



### Sunday 19th November 2017 (11:00-15:00)

**Optional Site Visit** (max. 16 persons): B2n Oberau road tunnel project (80km south of Munich City Center). Departure from Hotel Schlicker lobby (*Sign up when registering for the Network Meeting!*)

Day 1: Monday 20th November 2017	Time	Day 2: Tuesday 21st November 2017
Opening of the meeting <i>Stuart Baker, NETLIPSE Chairman (United Kingdom)</i>	9:00	Opening of the meeting <i>Stuart Baker, NETLIPSE Chairman (United Kingdom)</i>
Welcome from the host: Oberste Baubehörde im Bayerischen Staatsministerium des Innern, für Bau und Verkehr <i>Helmut Schütz (Germany)</i>		Panel discussion: Airport developments
Reorganising the Road Administration for Motorways <i>Karl Wiebel (Germany)</i>	10:00	- Third Runway Project at Munich Airport – solutions and future challenges <i>Hermann Blomeyer (Germany)</i>
Lessons learnt in delivering Citybanan project <i>Kjell-Åke Averstad (Sweden)</i>		- Developments Schiphol airport <i>Arjan Bieshaar, Lex Pepping (The Netherlands)</i>
Coffee break	11:00	Coffee break
HRM@Projects <i>Martina Huemann (Austria)</i>	12:00	Challenges for ANAS (the Italian National Roads Manager) <i>Francesca Moraci (Italy)</i>
Lunch	13:00	The Stuttgart–Ulm rail project including Stuttgart 21 – restructuring the Stuttgart rail node <i>Manfred Leger (Germany)</i>
IPAT experiences <i>Stuart Baker (United Kingdom), Pau Lian Staal-Ong (Netherlands)</i>	14:00	Intercity Express Programme: Challenges in delivering the largest fleet of rolling stock in the UK <i>Paul Fishwick (United Kingdom)</i>
Financing and procuring the Tolling System and Service of the Roskilde Fjord Link project <i>Henrik Vincentsen, Morten Weigand (Denmark)</i>	15:00	Lunch
Panel discussion: Early Stakeholder Involvement	16:00	Panel discussion: Innovation in mobility
- New approach for involving stakeholders early in planning procedures <i>Gilbert Peiker (Germany)</i>		- Digital Testing Field motorway A9; testing innovative technologies for automated, networked driving and intelligent infrastructure <i>Reiner Scharrer (Germany)</i>
- A2 Maastricht: experiences and difficulties in the tender phase <i>Frans Hendrixx (The Netherlands)</i>		- Partnership Talking Traffic <i>Ineke Meijer (The Netherlands)</i>
- Challenges and new approaches in the way Trafikverket implements early stakeholder involvement in our projects <i>Per-Olov Karlsson (Sweden)</i>	17:00	Trust, willingness and incentives: what is the best culture for collaboration? <i>Konrad Spang (Germany)</i>
Coffee break	18:00	Announcement next Network Meeting & end of the programme <i>Stuart Baker, NETLIPSE Chairman (United Kingdom)</i>
Challenges of Munich's second core S-Bahn route <i>Markus Kretschmer (Germany)</i>	19:00	
Visit of the DB Information Centre Marienhof, to look at Munich's second core S-Bahn route project.		
Sightseeing tour on foot of Munich, starting at the Schlicker Hotel lobby and finishing at the restaurant.		
Dinner at restaurant Spatenhaus an der Oper (Residenzstraße 12, Munich) - hosted by Oberste Baubehörde im Bayerischen Staatsministerium des Innern für Bau und Verkehr		



# NETLIPSE Network Meeting

## Detailed Programme Munich

### Sunday 19th November 2017

- 11:00 – **Optional Site Visit (max. 16 persons)**  
15:00 B2n Oberau road tunnel project (80km south of Munich City Center). Departure from Hotel Schlicker lobby. (Sign up when registering for the Network Meeting!)
- 15:30 - **NETLIPSE Executive Board Meeting (Board members only!)**  
18:00 *Location: Hotel Schlicker*
- 19:00 Dinner at Tegernseer Tal – Bräuhaus (Tal 8, 80331 München, +49 8 222626)  
*(Optional for all, dinner is at your own cost)*

### Monday 20th November 2017

Location: *Office of Oberste Baubehörde im Bayerischen Staatsministerium des Innern, für Bau und Verkehr, Franz-Josef-Strauß-Ring 4, München*

