Facts and figures

Zuidasdock (Amsterdam)

<table>
<thead>
<tr>
<th>Project scope</th>
<th>Widening Highway to 2x6 lanes. 2x1 km tunnel. New station for train, metro, tram and bus.</th>
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</thead>
<tbody>
<tr>
<td>Project phase</td>
<td>Contractor is completing design</td>
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<tr>
<td>Project planning</td>
<td>Construction 2019-2028</td>
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<td>Budget</td>
<td>€ 2 billion</td>
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<td>Role presenter</td>
<td>Project Director</td>
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NETLIPSE Network Meeting

Hans Versteegen

Oslo
November 12th & 13th
Contents

• Facts & figures
• History and context
• The project
  – Doing nothing is not an option
  – Doing it alone is not an option
  – Controlled process
• Future challenges
Schiphol Airport: 7 min travel time to Amsterdam Zuidas Business District
Zuidas business district rapidly develops

2002
Giant ambition ends in a failure

- No real coöperation between parties;
- The city of Amsterdam is eager and pushing;
- The central government joins, but keeps at a distance and maintains a slower pace;
- When it comes to signing the contracts, the commercial banks don’t want to take the risk;
- No real cooperation → no project;
- ... so in 2010 the problem remains!
Doing nothing is not an option

- Lack of capacity
- Continuing growth
- Desire to create a mixed city district with both offices and resident houses
What is the joint solution?

A 2 billion euro project in a 6 km long area
Winning plan consortium ZuidPlus
New Amsterdam South Station
Junctions and tunnel
Complexity: working on a stamp

- Serial working phases.
- The highway becomes a station.
- The tunnel is placed 5m metres from the offices buildings.
Planning for Zuidasdoek

- **2017 - 2018**: Working out the details of the preliminary design and preparatory

- **2019**: Start of construction work on the tunnels, widening part of the southern section of the A10 orbital motorway, expansion of Amsterdam Zuid station and refurbishing the Amstel and De Nieuwe Meer junctions

- **2021 - 2022**: Commissioning a new passage for the station (Brittenpassage)

- **2024 - 2026**: Commissioning the widened station passage (Minervapassage)

- **2024 - 2026**: Tunnels and widened part of the southern section of the A10 orbital motorway finished

- **2024 - 2026**: Refurbishing the Amstel and De Nieuwe Meer junctions

- **2025 - 2027**: Expansion of Amsterdam Zuid station finished

- **2028**: Completion of Zuidasdoek
Doing it alone is not an option
Which public organisations are involved? (1)

Who finances the project?

- Ministry of Infrastructure: 1.407 mln €
  - (75% of the risk)
- City of Amsterdam: 222 mln €
  - (25% of the risk, max. €60 mln)
- Regional Transport Authority: 166 mln €
- Province of North-Holland: 80 mln €
- Other: 73 mln €
Which public organisations are involved? (2)

Who are the asset owners?
- Rijkswaterstaat (highway)
- ProRail (railway station)
- City of Amsterdam (metro-, tram-, busstation and public space)

Who carries out the project?
- Projectorganisation Zuidasdok – a coöpration of Rijkswaterstaat, ProRail and the City of Amsterdam
Governance public organisations

Political Board
1 yearly meeting

Principal Board of Directors, 4 to 6 meetings per year or when necessary

All members of the Principal Board of Directors have a complete mandate for decisions in the board and are also responsible for final decisions with regard to the asset-owners.
Governance is crucial for a controlled process

2012
• agreement about scope and money between financing parties;
  – Each party is responsible for financing any change he/she wants;

2014
• agreement on new scope and budget;

2015
• before start tender all asset owners have to agree with the contract specifications;

2017
• all asset owners agree with final contract specifications at start design phase by contractor.
• Special re-assessment phase is part of the contract. Complete and integral design should be finalised before contractor may start construction phase.

2019
• Re-assessment phase will be finalized and a new contractual baseline set.

2028
• Finished or additional scope?
Growth is a challenge

- Public Transport grows
- Economy and investments in Zuidas area grows
- Additional scope is likely to be decided

Additional Roof top park ("highline")
Additional platform to accommodate international trains
Doing it alone is not an option

• Important for public organisations working as one in the project organisation Zuidas dok;

• ... but also for Zuidas dok and the consulting engineers;

• ... and for Zuidas dok and the contractor ZuidPlus (consortium Fluor-HOCHTIEF-Heijmans)