



network for
the dissemination
of knowledge
on the management
and organisation of
large infrastructure
projects in Europe

Newsletter #1: why this newsletter?

The aim of this publication is to say more about NETLIPSE, what it does and what will be the benefits. It will describe the expected outputs and the infrastructure schemes that are being examined.

A cornerstone of the work is “networking”!! This newsletter is one way, but not the only way of communicating with all concerned. There will be four such newsletters over the next two years, along with regular updates on the website.

Visit our website: www.netlipse.eu. __



photo: HSL

Although the results and recommendations will be presented to the European Commission, it is hoped that they will be distributed throughout the EU to support future projects.

december 2006 **#1**

CONTENT

Foreword: why this Newsletter?	1
What is NETLIPSE?	1
Organisation, roles and responsibilities.	2
Who is who?	3
21th and 22th May 2006: “kick off” conference.	4
What is expected from the EU - an interview with José Anselmo	5
Prof Teisman on “Knowledge Protocol”	6
Interview with Marcel Hertogh	7
List of all projects and brief description	8
Descriptions of participating projects: West Coast Main Line	9
Betuwerroute	10
What to expect in future Newsletters	10

What is NETLIPSE?

Well, it stands for the “Network for the Dissemination of knowledge on the management and organisation of Large Infrastructure Projects in Europe.”

Quite a mouthful! Simply it has been formed to provide support and assistance with the development and delivery of the many large scale projects aimed at improving Europe's transport network. However, the results can be applied equally to other complex infrastructure schemes, such as those in the fields of energy and urban redevelopment.

It is initially a two year project. Work started in May 2006 and centres on the examination of 15 existing projects throughout Europe. Eleven are identified and four more will come “on stream” shortly These are a diverse selection to provide a rich source of evidence upon which to help establish best practice guidance. Although the work is programmed over a tight timescale it is hoped that it will result in an ongoing and continuous exchange of information and experience.

The research work is being undertaken by five teams; these are made of representatives from both the private and public sectors. Included are those very much involved in the day to day

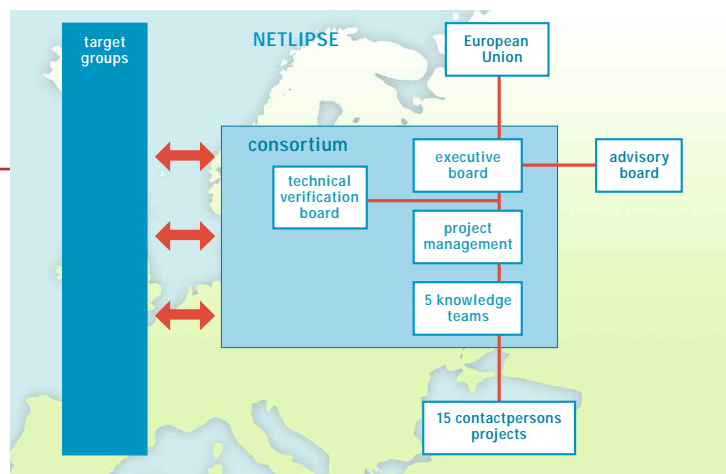
delivery of the projects, along with representatives from academic institutions. A key aspect of the project is the establishment of a “Knowledge Protocol” which will be used to exam the 15 projects. The work will identify success factors which can then be included in the final product- “an Infra Maturity Tool”.

Gathering information is the first step
The first projects to be examined are the West Coast Main Line upgrade, in the United Kingdom and the Betuwerroute freight route in The Netherlands. A description of these projects appears with this newsletter.

A comprehensive questionnaire and check list has been prepared to secure information from each of the projects. This includes understanding how the project came about, what objectives is it aimed at achieving, how delivery is organised, whether new technologies are being used, what budgetary processes and cost control methods are employed, how stakeholders are engaged & consulted and risk is identified and addressed. __



The overall structure



Organisations, roles and responsibilities

The overall structure

consortium

The Consortium currently consists of eight partners from the United Kingdom, The Netherlands, Poland, Switzerland and Portugal.

