

DOHA METRO

The Doha Metro will, quite simply, revolutionise the way you move around Doha and its suburbs. When it first launches in 2019, most locations within the capital will be conveniently within reach without the hassles of traffic. For example, a trip from Msheireb to Qatar University currently takes 28 minutes by car. With the Doha Metro, it will be 10 minutes quicker with 1.9 kg of greenhouse gas saved.

As Doha is a growing city, the Doha Metro will grow with it. It will be built over two phases: the first phase will see the Red, Gold, and Green lines opening in 2019, with 37 stations and 75 kilometres of revenue lines. The future phases involve the introduction of an additional line (Blue) and the expansion of the existing ones, with more than 60 additional stations and more than 130 kilometres of additional revenue lines.

Msheireb Station will serve as the heart of the first phase, with the Red, Gold, and Green lines all running through it.

Building a world-class, state-of-the-art metro network requires world-class, state-of-the-art methods. With most of the Doha Metro running underground, Tunnel Boring Machines (TBMs) are being used to burrow beneath the capital, and for the most part, with no hint of their presence to the population. TBMs are the most efficient and environmentally-friendly way to tunnel and are in fact so important that traditionally, they are given names.

So, in brief, what will the Doha Metro offer you? Convenience, reliability, and sustainable transport, and for Qatar, a project that meets the ambitions of the Qatar National Vision 2030.



21 TBMs

currently tunnelling

3 minutes

on average, between adjacent stations

600,000

passenger trips per day by 2021



3 lines

by 2019

107

tonnes of CO₂ potentially saved

37 stations

by 2019



STATION DESIGN

Stations allow a unique opportunity to add some local flavour and personality to the Doha Metro. Therefore, all stations will be designed in a contemporary 'vaulted space' concept; a concept that reflects on the heritage of the region by introducing open spaces that mimic traditional Bedouin tents.

The design also has ornamental panel work that have a function beyond aesthetics as they form the backbone of a dynamic lighting and ventilation system. Through the use of traditional elements of Islamic and local art, each station is a unique tribute to Qatari heritage with the dhow-inspired exteriors and the 'pearl-effect' interiors.





RED LINE

The Red Line, also known as the Coast Line, runs for 40 kilometres from Al Wakra in the south to Lusail in the north. The line also connects Hamad International Airport at Terminal 1 to the centre of the city. It has 18 stations; notable ones include West Bay, Katara, and Qatar University. The Legtaifiya Station will also allow you to transfer over to the Lusail Light Rail Transit, in addition to another interchange station between the metro and the tram called Lusail Central.

The line offers a very convenient and reliable alternative to driving within the heart of the capital. A trip from the airport to Lusail, currently taking nearly an hour and a half at peak traffic time, will be a short 36 minute trip with the Doha Metro.

