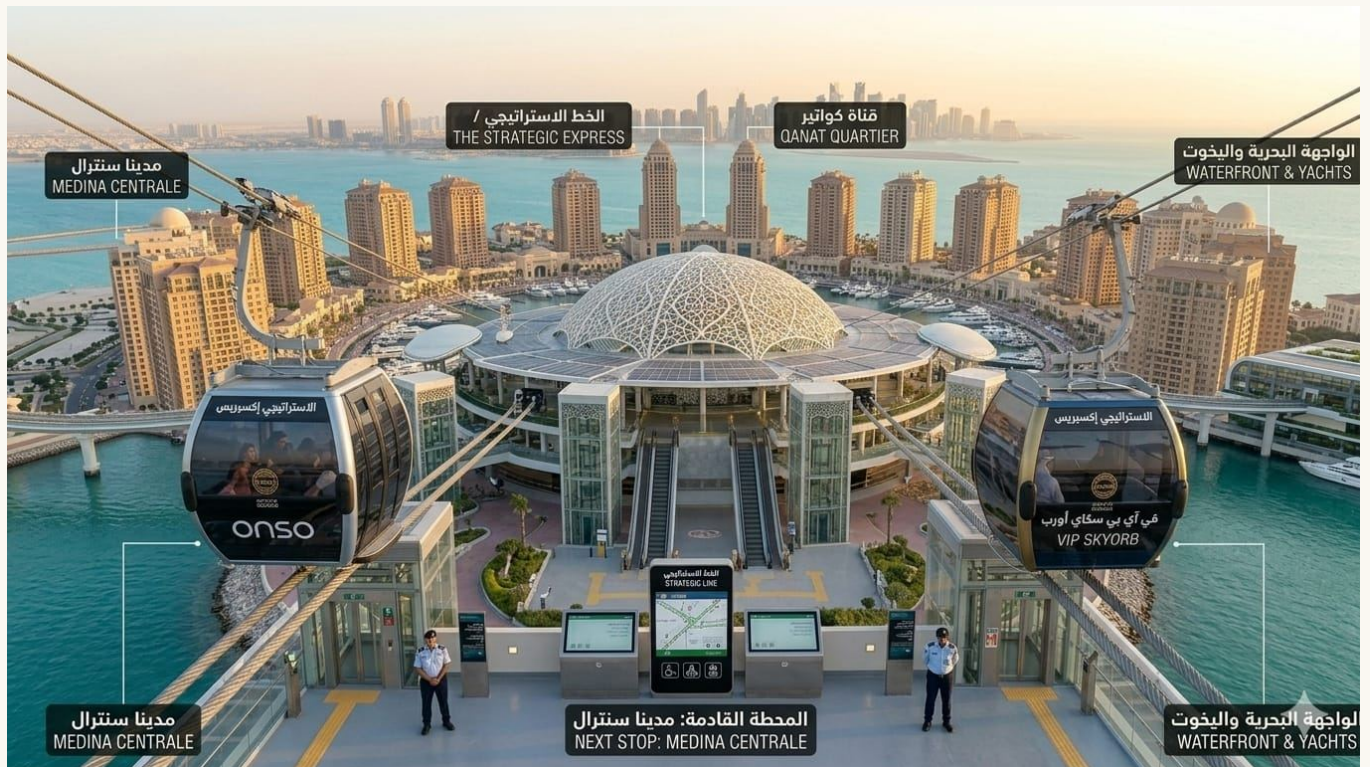


A COMMUNITY INITIATIVE FOR INSTITUTIONAL CONSIDERATION

Qatar Cable Car Tourism Company

PROPOSAL TO STUDY ESTABLISHMENT | PROSPECTIVE TOURISM PARTNERSHIPS



Proponent-supplied conceptual rendering. Not an existing or approved development.

A New Perspective on Qatar.

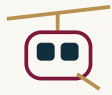
An initiative to explore a specialist company for the development and operation of panoramic cable-car experiences across Qatar's tourism destinations, in proposed cooperation with Qatar Tourism, the Ministry of Transport and private-sector stakeholders.