Private organisations:

1. AT Osborne B.V. (co-ordinator), The Netherlands
2. KPC GmbH, Switzerland

Governmental organisations:

3. Ministry of Transport, Public Works and Water Management, The Netherlands
4. Department for Transport, United Kingdom

Knowledge institutes:

5. Erasmus University Rotterdam, The Netherlands
6. ETH Zürich, Switzerland
7. Road and Bridge Research Institute, IBDiM, Poland
8. Laboratório Nacional de Engenharia Civil (LNEC), Portugal

executive board

The Executive Board is the “internal” client for the research project. Main decisions will be made in the Executive Board, such as the approval of research products, in accordance with the EU. Chairman is Leendert Bouter.

advisory board

The Advisory Board provides the Executive Board with knowledge capturing and dissemination. The partners in the Advisory Board have interest in this dissemination, but do not execute the work themselves. This is the responsibility of the Consortium Partners. The members of the Advisory Board disseminate the knowledge in their own organisations and can contact other target groups to join the NETLIPSE network.

The intention is to let the Advisory Board grow, so new organisations are invited to participate.

technical verification board

The Technical Verification Board is responsible for maintaining the scientific level of the project, including the Knowledge Protocol to be developed and used by the

Knowledge Teams during the two-year research period as well as the results translated into a final document. Chairman is Prof. Hans-Rudolf Schalcher.

For this purpose the Technical Verification Board:

- Provides the Knowledge Teams with state of the art knowledge.
- Gives scientific feedback during the project during all stages.
- Reviews the intermediate and final results.
- Validates the intermediate and final results.
- Provides (unsolicited) advice.

project management

The Project Manager Mr. Marcel Hertogh from AT Osborne, The Netherlands, is responsible for managing the NETLIPSE project. He is responsible for carrying out the operational work according to the contract with the EU with regard to cost, time, quality and scope agreements.

The Project Secretary, Mirjam Cauvern, also from AT Osborne, supports the Project Manager. The secretary is responsible for organising the project secretariat, planning and reporting activities, setting up and filling the project archives, maintaining contacts between the parties involved and arranging meetings.

Mr. Eddy Westerveld, AT Osborne, is responsible for all research activities as co-ordinator research and knowledge teams.

Finally, Mrs Pau Lian Staal-Ong, AT Osborne, is responsible for project communications.

knowledge teams

Four Knowledge Teams will be responsible for gathering information from the infrastructure projects that are part of the research group:

1. Knowledge Team 1: North and West Europe (The Netherlands/UK)
2. Knowledge Team 2: Alps (Switzerland)
3. Knowledge Team 3: Central and East Europe (Poland)
4. Knowledge Team 4: South Europe (Portugal)

In addition, there is an General Knowledge Team (Knowledge Team 5), responsible for the overall research planning and execution. __

Who is who?

Some of the key players

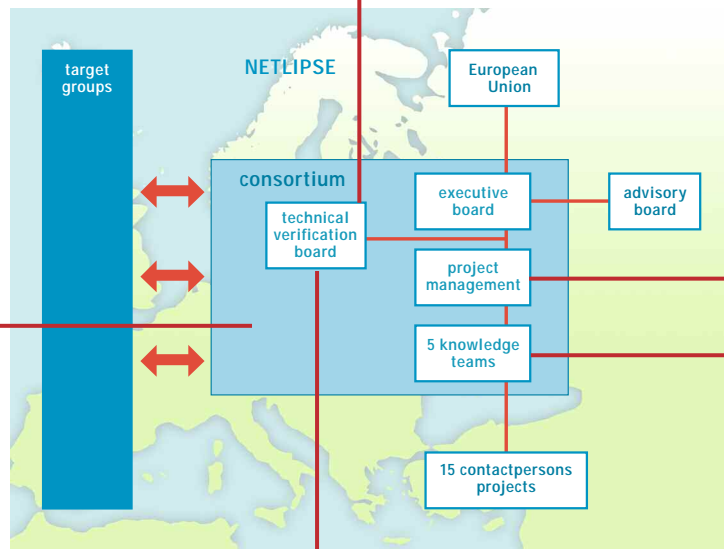
Leendert Bouter
 Ministry of Transport, Public Works
 and Water Management Netherlands (V&W)
 (Chairman Executive Board)