- 08:45 Coffee and tea
- 09:00 **Opening of the meeting**  
*Stuart Baker, Chairman NETLIPSE Executive Board, UK Department for Transport*
- 09:15 **Welcome from the host: Oberste Baubehörde im Bayerischen Staatsministerium des Innern, für Bau und Verkehr**  
Around 10,000 employees work for the Supreme Building Authority (Oberste Baubehörde), for district governments, the State Building Offices and the Motorway Head Offices. These authorities are responsible for construction worth more than 7 billion euros annually. We are in charge of all governmental building projects, state building constructions, housing, urban development and all traffic related works in Bavaria. Furthermore, we are responsible for legal provisions concerning construction.  
*Helmut Schütz, Head of the Supreme Building Authority (Oberste Baubehörde im Bayerischen Staatsministerium des Innern, für Bau und Verkehr (Germany)*
- 09:30 **Reorganising the Road Administration for Motorways in Germany (Germany)**  
The Bavarian Road Administration plans, improves, operates and maintains the motorways and major roads in Bavaria, a network of about 25.500 km of roads, 14.700 bridges and 61 tunnels and more than 6.000 km of cycle paths. A few months ago the German Government prepared a large shift in the administration of motorways. Since more than 60 years and fixed in German Basic Law the Länder like Bavaria have the responsibility for administering, planning, constructing, maintaining and operating the Federal Roads on behalf of the German Government. By the beginning of 2021 a private company – 100 % owned by the Federal Government – will take over the responsibility for motorways from the Länder. The transition process started a few months ago.  
*Karl Wiebel, Head of the Department “Roads and Bridges” within the Supreme Building Authority (Oberste Baubehörde im Bayerischen Staatsministerium des Innern, für Bau und Verkehr) (Germany)*



10:00

**Lessons learnt in delivering the Citybanan project (Sweden)**

The Stockholm City Line (Citybanan) is a commuter railway tunnel beneath central Stockholm in Sweden which is used by the Stockholm Commuter Rail. The line is 7.4 kilometres long, double track and electrified. It has two stations: Stockholm City Station is located directly below T-Centralen, the central station of the Stockholm Metro. The Odenplan station is the other station, and it is located next to the Odenplan metro station. The line entered service on 10 July 2017.

*Kjell-Åke Averstad, Project Director Citybanan, Trafikverket, (Swedish Transport Administration) (Sweden)*

10:45

Coffee-/teabreak

**Interactive session**

11:15

**HRM@projects**

*Martina Huemann, NETLIPSE Ambassador, Head of the Project Management Group, WU Vienna University of Economics and Business (Austria)*

12:45

Lunch (meeting location)

13:45

**Experiences with the NETLIPSE IPAT® (Infrastructure Project Assessment Tool)**

The IPAT was initiated in 2010 and since then more than 25 project assessments have been carried out by NETLIPSE members, most recently in Finland and Sweden. What are experiences so far and how will we improve the tool?

*Pau Lian Staal-Ong, NETLIPSE Director (The Netherlands)*

*Stuart Baker, NETLIPSE Chairman, Department for Transport (United Kingdom)*

14:15

**Financing and Procuring the Tolling System and -Service of the Roskilde Fjord Link project**

The Danish Road Directorate has by law been tasked to act as business manager for the independent public company, Fjordforbindelsen Frederikssund, that is to construct and finance a new fjord link across Roskilde Fjord. User payment on the fjord link shall secure repayment of the loans that are and will be established to finance the project. The infrastructure project (total budget of around €270 mio) consist of approximately 10 km. dual carriageway, whereof approx. 1,4 km. is on a high bridge. Fjordforbindelsen Frederikssund shall establish a tolling scheme and the operator will be selected on the basis of an EU procurement. The presentation will give an overview of the project, the special circumstances and the experiences the Danish Road Directorate have had so far in this new role.

*Henrik Vincentsen, Roskilde Fjord Link Project Manager Vejdirektoratet (Danish Road Administration)*

*Morten Weigand, Vejdirektoratet (Danish Road Administration)*

**Panel discussion: Early Stakeholder Involvement**

14:45

**New Approach for involving stakeholders early in planning procedures**

A few years ago the Autobahndirektion Südbayern started a planning dialogue for the widening and renewing of the A8 between Rosenheim and the Austrian border. The idea was to involve a lot of stakeholders actively and early in planning procedures and decisions in order to come to broadly accepted solutions and shorten down the planning process. There are a lot of lessons learnt during and after the planning dialogue.