Originator: Eng. Abdalla Mohamed Abdalla Gabr

Portfolio: Katara, The Pearl, Lusail, Place Vendome, Al Maha, Qetaifan and Simaisma

Prepared: 11 September 2026 | English illustrated proposal

Working company name. The company has not been established under this initiative; routes, stations and operating services are proposed. This portfolio supports institutional and potential awards review, subject to eligibility.



EXECUTIVE OVERVIEW

Turn the journey into an attraction

Four pillars supporting a multi-destination company concept

The initiative proposes studying a dedicated tourism cable-car company that would develop, manage and operate aerial visitor experiences. Each route would respond to its destination's character, while common expertise, service standards, maintenance capability and a digital platform could support the wider portfolio.

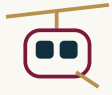
The originator has prepared visual concepts for Katara, The Pearl, Lusail and Simaisma, together with reference material for Al Maha and Qetaifan. The ambition is to enrich existing and proposed destinations, helping visitors move between attractions while enjoying the journey itself.

Pillar	Purpose
01 Individual contribution	Apply the originator's engineering experience and long relationship with Qatar to a constructive community initiative. Page 3.
02 Institutional cooperation	Seek adoption of an establishment study involving tourism, transport and private-sector stakeholders. Pages 4-5.
03 Company and route portfolio	Define destination experiences, proposed stations, cabin products and delivery requirements. Pages 6-14.
04 Digital platform	Explain the proposal, organise each destination's media, support enquiries and prepare a future reservation service. Page 15.

The immediate request

Invite Qatar Tourism to consider adopting a company-establishment study in cooperation with the Ministry of Transport and relevant private stakeholders. The study would compare candidate routes, identify an appropriate structure and recommend a feasible first application.

Implementation and outcome framework: page 16. Short-form narrative bank: page 17. Evidence and award context: page 18. No nationwide continuous cable line is assumed, and no pilot route is preselected.

**PILLAR 01**

Engineering experience with civic purpose

The individual as a contributor to institutions and destination development

Eng. Abdalla Mohamed Abdalla Gabr presents this initiative as a long-term resident and civil engineer seeking to contribute to Qatar's tourism future. He reports 45 years of residence in Qatar and more than 25 years of engineering work within the country. His motivation is to translate that accumulated local knowledge into a practical idea for institutional evaluation.

A documented professional foundation

The supplied Ministry of Municipality Engineer Registration Certificate records Civil Engineering - Supervision, Grade A, registration number 29720. Issued on 21 December 2021, the supplied copy expired on 20 December 2024. It supports the historical classification, rather than a claim of current licence renewal.

Contribution to in-country value

The originator describes his career as a sustained engineering contribution within Qatar and states that historical residence and experience records were provided during professional assessment. The career duration is reported by the originator; it is not printed on the supplied certificate. This profile uses the certificate's official title and does not present "P.E. ICV" as its formal name.

An individual-institution relationship

The proposal invites an institution to assess a resident's professional contribution on its merits. The originator supplies the concept, its rationale and illustrative material; competent institutions and potential commercial participants would determine whether it should progress to feasibility, company formation and development.

Role and attribution

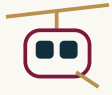
The originator is credited for the initiative and supplied design concepts. Any future advisory appointment, equity interest, fee or implementation role would be separately negotiated. No such entitlement, existing company ownership or government appointment is assumed.

Originator: Eng. Abdalla Mohamed Abdalla Gabr

Contact: +974 5552 8716

Email: abdullagabr@gmail.com

Identity-card and passport images are not included in this public-facing profile. An updated professional record may be supplied separately if requested through an appropriate channel.



PILLAR 02

Cooperation around a clear study request

A proposed role for tourism, transport and private destination partners

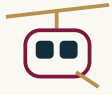
Qatar Tourism's published West Bay Beaches and Al Safliya Island development provides a strategic reference for waterfront investment, public-private participation and connected visitor experiences. The cable-car initiative proposes a different application of that direction; it is not part of, or endorsed by, the announced scheme. [S1]

Prospective participant	Role proposed for discussion
Qatar Tourism	Consider adoption of the study; assess visitor appeal, destination integration, market positioning and suitable tourism products.
Ministry of Transport	Participate in examining transport integration and identifying the applicable technical, institutional and approval framework.
Destination and land owners	Consider station sites, access arrangements, rights of way, visitor connections and potential commercial participation.
Investors and developers	Evaluate funding, delivery structures and commercial feasibility against evidenced demand and cost estimates.
Specialist suppliers and operators	Advise on system selection, engineering, maintainability, operations, staff training and lifecycle performance.