Marcel Hertogh
 Managing Director
 AT Osborne (ATO)
 Netherlands



Han Kok
 Director KPC
 Switzerland



António Lemente de Macedo
 Head of the Transportation Department
 LNEC, Portugal



Stuart Baker
 Divisional Manager
 National Projects
 DfT Rail (DfT)
 United Kingdom



Prof. Leszek Rafalski
 Director of IBDiM
 Poland



Prof. Geert Teisman
 Professor of Public Management Erasmus
 University Rotterdam (EUR), Netherlands



Prof. Hans-Rudolf Schalcher
 Professor of Planning and Management
 in Construction ETH Zürich (ETHZ)
 Switzerland

Kick-off meeting report

11 & 12 May 2006: NETLIPSE kick-off meeting in London

This meeting started the two year research project. The United Kingdom hosted this important initial event focusing on the research methodology to be used and activities to be carried out. Attendees also visited the West Coast Main Line scheme, one of the projects being researched. The meeting was open to consortium partners, projects to be researched, project representatives from earlier EU research programmes who are interested in NETLIPSE and other interested parties. All eight consortium partners were represented.

summary *Day One*

The kick-off meeting was opened by Derek Twigg, MP Parliamentary under Secretary for the United Kingdom Department for Transport. Mr. Twigg called the NETLIPSE kick-off a “significant and important occasion”, referring to a valuable opportunity to gather best practice ideas and methods throughout the European Union.

Mr. Twigg expressed hope that the study will highlight many innovative finance, management and technical solutions. He expressed his belief that we can all learn from the experiences of others, especially where a multiplicity of Governmental and private bodies are involved.

Marcel Hertogh (NETLIPSE Project Manager) introduced the NETLIPSE research aspects. He described the time-frame of securing EU support for the project, starting in 2004. Just over two years later, the start was formally marked by the signing of a EU contract in May 2006. The main objective is to help the EU allocate their grants more effectively. There is a need to strengthen forecasting and monitoring capabilities on the effectiveness of large infrastructure projects forming EU Trans-European Transport Network investments.

NETLIPSE goals are:

- Gather best practices and lessons learned by researching 15 large infrastructure projects in Europe;
- Set up a network for the growing demand for knowledge, allowing the new schemes to benefit from experiences of other projects;
- Explore the requirements for an Infra Maturity Tool, that will allow for quick and effective implementation of new EU transport policies.

In the two year research period, six work packages will be delivered to serve the goals of NETLIPSE.

Conference delegates were welcomed in London by Mr. Derek Twigg MP (Parliamentary under Secretary for Transport) and Mr. Tony Francis (pictured here) from the UK Department for Transport

The main bodies in the NETLIPSE organisation are the Executive Board (consisting of the consortium partners), the Advisory Board and the Technical Verification Board.

Mr. José Laranjeira Anselmo (Project Officer DG TREN, European Commission) emphasised the relevance of NETLIPSE for the EU. The project supports the Trans-European Transport Network (TEN-T) to improve the contribution of research to transport infrastructure. The TEN-T comprises cross-border European roads, railways, airports, inland waterways and traffic management systems, which are used by international transport modes and lead to closer links between the EU regions. The 2005 TEN-T brochure identifies 30 priority axes and projects. These clearly focus on rail: more than 75% of the investment cost of € 8.3 billion between 1996 and 2020 is destined for rail and multimodal (including rail) projects.

