

HSL-Zuid: management and operation

The High Speed Line is a project of 'Rijkswaterstaat', a department of the Ministry of Transport and Public Works, and runs from Amsterdam to Schiphol, Rotterdam, Antwerp, Brussels and Paris, with connections to the Hague and Breda. The High Speed Line connects the Netherlands with the European network of high-speed lines.

As the infrastructure manager ProRail is responsible for the capacity, reliability and safety of the High Speed Line. ProRail also manages the unique Design, Built, Finance and Maintain contract with consortium Infrasppeed.

Parties involved

A number of parties are involved in the construction, management and operation of the HSL-Zuid:

- the Ministry of Transport & Public Works, the commissioning body;
- the Project Organisation Rijkswaterstaat HSL-Zuid, the project manager;
- Infrasppeed (a consortium of Fluor Infrastructuur, Siemens Nederland, constructor BAM, and financial institutions), responsible for the design, construction, financing and maintenance of the superstructure (including the rails, overhead wire system, power supply and safety and communication system);
- various contractors (consortia), responsible for the design and construction of the substructure (concrete foundations);
- ProRail, within the scope of its management concession, responsible for:
 - quality, reliability and availability of the national rail infrastructure;
 - fair, non-discriminatory distribution of national rail infrastructure capacity to the benefit of ProRail as well as railway undertakings;
 - traffic management across the national rail infrastructure;
- NS Hispeed will be the operator.

Unique contract

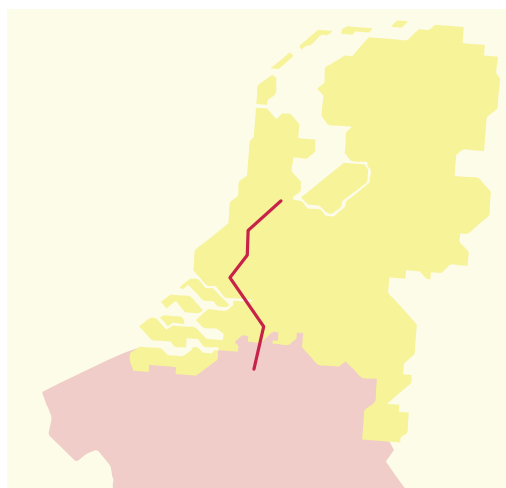
ProRail also manages the contract between Infrasppeed and the government. This contract has a unique form; it is a so-called DBMF contract, i.e. Infrasppeed is responsible for the design, build, finance and maintenance of the HSL-Zuid infrastructure. At no time in the history of railways in the Netherlands has the party who has won a contract of this size ever been required to provide funding. The maintenance agreement is equally exceptional. Normally, ProRail outsources maintenance to a contractor and continues to be involved in coordination and management activities. That is not the case here: the maintenance has been contracted out for a 25-year period. Infrasppeed has therefore designed and constructed the superstructure in the knowledge that it is responsible for maintenance over the next twenty-five years. The advantages of this type of contract are self-evident. Infrasppeed receives an annual fee on the basis of infrastructure availability, which must total at least 99 per cent, in line with the agreement. Obviously, it is in the best interests of Infrasppeed to make the maintenance after completion as optimal and efficient as possible. Furthermore, the government knows exactly how much funding is required during the next 25 years, provided that conditions remain unchanged.



Transport concession

NS Hispeed will be operating transport on the HSL-Zuid during the next 15-year period. NS Hispeed has the right to operate transport on the entire high speed line from Amsterdam to Paris and the exclusive right to operate high speed transport within the Netherlands.

NS Hispeed will establish international and domestic high speed train services between the stations of Amsterdam Centraal, Schiphol, Rotterdam Centraal, Antwerp, Brussels and Paris. The Hague and Breda are cities with domestic high speed connections and, as such, are also connected to the European high speed network. For international connections, partnerships have been forged with SNCB (Belgian Railways) and SNCF (French National Railway Company).



More information?

For more information please visit www.prorail.nl or call ProRail public contacts on 0900 776 72 45.

'Management and Operation' forms part of a series of leaflets in which ProRail provides information about the HSL-Zuid. The other titles are: 'Innovation and Safety' and 'Harmonization and Design'.

ProRail

MAKING TRACKS FOR THE FUTURE

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