ΓΕΝΙΚΟ ΠΡΟΞΕΝΕΙΟ ΤΗΣ ΕΛΛΑΔΟΣ
ΣΤΗΝ ΤΖΕΝΤΑ

ΓΡΑΦΕΙΟ ΟΙΚΟΝΟΜΙΚΩΝ ΚΑΙ ΕΜΠΟΡΙΚΩΝ ΥΠΟΘΕΣΕΩΝ
P.O. BOX 5108, Jeddah 21 422
Tel: 00966 12 66 90 824
E-Mail: ecocom-jeddah@mfa.gr

ΑΔΙΑΒΑΘΜΗΤΟ – ΚΑΝΟΝΙΚΟ
Τζέντα, 15 Δεκεμβρίου 2014
Α.Π.Φ. 750.3.ΑΣ 417

ΠΡΟΣ: Ως πίνακας αποδεκτών

ΚΟΙΝ: Υπουργείο Εξωτερικών
-Γραφείο κ. Β΄Γενικού Δ/ντού (μέσω ΥΠΕΞ, χ.συν.)
-Α6, Β1, Β3 και Β8 Δ/νσεις (μέσω ΥΠΕΞ, χ.συν.)
Ε.Δ. : -Πρεσβεία Ριάντ (μέσω ημών, χ.συν.)

ΘΕΜΑ : "Middle East Business Intelligence (MEED) – Τα 100 μεγαλύτερα έργα που έχουν ανατεθεί στη περιοχή της Μέσης Ανατολής – Τα μεγαλύτερα έργα στην Σαουδική Αραβία".

Αναφερόμενοι στο θέμα και για δική σας καλλίτερη ενημέρωση, επισυνάπτουμε ηλεκτρονικό αρχείο στο οποίο περιέχονται αναλυτικές πληροφορίες για τα μεγαλύτερα έργα στο Βασίλειο της Σαουδικής Αραβίας που βρίσκονται ήδη σε εξέλιξη είτε εκείνα για τα οποία έχουν προκηρυχθεί ή πρόκειται να προκηρυχθούν διεθνείς μειοδοτικοί διαγωνισμοί για την επιλογή του ή των αναδόχων. Κριτήριο επιλογής των μεγαλυτέρων αυτών έργων είναι ο συνολικός προϋπολογισμός του κάθε έργου ξεχωριστά καθώς και τα συμβόλαια που έχουν υπογραφεί για τη κατασκευή του έργου.

Οι εν λόγω πληροφορίες προέρχονται από την έγκριτη ηλεκτρονική βάση δεδομένων – Middle East Business Intelligence (MEED) - ενώ το μέγεθος και η πλειοψηφία των έργων υποδομών κάνουν εμφανή τον έντονο δυναμισμό και την αναπτυξιακή πορεία της Σαουδαραβικής οικονομίας.

Τέλος σας γνωρίζουμε ότι το συνημμένο ηλεκτρονικό αρχείο με την αναλυτική πληροφόρηση έχει αναρτηθεί στην διαδικτυακή πύλη www.agora.mfa.gr για ενημέρωση του κάθε ενδιαφερόμενου.

Ο Προϊστάμενος

Θεόδωρος Ξυπολιάς

THE TOP 100 CONTRACT AWARDS Q3 2014

SAUDI ARABIA

Riyadh Metro

The $22.5bn metro scheme, split into three design and build packages, will take five years to deliver.

RIYADH METRO - PROJECT PROFILE	
Client	Arriyadh Development Authority
Country	Saudi Arabia
Sector	Rail
Value ($m)	22,500
Main contractor(s)	FCC Construccion Bechtel Ansaldo STS
Consultant(s)	Dar al Handasah (Shair & Partners) CH2M Hill Parsons International Egis Systra Louis Berger Hill International
Date of award	2013
Completion date	2019

Get notifications on future Riyadh Metro alerts to your inbox; **sign up to this alert now**

Click here to research all MEED articles on Riyadh Metro

Project description

Plans to build the $22.5bn Riyadh Light Rail Transit, also known as Riyadh Metro, were approved in April 2012 by the Council of Ministers as part of the Riyadh Public Transport project. Due to be operational in 2019, the network will be 176 kilometres long with 85 stations. Six lines are planned – Blue, Green, Red, Orange, Yellow and Purple (also numbered 1-6, respectively).

Haramain High-Speed Rail Network

A $13.7bn development to connect Medina, Jeddah, King Abdullah Economic City and Mecca that will reduce travel times and ease road congestion.

HARAMAIN HIGH-SPEED RAIL NETWORK PROJECT PROFILE	
Client	Saudi Railways Organisation
Country	Saudi Arabia
Sector	Rail
Value ($m)	13,744
Contractor(s)	Al–Shoula Group Consortium Al–Rajhi Alliance Saudi Binladin Consortium Saudi Oger Joint Venture
Consultant(s)	Dar al-Handasah Consultants (Shair and Partners) Getinsa
Date of award	2009
Completion date	2014

Get notifications on future Haramain High-Speed Rail Network alerts to your inbox; **sign up to this alert now**

Click here to research Haramain High-Speed Rail Network

Project description

The Haramain High Speed rail network will link the cities of Medina, Jeddah and Mecca. It will be 450 kilometres in length, with five stations (Central Jeddah, King Abdulaziz International Airport [see profile] in Jeddah, Mecca, Medina and King Abdullah Economic City [Kaec] in Rabigh) along its route. It is being implemented on a build-operate-transfer (BOT) basis. The project is being funded by Saudi Arabia's government-owned Public Investment Fund.

Timeline and project details

- In 2009, the UK's Scott Wilson Company won a SR89.8m ($23.9m), 55-month contract to manage the scheme.

- A joint venture of the local Dar al-Handasah Consultants(Shair and Partners) and Spain's Getinsa was awarded construction supervision works, worth SR360m ($96m).

In April 2009, Al–Rajhi Alliance was awarded the SR6.79bn ($1.81bn) contract for Phase 1, package 1: Civil works.