Mr. Eddy Westerveld (Co-Ordinator Research and Knowledge Teams) presented the collection of experiences and best practices in NETLIPSE. The research project aims to explore the possibilities for a future Infra Maturity Tool by collecting experiences and best practices. Products will be a knowledge capturing protocol, case study reports for each project and a comparative knowledge analysis report. Mr. Westerveld gave detail on the research process to be followed and the specific subjects within the knowledge protocol, among which are the conceptual model, data collection and analysis methodology.

Finally, Mrs. Pau Lian Staal-Ong (Project Communications) discussed the dissemination tools that will be used in the NETLIPSE project, comprising a marketing and communication plan, network meetings (project visits), a knowledge archive, a TEN brochure, an electronic newsletter and the NETLIPSE website (www.netlipse.eu).



Netlipse delegates visit Rugby station on day two of the Kick-off conference.



friday

Day Two

The second day of the kick-off meeting provided and opportunity for Network Rail, Virgin Trains and the UK Department for Transport to give a first hand detailed insight into the complex West Coast Main Line (WCML) upgrade project. It is taking place on the trunk rail line running between London, the West Midlands, North Wales, the North West and Glasgow.

NETLIPSE delegates were taken on a high speed run to Rugby to visit the Signalling Centre, one of the major control points of the WCML and where many upgrade

activities are taking place. During the presentation, it became clear that the upgrade activities continue to be a challenge especially as this requires delivering the changes on a live railway working 24 hours a day.

The next network meeting will be hosted by IBDIM in Warsaw, Poland on 12-13th February 2007. __



*José Laranjeira Anselmo:
"There is a need to develop
and implement sustainable
transport-solutions...
to properly represent value
for money."*

The Commission and NETLIPSE

By José Laranjeira Anselmo

The decision to support this project is straightforwardly to assist the Commission over the evaluation of major transport projects throughout the European Union and to help in the process of determining how funds should be allocated. With a much enlarged membership of the European Union and a growing need to renew and enhance significant parts of the transport infrastructure, some crucial decision making is required.

Demands upon the Commission's finances are increasing, but such resources are finite. There is a need to develop and implement sustainable transport solutions, providing the additional capacity required to link the growing Community, but importantly to properly represent value for money.

Many of the projects involve more than one member country and indeed require the engagement of numerous organisations, both in the public and private sector. They are complex. There are many risks involved in delivery and these need to be fully understood and solutions found.

However, much experience is being gained from those projects already under way or from those which have already been delivered. The Commission needs to capture such experience, not only from projects which it has funded but from those which have been supported by national governments or indeed by the private sector alone.

The Commission wishes to ensure that this knowledge is captured and evaluated covering and both the good examples, as well as those situations where matters have not quite worked out as planned, but importantly how they have been resolved. The NETLIPSE project is about a detailed investigation of some specific rail, road and waterborne transport schemes. These represent a cross section of the type of transport schemes that the Commission may be asked to support. I hope other projects might be included to add to the knowledge that will be obtained.

I look forward to monitoring progress over forthcoming months and to the results.

I shall be watching intently.

José Laranjeira Anselmo
Principal Administrator
Director General of Energy & Transport
Brussels __