These are proposed discussion roles, not confirmed mandates or commitments. The competent authorities and approval responsibilities would need to be identified formally.

What the study should answer

Is a dedicated company warranted? Which route creates the strongest visitor benefit at an acceptable whole-life cost? Who would own the assets and carry the risks? What agreements are required with destination owners? Can an initial route operate viably without relying on unapproved future connections?

**PILLAR 02 / COMPANY MODEL**

A specialist company with shared capability

Working name: Qatar Cable Car Tourism Company

The proposed company would bring together route development, operating expertise, maintenance planning, customer service, commercial partnerships and digital distribution. Individual routes may be separate assets or projects, with contractual arrangements appropriate to each site. The study should compare a portfolio company, route-specific vehicles and a specialist operating-company model.

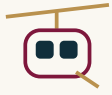
Business area	Proposed company function
Development	Screen routes; coordinate surveys and feasibility; negotiate destination interfaces; procure specialist advice and design.
Operations	Manage stations, passenger flows, service information, reservations, accessibility and customer support.
Technical services	Maintain equipment, plan spares and inspections, manage staff competence and coordinate emergency readiness.
Commercial partnerships	Develop attraction bundles, hospitality offers, destination agreements, station concessions and appropriate sponsorship.
Digital services	Provide a common website, destination content, customer accounts, ticketing interfaces and reporting.

Potential income and essential costs

Potential income includes standard tickets, private-cabin reservations, agreed destination packages and station concessions. Costs include construction, financing, land interests, staffing, energy, maintenance, insurance and asset renewal. No ticket price, demand forecast, capital budget or return is asserted at this stage.

Governance before investment

The parties would negotiate ownership, public involvement, capital commitments, procurement, audit, risk allocation, distributions and termination provisions. Cooperation with an authority does not establish government ownership or an obligation to fund losses. The originator seeks a study before the formation decision.

**PILLAR 03 / PORTFOLIO**

Distinct destinations. A common service vision.

Four route-study groups; seven named public website destinations

Study group	Experiences and proposed nodes
Katara	Green hills, cultural landmarks and coast; proposed North Hill, South Hill and marina-related stations.
The Pearl	Canals, marinas and waterfront architecture; proposed Central Shell, Beacon, Venice/Qanat Quartier, Medina Centrale and waterfront nodes.
Lusail destination group	Place Vendome and the proposed Tropical Marine Destination, with Al Maha and Qetaifan as potential destination connections or separately studied routes.
Simaisma	A coastal visitor journey linking hospitality, beach, leisure and proposed marine interfaces within the development concept.

Network logic

Routes should be evaluated independently before any connection is promised. The proposal does not assume one continuous aerial line between all locations. A first phase might be a destination loop, an internal link or an agreed cross-destination route; the establishment study would decide the preferred option.

Website destination structure

Katara, The Pearl, Lusail, Place Vendome, Al Maha Island, Qetaifan Island and Simaisma should each have a distinct page and media collection. Lusail also serves as a grouping page, so the interface must avoid counting the same route twice. The Tropical Marine Destination appears as a proposed linked attraction, not an operating station.

Evidence-led selection

Compare visitor demand, land availability, rights of way, engineering complexity, destination-owner participation, cost, accessibility and environmental effects. The portfolio is a set of opportunities for assessment, not a committed construction programme.

Names on supplied concept artwork are working labels. Positions, line geometry, distances and travel times are not surveyed or approved.



PILLAR 03 / KATARA

A journey through hills, culture and sea

Proposed experience: Katara Peaks and Coast



Proponent-supplied conceptual rendering. Not an existing or approved development.