- This covers tracks and design and implementation of the project's infrastructure works, including roads excavation, backfilling, ground preparation, construction of 136 bridges (including a 1,600-metre suspension bridge near Al Zharrin, a 170-metre bridge near Bahra, a 700-metre suspension bridge near Abroq al-Rugahamh, a 2,250-metre suspension bridge near Haramain Road and a 1,550-metre suspension bridge near Usfan), approximately 839 culverts and tunnels (including a 550-metre tunnel near Medina). The contract has subsequently been extended, worth an additional SR3.98bn ($1.06bn). Completion is due by 31 December 2014.

Phase 1, package 2 covers stations.

- A joint venture between UK companies Foster + Partners and Buro Happold won the SR142m ($37.9m) contract to design four stations.

The four station awards were as follows:

- Mecca station (10 platforms, parking for 5,000 cars): Awarded to a Saudi Binladin-led consortium, at SR3.18bn ($847.5m)
- Medina station (six platforms, parking for 1,000 cars): Awarded to a Saudi Binladin-led consortium, at SR1.5bn ($412.2m)
- Jeddah station (eight platforms, parking for 6,000 cars): Awarded to a Saudi Oger-led joint venture, at SR2.9bn ($773.3m)
- King Abdullah Economic City station (six platforms, parking for 1,400 cars): Awarded to a Saudi Oger-led joint venture, at SR1.75bn ($466.5m).

Phase 2 is considered the most challenging part of the project. It covers the building of railway tracks, the installation of signalling and telecommunication systems, electrification, operational control centre, the purchase of 35 trains and their operation and maintenance for 12 years. It also requires that a centre be set up to train Saudi graduates on the industry.

The contract for phase 2, worth SR30.8bn ($8.2bn), was signed on 14 January 2012. It ws won by an Al–Shoula Group-led consortium. The consortium comprises:

- Al–Shoula Group (Saudi Arabia)
- Al-Rosan Contracting Company (Saudi Arabia)
- Administrador de Infraestructuras Ferroviarias (Spain)
- Cobra Instalaciones y Servicios Internacionales (Spain)
- Consultrans (Spain)
- SA de Obras y Servicios (Spain)
- COPASA (Spain)
- Dimetronic (Spain)
- Imathia Construccion (Spain)
- Instalaciones Inabensa (Spain)
- Indra Sistemas (Spain)
- Ingeniera y Economia del Transporte (Spain)

- Obrascon Huarte Lain (Spain)
- RENFE-Operadora (Spain)
- Patentes Talgo (Spain)

Riyadh Metro

The $22.5bn metro scheme, split into three design and build packages, will take five years to deliver.

RIYADH METRO - PROJECT PROFILE	
Client	Arriyadh Development Authority
Country	Saudi Arabia
Sector	Rail
Value ($m)	22,500
Main contractor(s)	FCC Construccion Bechtel Ansaldo STS
Consultant(s)	Dar al Handasah (Shair & Partners) CH2M Hill Parsons International Egis Systra Louis Berger Hill International
Date of award	2013
Completion date	2019

Get notifications on future Riyadh Metro alerts to your inbox; **sign up to this alert now**

Click here to research all MEED articles on Riyadh Metro

Project description

Plans to build the $22.5bn Riyadh Light Rail Transit, also known as Riyadh Metro, were approved in April 2012 by the Council of Ministers as part of the Riyadh Public Transport project. Due to be operational in 2019, the network will be 176 kilometres long with 85 stations. Six lines are planned – Blue, Green, Red, Orange, Yellow and Purple (also numbered 1-6, respectively).

Beirut-based Dar al-Handasah and France's Egis Rail worked on preliminary designs for the metro project. The US' CH2M Hill was appointed the project management office for the project.

Project timeline

On 28 July 2013, Arriyadh Development Authority (ADA) awarded the main construction contracts to three consortiums, split into five packages.

FAST: Led by Spain's FCC Construccion, the consortium is building lines 4, 5 and 6 (Orange, Yellow and Purple), valued at $7.82bn. The Orange line, which goes to King Khaled International airport, will be 29.6km-long, the Yellow line 12.9km and Purple line 30km. Lines 4 (Orange) and 6 (Purple) share 7.8km of track and four stations. The consortium comprises:

- FCC Construccion (Spain)
- Freyssinet (Saudi Arabia)
- Alstom (France)
- Samsung C&T (South Korea)
- Strukton Civiel Projecten (Netherlands)
- Setec (France)
- Tecnica y Proyectos (Spain)
- Atkins (UK)

BACS: Led by Bechtel, the consortium is building lines 1 and 2 (Blue and Green), worth $9.45bn. The Blue line is 38.8km in length while the Green line is 25.4km. The consortium comprises:

- Bechtel (US)
- Almabani General Contractors (local)
- Consolidated Contractors Company (CCC) (Athens-based)
- Siemens (Germany)
- Aecom (US)

Arriyadh New Mobility: Led by Ansaldo STS, it is building line 3 (Red), worth $5.21bn. The Red line is 40.9km in length.

- Ansaldo STS (Italy)
- Ansaldobreda (Italy)
- Bombadier (Canada)
- Impregilo (Italy)
- Larsen & Toubro (India)
- Nesma & Partners Contracting (Saudi Arabia)
- Hyder Consulting (UK)
- WorleyParsons (Australia)
- IDOM (Spain)

In late August 2013, ADA awarded the project and construction management contracts for the scheme. Lines 1, 2 and 3 will be managed by a joint venture between US' Parsons International and Egris and Systra (both France). The contract is worth $556m. A Louis Berger and Hill International (both US) joint venture was awarded the contract for lines 4, 5 and 6. The contract is worth $246m.

In early October 2013, UK-based consultancy Atkins was selected as the lead engineering consultant on the FAST consortium's development of the metro, working on lines 4, 5 and 6. Later in the month, the BACS consortium said it planned to start tendering subcontracts in early 2014, with a view to making awards by summertime. The documentation is being prepared by Aecom.

Also in October, Siemens confirmed that the value of its portion of the BACS contract, to supply rolling stock, was worth $2.1bn. For the FCC-led consortium, Alstom's rolling stock contract is worth $1.6bn, while in the Ansaldo-led consortium, Bombardier's contract is valued at $383m.