*Gilbert Peiker, Planning Director, Head of Department Planning 4, Autobahndirektion Südbayern (Germany)*



15:05 **A2 Maastricht: experiences and difficulties in the tender phase (The Netherlands)**

The tender phase of the A2 Maastricht project started with a dialogue with three competitors. This dialogue was highly confidential. Though it was necessary to discuss the plans with stakeholders in general and the licensors in particular. It was important to know at an early stage (before selecting the winner of this competition) if the plans could get a permit. These talks were held by the competitors. This presentation will focus on our experiences and difficulties about this process in the tender phase.

*Frans Hendriks, Project Manager Maintenance Tunnel Cluster III, Rijkswaterstaat (the Netherlands)*

15:25 **Challenges and new approaches in the way Trafikverket implements early stakeholder involvement in our projects (Sweden)**

*Per-Olov Karlsson, NETLIPSE Ambassador, Project Director Trafikverket (Sweden)*

15:45 **Panel Discussion**

16:00 Teabreak

16:30 **Challenges of Munich's second core S-Bahn route project**

The city of Munich and its suburbs is one of the fastest growing regions in Germany. The continuous development of the public transport system is therefore an urgent need. To upgrade the existing S-Bahn system and to reduce the traffic load on the existing core line, two new tracks will be built paralleling the existing route between the stations of Laim in the west of the city and Leuchtenbergring in the east, covering a total distance of about 10 kilometres. The core of the new east-west connection are two 7-kilometre tunnels linking Munich's main stations Hauptbahnhof and Marienhof with the eastern regional & long distance hub Ostbahnhof.

*Markus Kretschmer, Program Director 2. S-Bahn-Stammstrecke München; DB Netz AG (Germany)*

### Visit S-Bahn Visitor Centre Marienhof

17:00 **OPTIONAL:** Visit to Munich's second core S-Bahn route Marienhof Visitor Centre.

### Evening Programme

18:00 Sightseeing tour on foot of Munich, starting at the Schlicker Hotel lobby and finishing at the restaurant.

19:00 **Dinner hosted by Oberste Baubehörde im Bayerischen Staatsministerium des Innern für Bau und Verkehr**

Restaurant:  
Spatenhaus an der Oper, Residenzstraße 12, 80333 München, tel +49 89 2907060.



**Tuesday 20th November 2017**

**Location** *Office of Oberste Baubehörde im Bayerischen Staatsministerium des Innern, für Bau und Verkehr, Franz-Josef-Strauß-Ring 4, München*

08:45 Coffee and tea

09:00 **Opening and welcome**

*Stuart Baker, Chairman NETLIPSE Executive Board, Department for Transport*

**Panel Discussion: Development in airports**

9:10

**Third Runway Project at Munich Airport – solutions and future challenges**

The construction of a third runway at Munich Airport is a major decision whose impact will be felt in Munich, Bavaria, and far beyond the German border, both now and into the future. The airport will only be able to maintain and expand its position in the international aviation industry and its importance as an economic and locational factor for the State of Bavaria in the medium and long term if it can grow in line with its customers' requirements. After all, demand for aviation services is still rising fast, both internationally and in Munich. The airport set a new record in 2016 at 42.3 million passengers. The number of aircraft movements also increased once again, reaching 394,430 take-offs and landings – four percent higher than the previous year. This trend is also expected to continue over the next year.

*Hermann Blomeyer, Vice President Project Team Capacities and Environmental Affairs, Flughafen München (Germany)*

9:40

**Developments within Schiphol airport**

Investment programme.

*Arjan Bieshaar, Senior Manager Interfaces Multimodal Knot Schiphol (The Netherlands)*

*Lex Pepping, Senior Project Manager (Project Director) development Lelystad Airport, Schiphol Group (The Netherlands)*

10:10

**Panel discussion**

10:30

Coffee break

11:00

**Challenges for ANAS (Azienda Nazionale Autonoma delle Strade, the Italian Roads Manager)**

Challenges in the €3.3bn. investment programme.