The Katara concept uses the contrast between landscaped hills, cultural architecture and the coast to create a panoramic visitor journey. The visual material identifies three possible development components: a Green Peaks Loop, a Cultural-Coast Link and a Marina and Luxury extension.

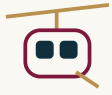
Stations and visitor experience

The initial imagery proposes North Hill and South Hill stations, with viewing across gardens and the cultural setting. Further concepts show a marina hub and premium cabin experience. Visitors could combine the ride with walking, dining and cultural visits, provided the proposed connections are agreed with the destination.

Value to the host destination

The intended benefit is an additional reason to visit and a convenient way to discover several parts of the destination. Longer visits and additional spending are hypotheses to test, not achieved results. Station design should respect the character of the cultural setting and maintain appropriate views and pedestrian access.

Overwater villas, island additions and expanded marina buildings visible in the artwork are optional contextual ideas, not prerequisites for the cable-car proposal. Rendered certification labels and waiting-time claims are not verified evidence.



PILLAR 03 / THE PEARL

Marinas, canals and architectural stations

Proposed experience: The Pearl Waterfront Journey



Proponent-supplied conceptual rendering. Not an existing or approved development.

The Pearl concept combines aerial sightseeing with distinctive station architecture. The Central Shell Station is imagined as a visual focus, with connections towards Medina Centrale, the waterfront and the Qanat Quartier setting. A Beacon Station forms another proposed arrival landmark.

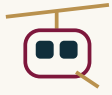
A destination-specific identity

The Venice Station concept adopts the canal district's architectural character. Standard panoramic cabins provide shared journeys; private premium cabins add a quieter, hospitality-oriented experience. Supplied videos illustrate station arrivals and a luxurious cabin interior, rather than operating infrastructure.

Connecting the visit

A visitor could ride to a different district, disembark for a walk or meal and continue on an agreed itinerary. Each stop would require clear onward routes and customer information. Commercial packages with retailers, restaurants and marine operators would depend on separate agreements.

Station locations and network topology remain conceptual. Feasibility must consider residential privacy, existing access, marina navigation and destination-owner participation. The initial VIP and marina artwork is a shared design reference; it does not establish its location within The Pearl.

**PILLAR 03 / LUSAIL AND PLACE VENDOME**

Aerial discovery around a new destination

A proposed link between shopping, leisure and coastal hospitality



Proponent-supplied conceptual rendering. Not an existing or approved development.

The Lusail scenario builds on the originator's Tropical Marine Destination concept: a proposed waterfront development combining a rainforest dome, indoor wave beach, marine recreation, hotels and rooftop hospitality. The cable-car experience would connect the proposed destination with Place Vendome and Al Maha Island, subject to feasibility and stakeholder agreement.

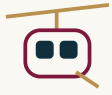
The Place Vendome station concept

A proposed mall-side station would offer a transition between shopping and a panoramic journey. Its exact location, access, ownership interface and operating hours would be determined with the mall's authorised representatives. The proposal does not assert permission to build or operate within the mall.

Link to the wider Lusail portfolio

Qetaifan can be evaluated as an additional destination opportunity, either through a separately viable route or an approved connection. The Tropical Marine Destination's internal dome segment is a distinct concept requiring its own technical integration study.

Neither the mall nor surrounding land is assumed to share ownership. The tropical development is a separate unbuilt proposal, not an existing demand generator. The cable-car business case must explicitly distinguish current visitor demand from contingent future demand.

**PILLAR 03 / AL MAHA AND QETAIFAN**

Island experiences from a new perspective

Reference destinations for route assessment



Originator-supplied destination reference images: Al Maha (left), Qetaifan context (right). These are not cable-car construction evidence.

Al Maha Island

The proposed visitor offer is an aerial approach or local route serving entertainment, waterfront dining and marina areas. The experience could be combined with a leisure visit or a sunset meal. Station landing points and connections would be negotiated; arrows on the supplied destination map do not define an aerial alignment.

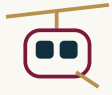
Qetaifan Island

Reference material highlights the relationship between the coast, hospitality and a waterpark setting. The concept is to study a panoramic journey that helps visitors discover these facilities. A site survey and stakeholder review must identify the exact island sector, service area and any feasible landing points.