Riyadh Metro

The $22.5bn metro scheme, split into three design and build packages, will take five years to deliver.

RIYADH METRO - PROJECT PROFILE	
Client	Arriyadh Development Authority
Country	Saudi Arabia
Sector	Rail
Value ($m)	22,500
Main contractor(s)	FCC Construccion Bechtel Ansaldo STS
Consultant(s)	Dar al Handasah (Shair & Partners) CH2M Hill Parsons International Egis Systra Louis Berger Hill International
Date of award	2013
Completion date	2019

Get notifications on future Riyadh Metro alerts to your inbox; **sign up to this alert now**

Click here to research all MEED articles on Riyadh Metro

Project description

Plans to build the $22.5bn Riyadh Light Rail Transit, also known as Riyadh Metro, were approved in April 2012 by the Council of Ministers as part of the Riyadh Public Transport project. Due to be operational in 2019, the network will be 176 kilometres long with 85 stations. Six lines are planned – Blue, Green, Red, Orange, Yellow and Purple (also numbered 1-6, respectively).

Beirut-based Dar al-Handasah and France's Egis Rail worked on preliminary designs for the metro project. The US' CH2M Hill was appointed the project management office for the project.

Project timeline

On 28 July 2013, Arriyadh Development Authority (ADA) awarded the main construction contracts to three consortiums, split into five packages.

FAST: Led by Spain's FCC Construccion, the consortium is building lines 4, 5 and 6 (Orange, Yellow and Purple), valued at $7.82bn. The Orange line, which goes to King Khaled International airport, will be 29.6km-long, the Yellow line 12.9km and Purple line 30km. Lines 4 (Orange) and 6 (Purple) share 7.8km of track and four stations. The consortium comprises:

- FCC Construccion (Spain)
- Freyssinet (Saudi Arabia)
- Alstom (France)
- Samsung C&T (South Korea)
- Strukton Civiel Projecten (Netherlands)
- Setec (France)
- Tecnica y Proyectos (Spain)
- Atkins (UK)

BACS: Led by Bechtel, the consortium is building lines 1 and 2 (Blue and Green), worth $9.45bn. The Blue line is 38.8km in length while the Green line is 25.4km. The consortium comprises:

- Bechtel (US)
- Almabani General Contractors (local)
- Consolidated Contractors Company (CCC) (Athens-based)
- Siemens (Germany)
- Aecom (US)

Arriyadh New Mobility: Led by Ansaldo STS, it is building line 3 (Red), worth $5.21bn. The Red line is 40.9km in length.

- Ansaldo STS (Italy)
- Ansaldobreda (Italy)
- Bombadier (Canada)
- Impregilo (Italy)
- Larsen & Toubro (India)
- Nesma & Partners Contracting (Saudi Arabia)
- Hyder Consulting (UK)
- WorleyParsons (Australia)

- IDOM (Spain)

In late August 2013, ADA awarded the project and construction management contracts for the scheme. Lines 1, 2 and 3 will be managed by a joint venture between US' Parsons International and Egris and Systra (both France). The contract is worth $556m. A Louis Berger and Hill International (both US) joint venture was awarded the contract for lines 4, 5 and 6. The contract is worth $246m.

In early October 2013, UK-based consultancy Atkins was selected as the lead engineering consultant on the FAST consortium's development of the metro, working on lines 4, 5 and 6. Later in the month, the BACS consortium said it planned to start tendering subcontracts in early 2014, with a view to making awards by summertime. The documentation is being prepared by Aecom.

Also in October, Siemens confirmed that the value of its portion of the BACS contract, to supply rolling stock, was worth $2.1bn. For the FCC-led consortium, Alstom's rolling stock contract is worth $1.6bn, while in the Ansaldo-led consortium, Bombardier's contract is valued at $383m.

King Abdulaziz International Airport

A $8.2bn expansion project will expand the airport in Jeddah, enabling it to eventually handle 80 million passengers a year

KING ABDULAZIZ INTERNATIONAL AIRPORT - PROJECT PROFILE	
Client	General Authority of Civil Aviation
Country	Saudi Arabia
Sector	Aviation & Airports
Value ($m)	8,200
Main contractor(s)	Saudi Binladin Group
Consultant(s)	Aeroports de Paris Atkins Dar al-Handasah (Shair & Partners) Netherlands Airport Consultants
Main contract award	2008
Completion date	2035

Get notifications on future King Abdulaziz International Airport alerts to your inbox; **sign up to this alert now**

Click here to research King Abdulaziz International Airport

Project description

King Abdulaziz International Airport (KAIA) in Jeddah is being expanded in stages to increase its annual passenger-handling capacity from 13 million passengers a year to 80 million passengers a year by 2035.

The larger airport will cover 670,000 square metres, have a new terminal with 46 departure gates of which at least three will accommodate the Airbus A380, new hangars and a new 136-metre-high control tower. A railway station is also being built to improve links to the airport.

Project owner General Authority of Civil Aviation (Gaca) has split the scheme into three phases; once phase 1 is complete, the airport will be able to handle 30 million passengers a year.

Capacities by phase

- Phase 1: By 2014, the airport will hava a capacity of 30 million passengers
- Phase 2: By 2025, it will have a capacity of 43 million passengers
- Phase 3: By 2035, it will have a capacity of 80 million passengers

Timeline and project details

- Between 2005 and 2007: Netherlands Airports Consultants develops the original masterplan for the airport;
- UK firms Areen Design, Atkins and Arup take on responsibility for the design and interiors.
- 2007: Lebanon's Dar al-Handasah is appointed construction manager for phase 1, providing project management, design review for Leadership in Energy & Environmental Design (LEED) requirements, construction management and supervision for the masterplan's phases.
- Early 2009: France's ADPI completes preliminary airport designs for access infrastructure and in April, the local Almabani General Contractors wins the contract for civil and earth works
- November 2010: Saudi Binladin Group wins two packages worth a total of $7.2bn for design-and-build packages for the new terminal. Its contracts cover the development of the passenger terminal and all associated buildings, civil works and infrastructure. Associated buildings include two data centres located in different parts of the airport, with 100 per cent redundancy, for integrated operating and control systems. The transport centre includes a rail station that will connect with Medina and Mecca (see the Haramain High Speed Rail Network project profile). It also has the contract for the General Aviation Terminal and Apron, safety and economic resources building and Customs MC.
- 2012: The US' Hill International wins a $3.8m contract to provide oversight services and a consortium led by Turkey's TAV Construction wins the estimated $800m contract to build Saudia Aerospace Engineering Industries' aircraft maintenance, repair and operation facility.