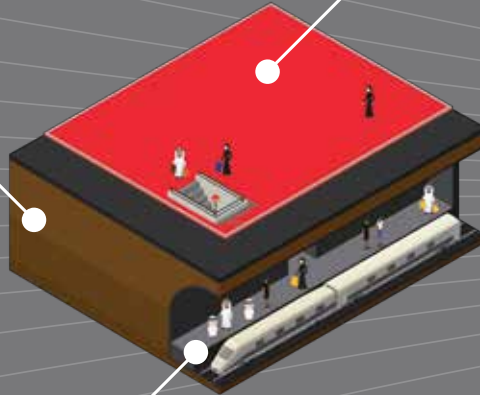




40 km
in length
from south
to north



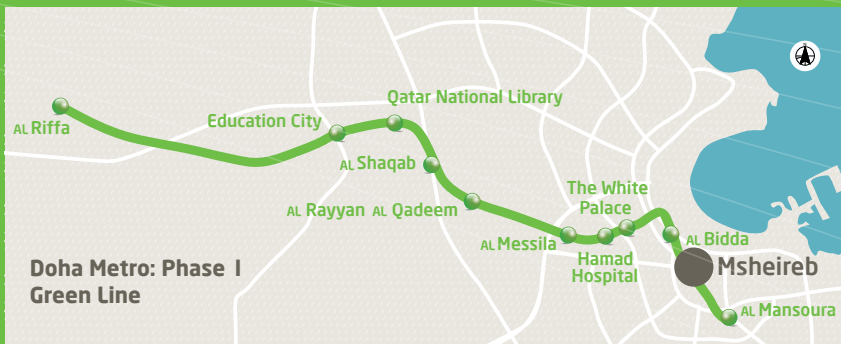
18 stations



280,000
passenger trips
per day by 2021

GREEN LINE

The Green Line runs east from Al Mansoura to Al Riffa in the west. As it passes through Education City, the line is also known as the Education Line. There are eleven stations along the line; aside from Education City, notable stops includes Hamad Hospital, Al Shaqab, and the upcoming Qatar National Library.

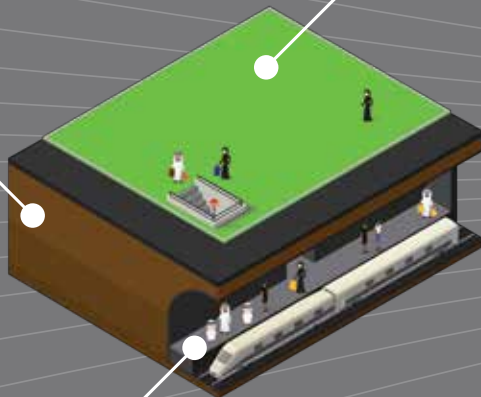




22 km
in length
from east
to west



11 stations



140,000
passenger trips
per day by 2021

GOLD LINE

The east-west Gold (Historic) Line extends from Ras Bu Abboud to Al Aziziyah. Ten stations run along the Gold Line, with stops at the Qatar National Museum, Souq Waqif, and Al Waab (near Villagio Mall).

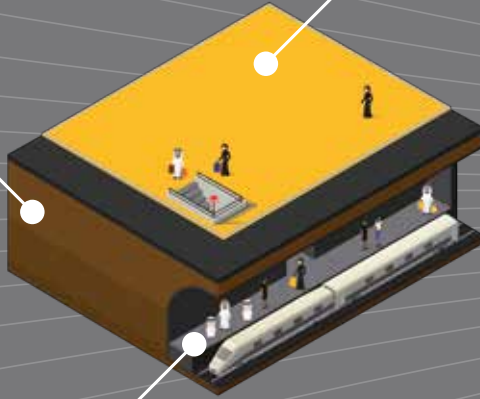




14 km
in length
from east
to west



11 stations



180,000
passenger trips
per day by 2021

LLRT

(LUSAIL LIGHT RAIL TRANSIT)

Just north of Doha, Lusail is an up-and-coming waterfront development that will see the best of innovative sustainability and urban technologies being used to create a city that will house up to 200,000 residents in the future.

But how does one get around a state-of-the-art city? The answer: the state-of-the-art Lusail Light Rail Transit (LLRT) network, a tram-based system that will connect all the major points of interest in the city.

A tram is designed to travel on streets, sharing roadspace with other traffic and pedestrians. Trams are much more efficient in terms of road usage - one vehicle replaces about 40 cars which take up a far larger area of road space.

Tram systems are more integrated into the urban environment than conventional railways. In particular, stops are designed to be a part of the communities they serve rather than being physically separated from them. Trams are greener and cope better with crowds than buses.

It is also the best use of urbanised space short of an underground metro system as it can handle more passengers than buses.

Four lines (Red, Green, Purple, and Yellow) and 37 stations will make up the LLRT network, with two interchange stations at Legtaifiya and Lusail Central allowing passengers to continue on to the country's capital via the Doha Metro.