A route should earn its place

Neither island should be included merely to enlarge a network diagram. Each proposal should demonstrate a useful visitor journey, practical access, viable demand and acceptable engineering and environmental conditions. Through-connections would be considered only after these tests.

Reference-image labels identify contextual destinations and businesses; they are not confirmed partners, current operating claims or endorsements. The official Al Safliya project is separate from Al Maha.

**PILLAR 03 / SIMAISMA**

The coast as a continuous visitor experience

Proposed experience: Simaisma Coastal Journey



Proponent-supplied conceptual rendering. Not an existing or approved development.

The Simaisma concept depicts a panoramic line along a beach and hospitality frontage, with potential links to leisure facilities and marine attractions. Some views include inland extensions. The purpose is to make movement within the destination enjoyable and to provide a broader view of its coastal setting.

Integrated stations

The imagery proposes multi-level stations with reception, boarding, visitor information, landscaping and commercial spaces. Coastal View Station is a working label in the visual material. Proposed hotel, leisure and marina stops would be defined through the host development's planning process.

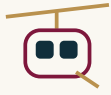
Cabin experience

The videos show an enclosed premium cabin with comfortable facing seats, broad windows, a central table and a partially transparent floor. These are product aspirations that require supplier validation; no capacity, cabin specification or system certification is fixed.

A coordinated development opportunity

The study could consider reserving station sites and access corridors alongside the host destination's planning, subject to the developer's agreement. Solar panels visible on station roofs represent an option to evaluate, not proof of net-zero operation or a specific energy contribution.

Site-reference imagery and map screenshots are distinct from the originator's cable-car concepts. Apparent route lengths, stop counts and certification text in renderings remain unverified.



PILLAR 03 / STATIONS

Stations as places to arrive and explore

Architectural identity with a consistent passenger service

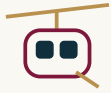


Proponent-supplied conceptual rendering. Not an existing or approved development.

The station concepts are intended to create recognisable places, not simply equipment enclosures. A common service framework would sit behind different architectural identities: hillside gateways, a shell-inspired hub, a beacon, a canal-side station and coastal hospitality settings.

Passenger need	Proposed station response
Arrival and orientation	Clearly identified entrances, route maps, ticket assistance, accessible information and onward destination directions.
Comfortable boarding	Sheltered waiting, inclusive access, appropriate boarding management and clear separation of queues and passenger flows.
Visitor amenities	Rest areas, toilets and suitable food or retail services where justified by demand and the station footprint.
Safe operation	Staff supervision, controlled access, emergency routes, maintenance separation and a supplier-approved boarding arrangement.

Specific architectural concepts would be tested against land availability, structural loads, fire and life safety, system geometry, accessibility and operating costs. Images showing open cabin doors at height are not proposed in-service procedures.



PILLAR 03 / CABINS

Two products, one quality standard

Standard panoramic journeys and private premium experiences



Proponent-supplied conceptual rendering. Not an existing or approved development.

Product	Proposed guest experience
Standard panoramic cabin	Shared seating with broad views, clear route information and comfortable boarding. Designed for individual visitors, families and groups.
Luxury / VIP cabin	Private hire with upgraded seating and a more intimate setting. Optional hospitality, sunset journeys or occasion packages would be assessed with the operator.

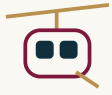
What is shared

Both categories should provide appropriate safety, cleanliness, customer care and inclusive access. Accessibility must not be sold as a luxury upgrade. Final occupancy, wheelchair arrangements, ventilation or cooling, and baggage policies require system-specific validation.

What remains to be designed

Cabin styling in the images is illustrative. Glass-floor options, onboard service and cabin class compatibility must be reviewed with the manufacturer and operator. Real prices, ride times and product inclusions should be published only after approval, with transparent distinctions between shared seats and whole-cabin bookings.

Cabin names and manufacturer-like lettering in visualisations are not supplier selections or trademarks adopted by the proposed company.