Additional information

- For the civil works contract, Saudi Arabia's Almabani General Contractors Company is responsible for the airfield facilities upgrade contract and for phase 1's mass earthworks and site preparation contract.
- A joint venture of Saudi Oger and South Africa's Murray & Roberts has the contract for the four-lane ground services equipment tunnel, running under the central runway.
- South Korea's Bongkyung Construction Company is building the Deportees Terminal and Security Building.

National Guard Housing Development, Saudi Arabia

The Housing Development project in Saudi Arabia will provide 17,000 units for the national guard across 11 sites.

HOUSING DEVELOPMENT: SAUDI ARABIA - PROJECT PROFILE	
Client	Saudi Arabia National Guard
Country	Saudi Arabia
Sector	Construction
Value ($m)	5,980
Contractor(s)	Saudi Binladin Group Saudi Oger
Consultant(s)	Dar Al Handasah Saudi Binladin Group Laceco International Dar Al Majd Architects & Consulting Engineering
Main contract award	2010
Completion date	2016

Get notifications on future **Housing Development: Saudi Arabia** articles to your inbox; sign up to this alert now

Click here to research all MEED articles on **Housing Development: Saudi Arabia**

Project description

With the increasing demand for housing in Saudi Arabia, the National Guard is building around 17,000 villas that will be spread across 11 sites throughout the kingdom.

These include Khashm al-Aan, Al-Hasa, Al-Qassim, Medina, Taif, Jeddah, Dammam, Yanbu, Hail, Dirab and King Khaled Academy. Each site will have officers' villas, soldiers' villas and associated buildings and infrastructure.

Khashm Al Aan, on the outskirts of Riyadh, will transform an empty desert plot in the suburbs of the Saudi capital to a city for the military personnel of the National Guard. The master plan is part of a

26 million square metre site within which 9.4 million square meters were subject to a detailed master plan.

The programme includes associated facilities, such as educational, retail, security, emergency and parking.

The programme is split into two phases. Originally due for completion in mid 2015, both phases are now expected to be finished in 2016 due to delays.

Phase 1

This phase is for the construction of 6,400 villas and associated facilities in Riyadh. The overall contract for phase 1 was awarded to Saudi Oger and worth just under $2.4bn.

Of that, $1.8bn covers the contract for the villas, with $580m covering utilities at Khashm Al Aan. Dar Al Majd Architects & Consulting Engineering is project management consult for the Khashm Al Aan element, withLaceco International winning the consultancy contract for the rest of the contract.

In February 2012, a local joint venture of Rabiah & Nassar and Al Zamil Concrete Industries Company were awarded a SR245m ($65.3m) contract by Saudi Oger to supply and install the precast villas.

Phase 2

More than 10,000 villas along with associated facilities are being built in phase 2. Awarded to Saudi Binladin Group, it is worth $3.6bn.

ABRAJ KUDAI, MECCA PROJECT PROFILE	
Owner	Saudi Arabia Ministry of Finance
Country	Saudi Arabia
Sector	Real Estate
Value ($m)	3,500
Contractor(s)	Saudi Binladin
Consultant(s)	Dar al-Handasah (Shair and Partners)
Main contract award	2013
Completion date	2018

Get notifications on future Abraj Kudai, Mecca alerts to your inbox; **sign up to this alert now**

Click here to research Abraj Kudai, Mecca

Project description

The mixed-use development in Mecca, Saudi Arabia involves the development of 12 towers and have 10,150 residential units and hotel rooms. It will be cited in the Manafia area, and be less than 2 kilometres from the Grand Mosque.

Two central towers will be 45 storeys in height, with the rest, which will encircle the central towers, at 30 storeys. They will be built on a podium with an additional three-storey basement. The podium will have a bus station, shopping mall, restaurants, food courts, a conference centre and car parks. The total built-up area of the development is 1.5 million square metres (sq m), and the total site area is approximately 60,000 sq m.

The hotel will be either four- or five-stars.

Saudi Binladin's bid of SR13bn was 19 per cent lower than the SR16bn price submitted by the second lowest bidder, the local El-Seif Engineering & Construction. The other bidders were Athens-based Consolidated Contractors Company at SR18bn, Nesma & Partners Construction at SR19bn, and the local ABV Rock at SR21bn.

King Abdullah Project: Security Forces Medical Complexes

The healthcare cities are being built in Jeddah and Riyadh, with both due for completion in 2017

KING ABDULLAH PROJECT: SECURITY FORCES MEDICAL COMPLEXES - PROJECT PROFILE	
Client	Saudi Arabia Ministry of Interior
Country	Saudi Arabia
Sector	Construction
Value ($m)	6,700
Contractor(s)	Saudi Binladin Group ABV Rock Group
Consultant(s)	Dar Al Handasah
Main contract award	2013
Completion date	2017

Get notifications on future King Abdullah Project: Security Forces Medical Complexes alerts to your inbox; **sign up to this alert now**

Click here to research all MEED articles on **King Abdullah Project: Security Forces Medical Complexes**

Project description

This project is to build two medical complexes in different areas of Saudi Arabia, Jeddah and Riyadh. Each contract is worth $3,350m and both are due for completion in late 2017.

The main contract for the Riyadh complex was awarded to ABV Rock Group in early 2013, while the Jeddah complex went to Saudi Binladin Group in early 2014. The consultant in both cases is Dar Al Handasah.

Each complex is 1.3 million square metres in size and will include three hospital buildings with 1,864 beds, offices, parking and residential villas and apartments, along with associated facilities.