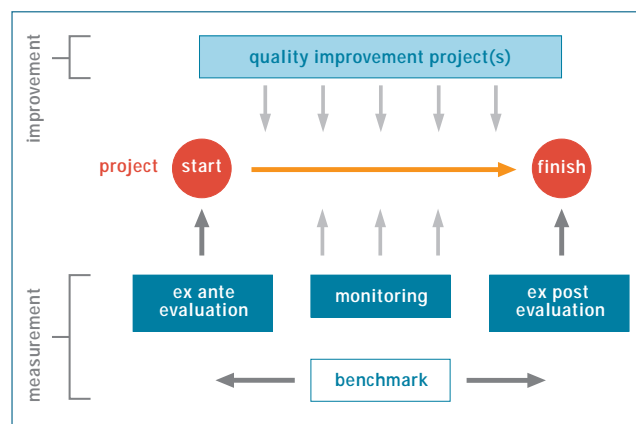
Knowledge protocol

By Geert Teisman

It is quite clear that realising large infrastructure projects is not an easy thing to achieve. Many, if not all, local, regional and national governments have faced cost overruns and delay in the realisation of these projects. Often they are also facing resistance from citizens and environmental groups. Increasingly, investments in infrastructure are criticised by economists stating that the benefits for society are not high enough. Under these tough conditions delivery of projects requires very mature organisation and management.

Curiously, however, we do not know much about the practice of organizing and managing large infrastructure projects. There is a whole range of literature on project management, but still the process is like large black box.

The Knowledge Protocol we have developed for the analysis of several large infrastructure project in Europe will help us to get grips with the inside of the black box. How is organisation and management really going? In contrast to many classic project management studies we will pay more attention to the dynamics of project man-



agement due to changing conditions in the environment. Project managers on the one hand have to control the planning and budgeting of the project. In order to do so they have to develop control and planning mechanisms. People have to stick to the plan as close as possible. On the other hand, however, circumstances and environments are dynamic. Many of the factors that create delay or cost overrun are not within the control of project managers. The political support for a project can be fragile. The social support can be lost easily if the consequences of the project affect a specific area or group of people. Governments can easily create new regulations and laws (for instance on safety and security).

These external dynamics can, in particular, have an important impact on project development and cannot be controlled by project organisations and management. For me the most important element of the Protocol is the combination of extended knowledge on the internal project management and a rather innovative insight of the organisation of the 'unorganisable' and the management of the 'unmanageable'. We will use the term adaptive management and by doing so will introduce an important new branch to the practice and theory on the management and organisation of large management projects. It will also help officials within the EU to understand that organisation and management are not the only crucial requisites for realising projects. Adaptive management, able to deal with dynamic contexts variables is also becoming an important part of the work of mature project organisations and managers. __



Geert Teisman: "Curiously, we do not know much about the practice of organizing and managing large infrastructure projects."

Creating a knowledge network

Interview with Marcel Hertogh, Project Manager for NETLIPSE

Firstly, tell us about yourself; your background, interests and ambitions.

I studied Civil Engineering at the University of Delft and Economics at the University of Rotterdam. Before working at AT Osborne, I was worked for a contractor. At AT Osborne I am responsible for a group of 50 people, who manage big infrastructure, city development and environmental projects in The Netherlands. I am interested in how these complex projects together with all the stakeholders are managed and how their ambitious goals are realised. In the Spring of 2007 I hope to complete my PhD on the management of complex infrastructure projects in The Netherlands and Switzerland. I live in the green belt area of Utrecht, The Netherlands and am married to Lidwien. We have four children: three sons aged from 6 to 11 years and a 2-year old daughter. In my scarce free time I enjoy running.

Now perhaps you could explain how the project is being run, your own role and those of your colleagues.

I like to work with highly efficient and creative people, which enables a looser, more adaptive organisation. I have to oversee all the activities and monitor the satisfaction of all persons and organisations involved. I do this in collaboration with several AT Osborne colleagues. Mirjam Cauvern structures and guides the day-to-day activities. Pau Lian Staal is responsible for the dissemination and communication activities. Eddy Westerveld co-ordinates the research of the 15 projects according to the Knowledge Protocol. Finally, Mark van Geest is our junior researcher.

“Netlipse offers the unique opportunity of creating a European knowledge network that will benefit us all”

You have now got this work well underway. What do you see personally as the single main benefit arising from NETLIPSE, when it is complete?

