qatar-based Hamad Group (51%)



Thierry Couderc, Managing Director of RKH declared: *“Today is a big day for both the people of Qatar and visitors who will be able to move around the city using a world-class public transport network featuring the most advanced technology. We have worked closely with Qatar Rail in the run-up to this opening to guarantee swift and safe journeys for our passengers. We will continue to do so with the aim of rapidly growing ridership on this comfortable and environmentally-friendly shared mobility solution.”*

A tram network in Lusail, connected to Doha metro

The contract also covers operation and maintenance of four tram lines in Lusail, a new city located 15 km from Doha and due to become home to 200,000 residents. This tram network is made up of 18 km of track and features four lines equipped with 28 Alstom-built trams serving 25 stations, half of them underground. Lusail tram connects to the Doha Metro through two interchange stations at Lusail and Legtaifiya. It is scheduled to open in two phases in mid-2020.

Qatar’s first urban rail network

Today, RKH Qitarat employs 1,400 people of 33 different nationalities, speaking a range of different languages including Arabic, English, Hindi, and Tagalog. During the metro network preparation period, RKH Qitarat also employed some 1,500 staff from subcontractors.

The metro and tram network constitute a major urban project of crucial importance for Doha and its surrounding suburbs which are home to some 2.6 million people accounting for 90% of the Qatari population.

Developing public transport is one of the priorities of ‘Qatar Vision 2030’, the strategic plan established in 2008, which has served as the government’s roadmap for economic, social and environmental development. Aiming to improve the quality of life for Doha’s residents and visitors and consolidate its reputation as a frontrunner smart city, Qatar has invested heavily in urban mobility and public transport in a bid to reduce serious congestion on its roads.

The network – key figures

- 3 automated metro lines over 76 km, 37 stations
- 4 tram lines over 18 km, 25 stations
- 1,400 employees
- 650,000 passengers expected on the metro network per day



About RKH Qitarat:

RKH Qitarat is a consortium made up of RATP Dev, Keolis and the Hamad Group, put together for the purposes of a multi-billion, 20-year contract to operate and maintain the Doha Metro and Lusail Light Rail Transit (Tram) projects. In December 2017, RKH Qitarat was formally awarded the project to manage and operate both the Doha Metro and Lusail Tramway network by Qatar Rail.

About the Hamad Group:

The Hamad Group is a diversified group owned by Sheikh Hamad Bin Suhaim H. Al.Thani. It is active in construction, real estate and trading, both in Qatar and on international markets.

About Keolis:

Leading the way in public transport, Keolis partners with public decision-makers to make shared mobility an asset for cities and their communities. Internationally recognised as the leading operator of trams and automated metros, Keolis adopts an innovative approach with all its partners and subsidiaries (Kisio, EFFIA, Keolis Santé and Cykleo) to develop new forms of shared and customised mobility, and reinforce its core business across a range of transport modes including trains, buses, coaches, trolleybuses, river shuttles, ferries, cycles, car sharing services, electric autonomous vehicles and urban cable cars. In France, Keolis is now the leader in medical transport services through the creation of Keolis Santé in July 2017 and positioned as the number two car park operator, through its subsidiary EFFIA. The company is 70% owned by the SNCF and 30% by the *Caisse de dépôt et placement du Québec* (CDPQ). Keolis employs 62,200 people in 15 countries* and recorded revenue of 5.9 billion euros in 2018. Each year, over 3.3 billion passengers worldwide use one of the shared mobility services offered by Keolis. www.keolis.com

**Historically based in France, Keolis has expanded its operations in Australia, Belgium, Canada, China, Denmark, Germany, India, Norway, the Netherlands, Qatar, Senegal, Sweden, the UK and the USA.*

About RATP Dev

Founded in 2002, RATP Dev operates and maintains urban transportation systems in 12 countries on four continents (United Kingdom, France, Italy, Switzerland, Algeria, Morocco, South Africa, Saudi Arabia, Qatar, China, the Philippines, and the United States of America). With more than 1.5 billion passengers travelling on its networks annually, every day RATP Dev demonstrates its extensive and renowned expertise in the provision of a wide range of mobility services – from rail, regional express rail and tramway to bus, cable car and sightseeing activities. In France, outside of Paris, and across international markets, RATP Dev leverages the technical expertise and experience of RATP Group, the leader in driverless and tramway operations and operator of the Paris network, one of the largest public transportation networks in the world.

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