1-2 minutes,
on average, between
adjacent stations



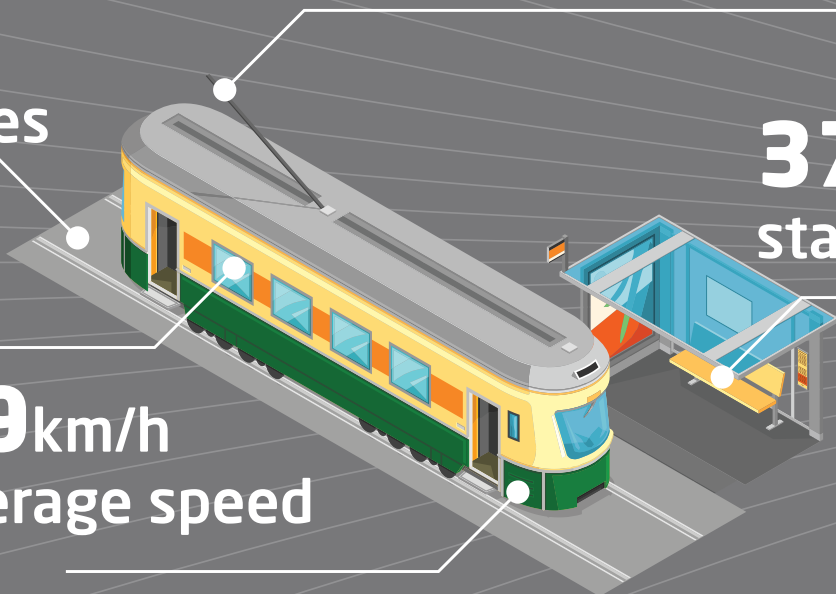
4
lines



29 km/h
average speed



50,000
passenger trips per day
by 2021



37
stations



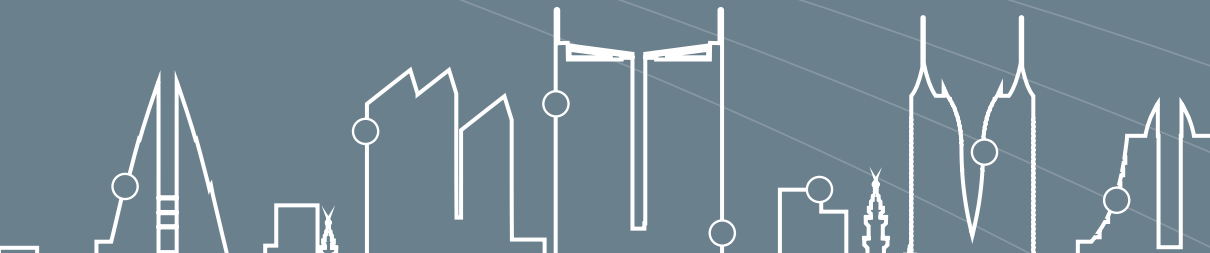
LD (Long Distance Passenger and Freight Rail)

Qatar Rail's Long Distance Passenger and Freight Rail project envisages development of a long distance passenger and freight rail network to connect major population centres and Qatari industries and to form part of the planned Gulf Cooperation Council (GCC) railway network linking the six countries of the region (the State of Qatar, Kingdom of Saudi Arabia, United Arab Emirates, State of Kuwait, Kingdom of Bahrain, and Sultanate of Oman).

Long distance rail lines not only offer a quick and safe mode of transport but also help in reducing carbon and other greenhouse gas emissions.

The long distance rail network is planned over a line length of 486 km and proposed to be developed in several phases to meet commitments made to the GCC and domestic passenger and freight demands. The long distance rail network consists of:

- Mixed (passenger and freight traffic) rail line from Doha to Saudi Arabia (GCC component)
- High speed passenger rail line from Doha to Bahrain
- Freight rail line from Mesaieed Port to Ras Laffan
- Mixed (passenger and freight traffic) rail line from Doha to Dukhan
- Mixed (passenger and freight traffic) rail line from Doha to Al Shamal



9

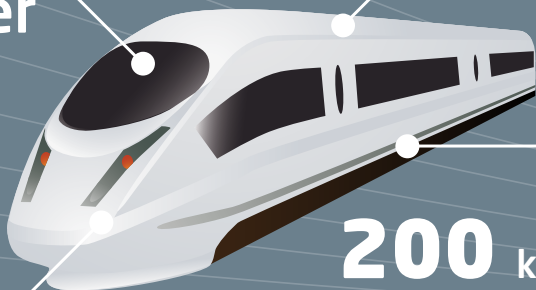


passenger
stations



5 phases

KM



200 km/h
maximum speed for
passenger trains

120 km/h
maximum speed for
freight trains

270 km/h
maximum speed for high
speed passenger trains

8,000

passenger trips
per day by 2021

24,000

passenger trips
per day by 2031