I am very pleased to see that after a two and a half year preparatory stage, the research phase has finally started. I actually see two main benefits in the NETLIPSE project, not just one. The first is that NETLIPSE enables us to set up a European network of interesting people and organisations involved in the management of large infrastructure projects. The second is that it allows us to develop a tool to evaluate and monitor these projects. Not only the European Commission will benefit from this model, all organisations involved will also benefit. We have to improve the performance of the projects.

Research work into the West Coast Main Line and the Betuweroute has started and will subsequently involve the detailed examination of many different projects with contrasting political and social backgrounds. Are you hoping to find some common ground? Or will they all be so very different?

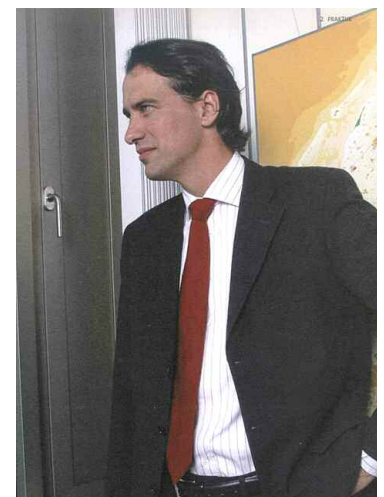
Yes, I am sure that we will see similar challenges at several projects. For instance, all projects struggle with how to manage the project with all the stakeholders involved. But I think that each project will have something unique from which other projects can benefit, such as a business case, a system of risk management or a specific contracting strategy.

What do you see as the priority for the next six months?

After the research at West Coast Main Line and Betuweroute has completed, the Knowledge Protocol and results achieved will be evaluated and adapted where necessary. The priority of the coming months is instructing all Knowledge Teams on the research standards and getting them started in researching projects in their various geographical areas. In December we will meet with the Knowledge Team Captains in Zürich to discuss the upcoming research. We are very pleased that ETH Zürich will host this meeting.

In managing NETLIPSE, there is the inevitable question of where do you see any risk arising? If so, how are dealing with this.

We aim to keep good communication between all the organisations involved, because the involvement of everyone is the basis of our success. Leendert Bouter from the Dutch Ministry of Transport and I are responsible for keeping in regular contact with our partners. The network meetings are also important events. The next network meeting will take place in Warsaw on 12 and 13 February 2007. So mark this date in your diaries! We look forward to meeting all interested parties in a probably cold Polish winter environment! __



Marcel Hertogh

The projects

A list of what is to be investigated

The Netlipse research will be carried out in 15 projects. As of yet, eleven projects have joined the research group. Four are still to be determined.

1. West Coast Main Line

The WCML is the UK's busiest mixed traffic railway track running from London to Glasgow, serving the Midlands, the North West and Scotland. It involves the rebuilding of the line to provide more capacity, improved performance and reduced journey times between major urban centres.

Employer: Department for Transport, United Kingdom

Construction period: March 2002-2009

Costs: £ 7.6 billion (€ 10.9 billion)

2. The Stryków/Nowy Tomysl Section of the A2 Motorway

This Project is a strategic element in the development of the Poland's road network infrastructure. It is envisaged as a factor in bolstering trade and social relations along the East-West line. The route of the motorway runs across Poland along a parallel and coincides with the route of the 2nd Pan-European Transport Corridor.

3. A4 Motorway

The A4 motorway is one of the most significant road routes in Poland. It forms part of the Third Pan-European Transport Corridor that runs in the east-west direction from the German border through the industrialized areas of Poland. The A4 motorway stretches from the Jadrzychowice-Ludwigsdorf border to the border crossing with the Ukraine at Korczowa.

4. Gotthard Base Tunnel

The Gotthard Base Tunnel is part of the New Rail Link through the Alps (NRLA), which integrates Switzerland into the European high-speed railway network.