**PILLAR 03 / OPERATIONS**

A tourism experience supported by disciplined operation

Feasibility priorities before construction or public sales

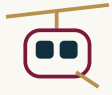
Workstream	Study and operating requirement
System and alignment	Assess technology options, span geometry, towers, foundations, clearances, station footprint and integration with existing destinations.
Coastal and urban interfaces	Review wind exposure, marine corrosion, navigational clearances, privacy, views, utility interfaces and construction impacts.
Service and recovery	Define weather-related suspension, passenger communications, rescue and evacuation, emergency access and restart procedures.
Asset care	Plan inspection, maintenance, trained staffing, critical spares, equipment availability and independent assurance.
Accessibility and comfort	Test boarding and station circulation with varied user needs, alongside climate comfort and multilingual information.
Responsible performance	Measure lifecycle energy, construction impacts and land use; evaluate solar generation where appropriate without presuming environmental savings.

Integrating transport and tourism

The study should examine pedestrian access and connections to existing transport services, rather than assume that every passenger arrives by private car. Ministry cooperation is sought to help examine integration and identify applicable responsibilities, not to pre-assign an unverified licensing role.

Common standards, local accountability

A portfolio operator could use shared training, maintenance planning and reporting while retaining route-specific emergency plans and responsibilities. No standards compliance, GSAS certification or operating approval is claimed from rendered logos or conceptual drawings.



PILLAR 04

The company's digital front door

A bilingual platform for the vision, journeys and future reservations

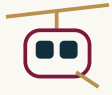
The proposed website would present the company-establishment initiative and allow visitors to explore destinations, station concepts and cabin categories. Each location would have a distinct media collection and its own status information, with the latest English profile available to download.

Function	Concept-stage service and future capability
Destination discovery	Dedicated pages for Katara, The Pearl, Lusail, Qetaifan, Al Maha, Place Vendome and Simaisma; conceptual maps and station descriptions.
Cabin comparison	Separate standard and luxury galleries, an accurate feature comparison and clearly proposed service options.
Trip planning	Select a destination, proposed route, preferred date and cabin interest; save an itinerary or submit an enquiry without implying a reservation.
Future bookings	After operating approval: select verified inventory, review price and terms, pay securely and receive a validated ticket or cabin reservation.
Partner engagement	Structured enquiries for destination owners, investors, suppliers and operators; secure internal administration.
Media and documents	Separate upload steps for each place and cabin class; explicit image/video assignments, captions, publication approval and versioned PDF downloads.

A transparent MVP

The site would display the originator's bilingual development notice and a WhatsApp contact button. In concept mode, live ticket sales and payments remain disabled; any demonstration flow is explicitly labelled. The notice does not replace clear route-level status labels.

No personal identity scans or private credentials should be published. Enquiries require access control and appropriate data handling. The website is a planned component; the accompanying Lovable brief specifies its implementation.

**DELIVERY AND INTENDED OUTCOMES**

Select the first route through evidence

A staged company-establishment and pilot decision

Stage	Expected output
1 Sponsor and scope	Institutional consideration of the initiative; an agreed study scope and prospective stakeholder discussions.
2 Route screening	Site and ownership review, early technical constraints, visitor research and comparison of candidate journeys.
3 Detailed feasibility	Cost and demand model, operating concept, risk assessment, partnership options and recommended pilot.
4 Formation decision	Agreement on whether to establish the company, its ownership and governance, and an approved funding route.
5 Design and delivery	Specialist design, relevant approvals, procurement, construction and integration with the host destination.
6 Commission and evaluate	Test readiness, train teams, activate authorised sales and measure the pilot before expanding.

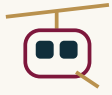
Intended benefits to measure

After opening, evaluate ridership, repeat use, guest satisfaction, dwell time, onward visits to destination facilities, local procurement, jobs and training participation. Compare ticket and ancillary income with operating and lifecycle costs. No numerical target is asserted before feasibility.

Evidence for responsible operation

Track availability, interruptions, accessibility feedback, energy per passenger journey and incident performance. Establish baselines and reporting ownership before launch. Environmental and commercial outcomes must be demonstrated, not inferred from a visually attractive concept.

Expansion would require each additional route to pass its own approval and business-case gates. Shared branding and a digital platform do not make an unviable route viable by themselves.