As of summer 2014, work had not begun on the Jeddah complex

Shuqaiq Steam Power Plant

The 2,640MW Shuqaiq power plant will meet approximately 5 per cent of Saudi Arabia's Western region energy needs once it goes live in 2017.

SHUQAIQ STEAM POWER PLANT PROJECT PROFILE	
Client	Saudi Electricity Company
Country	Saudi Arabia
Sector	Power
Value ($m)	3,300
Contractor(s)	Hyundai Heavy Industries
Main contract award	2013
Completion date	2017

Get notifications on future Riyadh Metro alerts to your inbox; **sign up to this alert now**

Click here to research all MEED articles on Shuqaiq Steam Power Plant

Project Description

The Shuqaiq steam turbine plant will be built on the Red Sea Coast in Saudi Arabia, about 580 kilometres south of Jeddah. The oil-fired turbine is expected to supply 2,640MW of electricity and provide power for 2 million people. The plant, which is scheduled for completion in 2017, will account for about 5 per cent of the kingdom's entire power generating capacity once commissioned.

South Korea's Hyundai Heavy Industries (HHI) was awarded the $3.3bn construction contract in August 2013 by Saudi Electricity Company (SEC). The contract covers engineering, procurement, construction, testing and commissioning for the pressure-technology turbine.

The turbines will be supplied by France's Alstom. The plant will use supercritical pressure technology to generate power, which Hyundai also used for the Jeddah South Thermal Power Plant; this operates at a high steam pressure so that the plant is more fuel efficient and emits less pollutants than other types of steam generators.

The power plant is part of Saudi Arabia's target of meeting the rapidly rising electricity demands for the Western part of the kingdom.

Timeline and project details

September 2013: Alstom awarded a $227m contract from HHI to supply four 720MW steam turbine generator sets

August 2013: HHI wins $3.3bn contract from SEC to build the 2,640MW plant

July 2013: SEC begins evaluating bid submissions from eight groups including:

- Hyundai Heavy Industries (South Korea)
- Doosan Heavy Industries & Construction and GS Engineering & Construction joint venture (South Korea)
- Samsung C&T (South Korea)
- Daelim Industrial (South Korea)
- Daewoo Engineering & Construction (South Korea)
- Hyundai Engineering & Construction (South Korea)/ Al-Toukhi (local)
- Tecnicas Reunidas (Spain)/ Alstom (France)/ Bemco (local)
- Showa (Japan)/ SE Power (India)

June 2012: SEC invites bids for Shuqaiq power plant

King Abdulaziz International Airport

A $8.2bn expansion project will expand the airport in Jeddah, enabling it to eventually handle 80 million passengers a year

KING ABDULAZIZ INTERNATIONAL AIRPORT - PROJECT PROFILE	
Client	General Authority of Civil Aviation
Country	Saudi Arabia
Sector	Aviation & Airports
Value ($m)	8,200

KING ABDULAZIZ INTERNATIONAL AIRPORT - PROJECT PROFILE	
Main contractor(s)	Saudi Binladin Group
Consultant(s)	Aeroports de Paris Atkins Dar al-Handasah (Shair & Partners) Netherlands Airport Consultants
Main contract award	2008
Completion date	2035

Get notifications on future King Abdulaziz International Airport alerts to your inbox; **sign up to this alert now**

Click here to research King Abdulaziz International Airport

Project description

King Abdulaziz International Airport (KAIA) in Jeddah is being expanded in stages to increase its annual passenger-handling capacity from 13 million passengers a year to 80 million passengers a year by 2035.

The larger airport will cover 670,000 square metres, have a new terminal with 46 departure gates of which at least three will accommodate the Airbus A380, new hangars and a new 136-metre-high control tower. A railway station is also being built to improve links to the airport.

Project owner General Authority of Civil Aviation (Gaca) has split the scheme into three phases; once phase 1 is complete, the airport will be able to handle 30 million passengers a year.

Capacities by phase

- Phase 1: By 2014, the airport will hava a capacity of 30 million passengers
- Phase 2: By 2025, it will have a capacity of 43 million passengers
- Phase 3: By 2035, it will have a capacity of 80 million passengers

Timeline and project details

- Between 2005 and 2007: Netherlands Airports Consultants develops the original masterplan for the airport;
- UK firms Areen Design, Atkins and Arup take on responsibility for the design and interiors.
- 2007: Lebanon’s Dar al-Handasah is appointed construction manager for phase 1, providing project management, design review for Leadership in Energy & Environmental Design (LEED) requirements, construction management and supervision for the masterplan’s phases.

- Early 2009: France's ADPI completes preliminary airport designs for access infrastructure and in April, the local Almabani General Contractors wins the contract for civil and earth works
- November 2010: Saudi Binladin Group wins two packages worth a total of $7.2bn for design-and-build packages for the new terminal. Its contracts cover the development of the passenger terminal and all associated buildings, civil works and infrastructure. Associated buildings include two data centres located in different parts of the airport, with 100 per cent redundancy, for integrated operating and control systems. The transport centre includes a rail station that will connect with Medina and Mecca (see the Haramain High Speed Rail Network project profile). It also has the contract for the General Aviation Terminal and Apron, safety and economic resources building and Customs MC.
- 2012: The US' Hill International wins a $3.8m contract to provide oversight services and a consortium led by Turkey's TAV Construction wins the estimated $800m contract to build Saudia Aerospace Engineering Industries' aircraft maintenance, repair and operation facility.

Additional information

- For the civil works contract, Saudi Arabia's Almabani General Contractors Company is responsible for the airfield facilities upgrade contract and for phase 1's mass earthworks and site preparation contract.
- A joint venture of Saudi Oger and South Africa's Murray & Roberts has the contract for the four-lane ground services equipment tunnel, running under the central runway.
- South Korea's Bongkyung Construction Company is building the Deportees Terminal and Security Building.

