Amsterdam Zuid, the Netherlands

**“People – city – profit”**

Amsterdam Zuid – formerly known as Amsterdam Zuidas (WTC) – lies at the heart of the urban redevelopment project Amsterdam Zuidas. The station serves as a major transportation center due to its high-speed, 6 minutes, connection to Schiphol Airport hence attractive business location especially for international investors and companies.

When the Zuidak – the southern track – was completed in 1993, it connected the Schiphol Airport railway station with Weesp to the west, Duivendrecht to the east, and in 2006 Utrecht to the southeast. The completion of Utrechtboog station, however, made changes in Duivendrecht no longer necessary thus passengers from Schiphol were able to bypass the congested lines serving Amsterdam Centraal which led to much faster connections between the airport and northern and eastern Dutch as well as western German cities.

Hence, after its first extension in 2006, Amsterdam Zuid is gradually becoming the central hub for direct trains to the north and east of the Netherlands while decreasing the importance of Amsterdam Centraal as central station for those destinations.

Moreover, the Amsterdam Zuid is part of the major redevelopment project Amsterdam Zuidas that will rebuild the station and place its tracks underground as well as the Amsterdam ring road A10. This so-called ‘dock model’ involves an extension of the existing railway lines, metro, and motorway of which 1,200 meters will be constructed inside of sunken tunnels to make way for a new “high-quality urban environment” of “living, working and relaxing” (45% residential, 45% commercial, 10% recreation) above ground.

The Zuidas Company will carry out the Zuidas project as public-private entity contained by public and private shareholders of which 20% will each fall to the Dutch Ministry of Finance and the City of Amsterdam, respectively. The remaining 60% will be allocated among selected private parties. In principal, the basics of participation in the Zuidas development will be a risk-bearing of private parties although with limited financial risk, the realization of the infrastructure by the transport owners (i.e. the public institutions City of Amsterdam, Rijkswaterstaat, and Prorail), a “bankable” project, and market returns on capital for public and private shareholders.

**Resources:**
- **Official website:** www.zuidas.nl
- **City of Amsterdam – Economic Development Department:** www.ez.amsterdam.nl
- **Dutch Ministry of Housing, Spatial Planning and the Environment:** http://international.vrom.nl/
- **Planning research:** Ministry of Housing, Spatial Planning and the Environment 2008 “Government researches solutions for Zuidas project” www.vrom.nl/pagina.html?sid=38383

**Numbers:**
- **Start of Project:** 1997
- **Estimated Completion:** 2010
- **Expected Costs (dock model):** € 2,000,000,000
- **Passengers/day:** 200,000
- **Size (dock model):** 1,200 m
- **Total size (area):** 2,700,000 m²

**Project Partner**
- Zuidas Company (public-private partnership (40% - 60%))

**Public:**
- City of Amsterdam, Ministry of Finance, Ministry of Housing Spatial Planning and the Environment, Province Noord-Holland, City region of Amsterdam, Rijkswaterstaat, Prorail.

**Private:**
- Dutch Railway, Financial institutions.

**Project Components**
- Sunken tunnels for motorway, metro, & railway lines
- Extended train station
- New urban center of housing, offices, commercial & non-commercial amenities