Employer: Swiss Federal Department of Environment, Transport, Energy and Communications

Construction period: 1996-2015 **Costs:** CHF 8 billion (€ 5.1 billion)

5. Lyon-Torino

The future Lyon - Turin Rail Link will facilitate the transfer of freight traffic from road to rail and will significantly reduce passenger travel times. It will form an important part of the European railway network. The nearly 300 km transalpine rail link can be divided in 3 subprojects: the French section from Lyon to St-Jean-de-Maurienne, the common French-Italian section from St-Jean-de-Maurienne to Bruzolo and the Italian section from Bruzolo to Turin.

Employer: Réseau Ferré de France (RFF) (French section), Rete Ferroviaria Italiana (RFI) (Italian section) and Lyon Turin Ferroviaria (LTF) (common French - Italian section)

Construction period: 2008 - 2016 (common French - Italian section)

Costs: EUR 6,7 billion (2003) (common French - Italian section)



6. High Speed Link South

The HSL South is the Dutch part of the European network of high-speed railway lines with a length of about 100 km. Construction started in 2000 and is now almost complete.

Employer: Ministry of Transport, Public Works and Water Management **Construction period:** 2000-2006

Costs: € 6.7 billion

7. Betuweroute

This is aimed at facilitating the movement of maritime freight into the heart of Europe and consists of, a new 160 km west-east railway is being built across The Netherlands, linking the port of Rotterdam to the German rail network.

Construction period: 1997-2006

Total length: 160 km **Capacity (design):** 74 million tonnes of freight/year **Costs:** € 4,7 billion

8. RAVE Portugal

The Portuguese government has approved the construction of two high-speed lines from the capital Lisbon to Porto and Madrid from 2007. Total length of these is 520 kms.

Construction period: 2006-2015 **Costs:** € 7,7 billion

9. RIS Via Donau

River Information Services Rhine/Meuse-Main-Danube
The Rhine-Main-Danube axis is a major freight waterway route through the centre of Europe, connecting the North Sea (port of Rotterdam) to the Black Sea (in particular the port of Constanta). In addition to infrastructure projects optimising transport conditions, measures are being taken to improve management of inland waterway traffic. River information services (RIS) will be deployed to provide common, harmonised information services.

Construction period: 2002-2019

Costs: CHF 8 billion (€ 5.1 billion)

10. Ring Bratislava

The Project Management is in the process of finalising a Hungarian project to join the NETLIPSE research group. As soon as we have more information, we will place it on the website.

11. Via Baltica Road Project

The Via Baltica or E67 stretches from Tallinn to Warsaw and has a total length of about 1000 km. The objective of the road project is to improve traffic conditions, shorten travel times and to reduce the accident rate.

Employer: Ministry of Transport of Estonia, Latvia, Lithuania and Poland **Construction period:** 1996-2015

Costs: € 0.7 billion

West Coast Main Line

One of the oldest rail routes in the United Kingdom

This is one of the oldest rail routes in the United Kingdom, having originally opened over 160 year ago. It links the main population centres of the country and is a key artery for long distance passenger and freight traffic as well as providing shorter distance commuter trains and inter regional services. The route extends from London towards Birmingham and north to Manchester, the North West and Scotland. There is also a route to North Wales with links via the ferries to Ireland.

Some modernisation of the route had taken place although not always to any comprehensive level. During the 1990s, Britain's railways were privatised, providing the opportunity for private sector investment to be secured to modernise the network and, in particular, the key intercity routes.

In the case of the West Coast route, a contract was agreed between Virgin Trains (a major intercity train operator) and Railtrack (then owning the railway infrastructure) to upgrade the line allowing for the operation of an increased number of high speed trains. The results for passengers would have been spectacular with expectations that the route would become a profitable venture. Unfortunately, too much relied on unproven technology and it was not found possible to pursue the plans as originally drawn up. Costs were also increasing. Railtrack went into Railway Administration (effectively insolvent) and thoughts of achieving this project through the private sector alone had diminished. Through the hard work of

the railway industry working together, but led by the UK's Strategic Rail Authority (now absorbed into the Department for Transport) a rescue plan was devised. This became the West Coast Main Line Strategy published in 2003. Copies of this are still available from DfT (contact tony.francis@dft.gsi.gov.uk). It was drawn up following a very extensive consultation exercise involving a dialogue with over 700 organisations or individuals. The purpose was to get a consensus and indeed agreement as to the actions necessary to recovery the project and ensure delivery.