Jeddah South Thermal Power Plant

The oil-fired power plant in Saudi Arabia will produce electricity for 2 million people once commissioned in 2017

JEDDAH SOUTH THERMAL POWER PLANT PROJECT PROFILE	
Client	Saudi Electricity Company
Country	Saudi Arabia
Sector	Power
Value ($m)	3,200
Contractor(s)	Hyundai Heavy Industries Mitsubishi Heavy Industries
Main contract award	2012
Completion date	2017

Click here to research all MEED articles on Jeddah South Thermal Power Plant

Project description

The Jeddah South power plant project is part of a programme to increase Saudi Arabia's generating capacity, due to electricity consumption in the kingdom growing at a rate of 5.5 per cent a year. By 2021, peak demand is forecast to reach 87.8GW. Saudi Electricity Company (SEC) is planning to have 131.6GW of capacity commissioned by that date.

The Jeddah South thermal power plant is scheduled to be completed in 2017. Once operational, it will have a capacity of 2,640MW, generating electricity for 2 million people.

South Korea's Hyundai Heavy Industries (HHI) won the $3.2bn turn-key engineering, procurement and construction (EPC), commissioning, testing and transferring contract to build the facility in October 2012. The bid was made as part of a joint venture with Japan'sMitsubishi Heavy Industries, which is supplying equipment including the turbines.

The heavy oil-fired plant will comprise four conventional thermal generating units, each with a capacity of 700MW. HHI will also build a 380kV substation to serve the facility.

The plant will use supercritical pressure technology to generate power; this operates at a very high steam pressure (220 times greater than normal atmospheric pressure) so that the facility is more fuel-efficient and and emits less pollutants than other types of steam generators.

Mitsubishi will deliver the turbines, generators and supercritical boiler components between September 2014 and March 2015. The plant is scheduled to be Saudi Arabia's first heavy oil-fired supercritical power plant.

SEC has 50.9GW of power generating capacity online. This includes 14GW of steam-powered capacity, 6GW of combined-cycle power, 21.8GW of simple-cycle power and 175MW of diesel power. The company had more than 29GW under construction as of June 2013, and has announced plans for another 25GW to be onstream by 2025.

Haramain High-Speed Rail Network

A $13.7bn development to connect Medina, Jeddah, King Abdullah Economic City and Mecca that will reduce travel times and ease road congestion.

HARAMAIN HIGH-SPEED RAIL NETWORK PROJECT PROFILE	
Client	Saudi Railways Organisation
Country	Saudi Arabia
Sector	Rail
Value ($m)	13,744
Contractor(s)	Al–Shoula Group Consortium

HARAMAIN HIGH-SPEED RAIL NETWORK PROJECT PROFILE	
	Al–Rajhi Alliance Saudi Binladin Consortium Saudi Oger Joint Venture
Consultant(s)	Dar al-Handasah Consultants (Shair and Partners) Getinsa
Date of award	2009
Completion date	2014

Get notifications on future Haramain High-Speed Rail Network alerts to your inbox; **sign up to this alert now**

Click here to research Haramain High-Speed Rail Network

Project description

The Haramain High Speed rail network will link the cities of Medina, Jeddah and Mecca. It will be 450 kilometres in length, with five stations (Central Jeddah, King Abdulaziz International Airport [see profile] in Jeddah, Mecca, Medina and King Abdullah Economic City [Kaec] in Rabigh) along its route. It is being implemented on a build-operate-transfer (BOT) basis. The project is being funded by Saudi Arabia's government-owned Public Investment Fund.

Timeline and project details

- In 2009, the UK's Scott Wilson Company won a SR89.8m ($23.9m), 55-month contract to manage the scheme.
- A joint venture of the local Dar al-Handasah Consultants(Shair and Partners) and Spain's Getinsa was awarded construction supervision works, worth SR360m ($96m).

In April 2009, Al–Rajhi Alliance was awarded the SR6.79bn ($1.81bn) contract for Phase 1, package 1: Civil works.

- This covers tracks and design and implementation of the project's infrastructure works, including roads excavation, backfilling, ground preparation, construction of 136 bridges (including a 1,600-metre suspension bridge near Al Zharrin, a 170-metre bridge near Bahra, a 700-metre suspension bridge near Abroq al-Rugahamh, a 2,250-metre suspension bridge near Haramain Road and a 1,550-metre suspension bridge near Usfan), approximately 839 culverts and tunnels (including a 550-metre tunnel near Medina). The contract has subsequently been extended, worth an additional SR3.98bn ($1.06bn). Completion is due by 31 December 2014.

Phase 1, package 2 covers stations.

- A joint venture between UK companies Foster + Partners and Buro Happold won the SR142m ($37.9m) contract to design four stations.

The four station awards were as follows:

- Mecca station (10 platforms, parking for 5,000 cars): Awarded to a Saudi Binladin-led consortium, at SR3.18bn ($847.5m)
- Medina station (six platforms, parking for 1,000 cars): Awarded to a Saudi Binladin-led consortium, at SR1.5bn ($412.2m)
- Jeddah station (eight platforms, parking for 6,000 cars): Awarded to a Saudi Oger-led joint venture, at SR2.9bn ($773.3m)
- King Abdullah Economic City station (six platforms, parking for 1,400 cars): Awarded to a Saudi Oger-led joint venture, at SR1.75bn ($466.5m).

Phase 2 is considered the most challenging part of the project. It covers the building of railway tracks, the installation of signalling and telecommunication systems, electrification, operational control centre, the purchase of 35 trains and their operation and maintenance for 12 years. It also requires that a centre be set up to train Saudi graduates on the industry.

The contract for phase 2, worth SR30.8bn ($8.2bn), was signed on 14 January 2012. It ws won by an Al–Shoula Group-led consortium. The consortium comprises:

- Al–Shoula Group (Saudi Arabia)
- Al-Rosan Contracting Company (Saudi Arabia)
- Administrador de Infraestructuras Ferroviarias (Spain)
- Cobra Instalaciones y Servicios Internacionales (Spain)
- Consultrans (Spain)
- SA de Obras y Servicios (Spain)
- COPASA (Spain)
- Dimetronic (Spain)
- Imathia Construccion (Spain)
- Instalaciones Inabensa (Spain)
- Indra Sistemas (Spain)
- Ingeniera y Economia del Transporte (Spain)
- Obrascon Huarte Lain (Spain)
- RENFE-Operadora (Spain)
- Patentes Talgo (Spain)

Qurayyah IPP 1 & 2

Located on Saudi Arabia's eastern coast, the independent power project will generate 3,927MW of electricity.

