



**Managing the impact of a new High Speed
Line on the environment and society**

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Why HSL-Zuid

- Improved accessibility of “Randstad”
- Improved international competitiveness of the country as a whole



Procedures

1973: Feasibility study

1992: Development 'New HSL-Paper'

1996: Cabinet decision to construct HSL-Zuid;
ratification by Parliament.

1998: Final route decision

2000: Construction kickoff near the city of Breda

2006: Completion of stretch Rotterdam – Belgium

2007: Completion of stretch Amsterdam –
Rotterdam

2008: Kickoff commercial transportation



Result

- 100 kms new track
- 170 Civil construction works
- Stations/stops:
Amsterdam, Rotterdam, Schiphol, Breda and
The Hague
- Parallel construction of HSL-Zuid with A4 and A
motorways and widening, and realignment
- 25-year maintenance contract
- 15-year transportation concession
- Total expenditure civil construction: €7,112 mln



Security (1)

Rail line vulnerable due to

- Great accessibility
- Large number of users
- Open infrastructure
- Stations



Security (2)

Clash between

- Speed and comfort versus security
- Slotting into environment / locality versus security
- Images versus security



Radius of influence of high-speed services

Radius of influence depends on

- Speed
- Comfort
- Price
- Pre- and post-transportation