**NARRATIVE BANK FOR APPLICATION PREPARATION**

Five concise proposal statements

Supporting copy, not the unseen award form's actual questions

1 | Initiative overview

Qatar Cable Car Tourism Company is a proposed specialist business for panoramic visitor journeys across selected destinations in Qatar. The initiative seeks adoption of an establishment study in cooperation with Qatar Tourism, the Ministry of Transport and private stakeholders. Illustrative opportunities cover Katara, The Pearl, Lusail and Simaisma, including potential connections involving Place Vendome, Al Maha and Qetaifan. The study would compare routes and recommend a viable first application. The company and services are not yet operational.

2 | Originator and community contribution

The initiative originates from Eng. Abdalla Mohamed Abdalla Gabr, who reports 45 years of residence and more than 25 years of engineering work in Qatar. His supplied historical certificate records Grade A registration in Civil Engineering - Supervision. He offers his experience and visual concepts as a community contribution, inviting institutions and private destination owners to evaluate a new visitor experience. Any future commercial or advisory role would be separately agreed.

3 | Innovation and visitor value

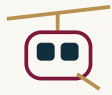
The proposed innovation combines destination-specific aerial journeys, architecturally distinctive stations, standard and private luxury cabins, and a common digital service. Each route would reflect its setting: Katara's hills and culture, The Pearl's canals and marinas, Lusail's leisure destinations and Simaisma's coast. Intended benefits include easier discovery and richer visitor itineraries. These outcomes require feasibility testing and operating evidence; no global-first claim or achieved tourism impact is asserted.

4 | Partnership and implementation

The proposal invites tourism and transport institutions, destination owners, investors and specialist operators to assess an appropriate company and delivery structure. Land rights, funding, responsibilities, commercial arrangements and risks would be negotiated. A staged process would move from route screening and feasibility to a formation decision, approved design, delivery and commissioning. The preferred pilot would be selected through evidence rather than assumed from the renderings.

5 | Digital and responsible operation

A bilingual website would explain the initiative, organise destination and cabin media, publish the project profile and receive genuine enquiries. Live reservations would begin only after operating approval and verified inventory. Feasibility would address inclusive access, climate comfort, maintenance, emergency readiness and environmental performance. Future reporting would measure ridership, satisfaction, availability, local participation and resource use. Current evidence consists of the proposal and conceptual visual material, not operational results.



EVIDENCE AND AWARD CONTEXT

A clear record of what is proposed

Supporting portfolio | Sources reviewed 11 September 2026

Evidence	Scope and status
Originator narrative	Civic purpose and reported career/residence history. Historical Grade A registration is supported by the supplied certificate; current renewal is not evidenced.
Katara and The Pearl concepts	Illustrative station, cabin and route designs, plus videos. These demonstrate design intent rather than completed infrastructure.
Lusail concept and island references	Cable-car imagery for the proposed tropical destination; contextual Al Maha and Qetaifan images and maps. No surveyed alignment supplied.
Simaisma concepts	Station, coastal-route and cabin imagery and videos, together with a reference map. No approved dimensions or system specification.
Company and performance	Establishment study proposed. No incorporation record, signed partnership, financing agreement, ticket sales or operational outcomes supplied.

Award fit. Tourism Innovation is the closest thematic category identified. Published eligibility concerns Qatar-based public and private entities and the category expects demonstrated impact. Acceptance of this individual, pre-establishment proposal remains unconfirmed. The public guidance specifies five answers of no more than 100 words each. The exact form questions and numeric upload limit were not available for verification. This PDF is supporting material, not proof of eligibility. [S2]

Sources

[S1] [Qatar Tourism - West Bay Beaches and Al Safliya Island Development](#)

[S2] [Qatar Tourism Awards - criteria and submission guidance](#)

Visual material: supplied by the originator. Rendered place labels, apparent distances, cabin capacities, supplier-like marks and certification badges are not independently verified. Reference maps retain their source attribution and are not engineering surveys. No operating service, government endorsement or confirmed destination partnership is represented.

Requested next institutional step: consider adoption of the establishment study and nominate an appropriate route for coordinated stakeholder review.