QURAYYAH IPP 1 & 2 PROJECT PROFILE	
Client	Hajr Electricity Production Company
Country	Saudi Arabia
Sector	Power
Value ($m)	2,850

QURAYYAH IPP 1 & 2 PROJECT PROFILE	
Contractor(s)	Samsung C&T
Consultant(s)	Fichtner Consulting Engineers
Main contract award	2011
Completion date	2014

Get notifications on future Qurayyah IIP 1 & 2 alerts to your inbox; **sign up to this alert now**

Click here to research all MEED articles onQurayyah IPP 1 & 2

Project description

Saudi Arabia is building additional power generation capacity to meet rapidly rising commercial and consumer demand. As part of this plan, Saudi Electricity Company(SEC), part owner of Hajr Electricity Production Company, is building three new independent power projects (IPPs) in the kingdom, with a total capital investment of $5.6bn, which will add 5,200MW to the domestic grid by 2015. The other IPPs are at Rabigh and Riyadh.

The Qurayyah IPP project, to be developed on a build-own-operate (BOO) basis, and will be located in Saudi Arabia's eastern province, next to existing SEC facilities. The Qurayyah IPP will have two gas-fired facilities with a total capacity of 3,927MW. There are six identical groups of equipment, each delivering 654.5 MW. Each group has two gas turbines, two heat recovery steam generators and one steam turbine.

Turbines and electrical systems are provided by Siemens.

The project has been divided into two phases (Qurayyah 1 and Qurayyah 2), with the combined-cycle gas turbines (CCGT) for each having a capacity of 1,800MW - 2,100MW.

Although originally launched as an oil-fired scheme, SEC changed the fuel source to natural gas in August 2010 and reissued the request for proposals to developers.

Commercial operation is slated to being from 30 June 2014. Once completed, ownership will be split 50:50 between SEC and the developer. SEC will buy the entire plant's output under a 20-year power purchase agreement (PPA). SEC will supply gas to the project company on an energy conversion basis.

First National Operation & Maintenance Company (Nomac), a subsidiary of Acwa Power, was awarded the long-term Operation & Maintenance contract. Siemens will provide parts and services for the gas turbines under a Long-Term Service Agreement with Nomac.

Hajr Electricity Production Company is a jointly owned organisation set up for the Qurayyah plant. Its majority shareholder is SEC (50 per cent), with Samsung C&T, Acwa Power (17.5 per cent) and

Mena Infrastructure owning the rest. In April 2012, Hajr reached financial close for a $2.05bn senior credit facility to fund the project.

Funding is from three export credit agencies (US ExIm, Germany's KfW under a Eulerhermes cover and South Korea's Kexim), along with HSBC, Standard Chartered (both UK) and Sumitomo Mitsui Banking Corporation (Japan), Banque Saudi Fransi, National Commercial Bank, Samba, Arab National Bank, Saudi British Bank and Saudi Hollandi Bank (all Saudi Arabia).

Grand Mosque Expansion, Mecca

14 October 2014 13:03 GMT

The Grand Mosque Expansion in Mecca will accommodate more than two million pilgrims a year.

GRAND MOSQUE EXPANSION, MECCA - PROJECT PROFILE	
Client	General Presidency for Grand Mosque and Prophet Mosque Affairs
Country	Saudi Arabia
Sector	Construction
Value ($m)	2,500
Contractor(s)	Saudi Binladin Group
Consultant(s)	Dar al-Handasah
Main contract award	2006
Completion date	2016

Get notifications on future Grand Mosque Expansion, Mecca alerts to your inbox; **sign up tothis alert now**

Click here to research all **MEED articles on Grand Mosque Expansion: Mecca**

Project description

The largest mosque in the world, the Grand Mosque in Mecca, known as Al-Masjid al-Haram, is being expanded in several phases.

Now in its fourth expansion phase, it will cover an area of 300,000 square metres (sq m), reaching the borders of the mosque and Second Ring Road to the north, Masjid al-Haram Street to the east and Jabal al-Kaaba Street to its west.

The expansion has not been without controversy, as it has included the demolition of some ancient buildings.

The second phase covers about 25,000 sq m, almost double the area of the first phase. Once phase two is completed, the capacity to accommodate tawaf performers will rise to 75,000 an hour. It includes the reconstruction of Al-Fatah Gate, the surrounding area and the outer surrounding area facing the northern courtyard. A mezzanine floor for pilgrims with special needs is also under construction.

Previous extensions included the increase of the piazzas, surrounding areas and prayer areas.

Project timeline

June 2014 It was reported that the first floor and ground floors had been completed and were ready for prayer, including fully equipped elevators and automated stairs. The second floor was 80 per cent complete.

Ras al-Khair power plant

17 November 2014 4:27 GMT

The combined-cycle power and desalination plant in Saudi Arabia has a generation capacity of 2,400MW and will produce 228 million imperial gallons per day.

RAS AL-KHAIR POWER PLANT PROJECT PROFILE	
Owner(s)	Saline Water Conversion Corporation Saudi Arabian Mining Company(Maaden)
Country	Saudi Arabia
Sector	Power
Value ($m)	2,420
Contractor(s)	Shandong 3 Electric Power Construction Corporation (Sepco 3) Al-Arrab Contracting Company
Consultant(s)	Fichtner Consulting Engineers
Main contract award	2010
Completion date	2014

Get notifications on future Ras Al-Khair Power Plant alerts to your inbox; **sign up to this alert now**

Click here to research all MEED articles on Ras Al-Khair Power Plant

Project description

The Ras Al-Khair combined-cycle power and desalination plant has a generation capacity of 2,400MW and will have a capacity to produce 228 million imperial gallons per day (g/d).

Built under an engineering, procurement and construction (EPC) contract, it was originally planned as an independent water and power project (IWPP). Formerly known as Ras al-Zour, it is located on the east coast, about 80 kilometres north of Jubail.