Not all requirements could be delivered, but in such situations the position was explained. The great majority of passengers and freight customers would get a better service, but importantly Government received an assurance that the modernisation could be achieved within agreed financial limits. Importantly, proven technology was relied upon wherever possible.

The first phase was implemented in September 2004 and this has resulted in a major turnaround in the fortunes of the West Coast Main Line. Traffic has increased by 30% on the intercity corridors, reducing dominance of air travel on the London –Manchester corridor. The remaining work in this present Strategy is due to be completed by December 2008. However, the business continues to increase and planning for beyond this year also continues. __

This picture shows a new Virgin Pendolino train passing through the construction site of the West Coast four tracking scheme near Lichfield, in the English Midlands area. One of the key challenges of this project has been the need to thoroughly upgrade the railway while sustaining reliable fast services on one of the busiest railway lines in Europe.

Courtesy of the Department of Transport



Betuweroute

A new freight railway line

photo: Strukton



The Betuweroute is a 160 kilometres long double-track dedicated freight railway line between the Port of Rotterdam and the German border at Zevenaar-Emmerich.

The new railway line will be the backbone of Dutch freight rail and will give the Netherlands a connection with the European freight rail network. The first ideas on constructing the Betuweroute originate from around 1990. At that point the main reasons for proposing the project were to achieve a modal shift of the transport of goods from road to rail and to provide economical benefits for the harbour of Rotterdam.

After heavy political discussions the government reached the key planning decision on the scope of the Betuweroute in April 1994. However during the following period the political turmoil remained. Various stakeholders such as Provinces and Communities, still doubted the stated benefits of the freight railway and also demanded extra mitigating measures in the project scope to be taken. This

opposition cumulated into a new debate after the elections of 1994. As a result of this debate an independent committee - the committee Hermans - was formed to investigate the current status of the project and to advise the parliament on the future of the project. Based on the advice of the committee, it was decided to continue the project but with the inclusion of various scope changes such as extra noise screens, two extra tunnels and additional local improvements.

The Ministry of Transport, headed by the Minister, has served as the principal of the Betuweroute project. The ministry of Transport has commissioned ProRail, a former part of the now privatised Dutch Railways (NS), to execute the project. To achieve this ProRail has set up the project organisation Betuweroute which is in charge of realising the project within the set boundaries of scope, time and budget.

The construction of the project has been split up in multiple contracts. The substructure was delivered by using several regional contracts. The superstructure was tendered for the full track based on the delivery of specific functions such as noise screens, electricity and tunnel technical installations.

The completion of the Betuweroute is planned for January 2007. The Northern Europe knowledge team consisting of members of the Department for Transport (UK) and AT Osborne (Netherlands) has interviewed key people of the Betuweroute project during the 26th and 27th of October 2006.

During the interviews experiences, best practices and lessons learnt have been identified on various topics. ___

photo: Strukton



Netlipse Newsletters: future editions

Descriptions of schemes under review. Others will be included as they "come on stream".

Edition: Number 2

- The A2/A4 Motorways in Poland
- TGV Portugal

Edition Number 3

- High Speed Line South
- RIS Via Donau

Edition Number 4

- Gotthard Base Tunnel
- Lyon -Turin Rail Link Tunnel

For more information on the NETLIPSE project please see the website www.netlipse.eu, or contact the Project Manager:

AT Osborne B.V.
Mr. Marcel Hertogh
P.O. Box 8017
3503 RA Utrecht, The Netherlands

Email: mca@atosborne.nl
Fax: +31 (0)30 - 293 69 44
Telephone: +31 (0)30 - 291 69 01