*Francesca Moraci, Member of the Board, ANAS (Italy)*

11:30

**The Stuttgart–Ulm rail project including Stuttgart 21 – restructuring the Stuttgart rail node: History and current status**

The Stuttgart–Ulm rail project is the complete restructuring of the Stuttgart rail node (S21) plus the construction of a new line between Wendlingen and Ulm. It is the largest upgrading concept for public rail transport in Baden-Württemberg since the 19th century. A total of 60 km of new railway line and three new stations – Stuttgart Main Station, Flughafen/Messe for the airport and trade fair grounds, and Mitternachtstraße rapid transit station in the new Rosenstein district – will increase the capacity of the Stuttgart rail node. The project will open up unique urban development opportunities in Stuttgart: tracks that now slice the urban fabric in two will give way to a new neighbourhood right in the centre of Stuttgart. This will create more green space,



new housing and jobs. The new-build line from Wendlingen to Ulm takes the form of high-speed tracks running along the A8 motorway. The new-build line represents a fast, convenient connection over the hills of the Swabian Alb, and it will substantially cut regional, national and international journey times. Moreover, it will provide Baden-Württemberg with a permanent link to Europe's high-speed rail network. Manfred Leger informs about the actual status and gives an insight into the complex project and the existing challenges.

*Manfred Leger; Chairman of the Board, Deutsche Bahn Projekt Stuttgart–Ulm GmbH (Germany)*

12:00 **Intercity Express Programme: Challenges in Delivering the Largest Fleet of Rolling Stock**

€6.4bn. programme to replace the intercity fleet.

*Paul Fishwick, Project Director Intercity Express Programme, Department for Transport (United Kingdom)*

12:30 **Lunch**

**Panel Discussion: Innovation in Mobility**

13:15 **Digital Testing Field motorway A9; testing innovative technologies for automated, networked driving and intelligent infrastructure**

Under the motto "Mobility 4.0", future-oriented technologies are to be tested on the A 9 motorway. The A 9 between Nuremberg and Munich offers a very good infrastructure and the best conditions for testing innovations from industry and research. Through the use of new technologies and communication systems in modern vehicles and road infrastructure, automated and networked driving is prepared for market. The digitization of road traffic and traffic infrastructure plays an important role.

*Reiner Scharrer, Head of Department Central Affairs for Traffic and Road Construction, Autobahndirektion Südbayern*

13:45 **Partnership Talking Traffic**

PPS for smart ITS solutions such as communication between traffic lights and smart phones/navigation systems). The cooperation is unique because it was tendered as new contract form (since 1 July 2016) 'Innovation partnership'. Public and private organisations cooperate together on developments in which the private organisations provide substantial investments.

*Ineke Meijer, Cluster Manager Talking Traffic, AT Osborne (The Netherlands)*

14:15 **Panel Discussion**

14:30 **Trust, willingness and incentives: what is the best culture for collaboration?**

Update of ongoing collaboration projects in Germany.

*Konrad Spang, Head of the Project Management Department, Kassel University (Germany)*

15:00 **Announcement of the next Network Meeting location**

*Stuart Baker, Chairman NETLIPSE Board*

15:30 **End of the meeting**



## NETLIPSE Network Meeting Munich Travel information

Dear NETLIPSE Delegate,

Please find below information on and directions to locations of events during the NETLIPSE Network Meeting.

**Meeting Location:**  
Oberste Baubehörde im  
Bayerischen  
Staatsministerium des  
Innern, für Bau und Verkehr  
Franz-Josef-Strauß-Ring 4  
80539 München



Walking distance between  
hotel and Meeting location:  
max. 15 min.

**Hotel reservation:**  
Hotel Schlicker  
Tal 8  
80331 München



Information on the Schlicker hotel can be found via:  
<http://www.hotel-schlicker.de/english/location.html>

With respect to travel from Munich Airport to Munich city centre:  
The S1 and S8 S-Bahn lines connect the airport with the center of Munich with departures every 10 minutes. You can take every S-Bahn, which leaves the airport S-Bahn Station; with the S1 going via Munich West and the S8 via Munich East. The trip takes around 35 minutes. You can leave the S-Bahn at Marienplatz station or at Isartor station. From both stations it is a walk of approx. 5 min. to the hotel.

Our hosts suggests to buy an Airport-City-Day-Ticket (single or group ticket for up to 5 people):  
<http://www.mvv-muenchen.de/en/tickets-fares/tickets/day-tickets/airport-city-day-ticket/index.html>

It is advised not to use the Lufthansa Express bus, which only brings you to Munich main station. A taxi would be another option (approx. €70,- from the airport to Hotel Schlicker). A taxi will take about 35 to 40 min. to reach the hotel (depending on the traffic situation).