Once completed, the desalination plant will be the largest of its kind in the world, capable of providing 1,025,000 cubic metres a day (cm/d) of water. Of that, 25,000 cubic metres will be used by Saudi Arabian Mining Company(Maaden) at its near-by Al-Zabirah aluminium complex and the rest will be pumped by Saline Water Conversion Corporation (SWCC) to the cities of Riyadh, Hafr Al-Batin and Nuayriyah. The hybrid plant will use multistage flashing (MSF) and reverse osmosis (RO) technology.

For the power plant, each turbine has a capacity of 600MW. Of the 2,400MW of power capacity, Maaden has rights for 1,350MW, again for use at its aluminium complex, and Saudi Electricity Company (SEC) 1,050MW.

Early in its development lifecycle, SEC and SWCC jointly formed Water & Electricity Company to develop the plant. However, in April 2009, the project was handed to SWCC to push the plant's development forward on an EPC basis. SWCC switched from oil to gas for the plant's feedstock. The government subsequently merged the Ras al-Khair power plant and Maaden's Al-Zabirah aluminium captive power and desalination project, due to difficulties in sourcing long-term project finance.

Originally due to come onstream in 2012, this was initially delayed to 2013. The commissioning date has now been pushed back to 2014.

Project scope includes:

- Gas-fired boilers
- Laying of pipeline
- Transformers
- Switchyards
- Balance of plant
- Offsites and utilities
- 12 gas turbine generators islands
- 10 heat recovery steam generator
- Five steam turbine generator islands
- Condensate and feedwater system
- Boiler feedwater treatment
- Demineralised water plant
- Waste water treatment system power plant
- Auxiliary systems (IA/SA)
- Natural gas compressor station
- Backup fuel storage

King Abdullah International Conference Center

Royal Protocol is building a 230,000-square-metre conference centre in Jeddah.

KING ABDULLAH INTERNATIONAL CONFERENCE CENTER PROJECT PROFILE	
Owner	Saudi Royal Protocol (Guest Palace)
Country	Saudi Arabia
Sector	Construction
Value	1,900
Contractor(s)	Saudi Oger
Main contract award	2008
Completion date	2014

Get future alerts on King Abdullah International Conference Center to your inbox; **sign up to this alert now**

Click here to research all MEED articles on King Abdullah International Conference Center

Project description:

Royal Protocol is building a conference centre in Jeddah. It will have a total built-up area of 230,000 square metres and serve as the main meeting location for head-of-state summits. It will also help Saudi Arabia's efforts to diversify and increase its tourism market.

As part of the development, the existing palace will be renovated and a presidential guest house will be built. The complex will include a two-hall conference centre built for a capacity of 2,100 people. The development will also have a 15-storey hotel, plus an existing 19-storey hotel is being renovated.

France's Projexia International is project manager and the main contractor is Saudi Oger.

Integrated Gasification Combined Cycle Power Plant, Jizan Refinery complex

19 October 2014 11:30 GMT

The Integrated Gasification Combined Cycle power plant at the Jizan Refinery facility, on the south west coast of Saudi Arabia, will produce 2,400MW of electricity.

INTEGRATED GASIFICATION COMBINED CYCLE POWER PLANT, JIZAN REFINERY COMPLEX - PROJECT PROFILE	
Client	Saudi Aramco
Country	Saudi Arabia
Sector	Power
Value ($m)	8,300
Contractor(s)	Shandong Electric Power Construction Saipem Tecnicas Reunidas
Main contract award	2014
Completion date	2016

Get notifications on future Jizan Refinery IGCC Power Plant alerts to your inbox; **sign up to thisalert now**

Click here to research all MEED articles on the**Jizan Refinery IGCC Power Plant**

Project description

The Integrated Gasification Combined Cycle (IGCC) power plant is directly integrated with the Jizan Refinery. Once commissioned, it will be the largest gasification power plant in the world, supplying energy to the refinery, as well as to local industries and the national grid.

The plant and refinery are located in Saudi Arabia's southwest border, at Bish.

The power plant will produce 2,400MW of power. Originally, its output was planned to be 4,000MW, but Saudi Aramco has reduced this in order to cut costs after they had spiralled to more than $10bn for the inital scope. However, the plant is being developed so that it can be expanded to 4,000MW at a later date if additional energy is required. It will use up to 90,000 barrels a day of vacuum residue from the refinery.

The power plant comprises five units, supplied by Siemens. Commissioning of the first two blocks is scheduled for early 2016, the third block will follow in late 2017 and the final two units a few months later.

Packages

- The combined cycle plant was awarded in June 2014 to China's Shandong Electric Power Construction (Sepco). Originally Sepco had bid $1.7bn, but this was renegotiated to around $2.1bn.
- In May 2014 Italy's Saipem was awarded two packages worth a combined $3bn. The contracts are for the gasification unit and the sulphur recovery unit, and Saipem will carry out the full engineering, procurement and construction (EPC) for both on a lump-sum turnkey (LSTK) basis.
- Also in May, Spain's Tecnicas Reunidas was awarded the $1.7bn offsites and utilities package, with work starting immediately. The company also won work on the refinery itself, in October 2012.
- As of October 2014, the contract for the air seperation unit has not been awarded. However, it is expected to be made before year end, most likely to Germany'sLinde Group for about $1.5bn.
- In August 2013, Siemens Energy awarded a $966.8m contract to supply and provide five power units for the power plant at the refinery. It was Siemens largest order at the point of signing. The deal included the supply of 10 SGT6-5000F gas turbines, five steam turbines, 15 generators and 10 heat recovery steam generators. The turbines are designed for synthesis gas (syngas) and diesel fuel and six of the 10 will be manufactured in Saudi Arabia. The first two blocks are due to be commissioned in spring 2016, followed by another 12 months later, with the final two units coming onstream at intervals of a few months each. The contract value is part of Sepco's total award.

The refinery itself is in 12 square kilometres of land and will be the largest gasifier-based power facility in the world. It is also one of the major industrial facilities at the newJizan Economic City. The refinery, power plant and terminal will be owned by Saudi Arabia's state oil firm Saudi Aramco