

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



NETLIPSE is an EU-sponsored research project. It is being carried out by five research teams, representing the NETLIPSE consortium of public and private organisations and knowledge institutes from The Netherlands, Poland, Portugal, Switzerland and the United Kingdom. The research teams will gather best practices of the management and organisation of 15 large infrastructure projects that are in various stages of realisation and are geographically spread across the European Union. At this moment the research group consists of 11 projects. Any large infrastructure project, public or private organisation interested in NETLIPSE can join the network.



NETLIPSE Kick-Off Meeting Report

On 11th & 12th May 2006, the NETLIPSE kick-off meeting took place in London. This successful meeting marked the official start of the two year NETLIPSE research project and was the first event organised for a wider audience.

The United Kingdom Department for Transport hosted the kick-off meeting, which took place in the offices of the Institution of Electrical Engineers in London. The meeting focussed on discussing the NETLIPSE project, with special attention paid to the research methodology and activities to be carried out. Attendees also visited the West Coast Main Line project, which is one of the schemes to be 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 at the kick-off meeting.

Besides the consortium partners, the following delegates from public and private organisations from five countries attended the kick-off meeting: Mr. Matt Dillon, Mr. Tony Francis,

Mr. John McLean and Mr. James Rowland represented the UK Department for Transport. From Poland came Mrs. Monica Milwicz and Mrs. Magdalena Fitak, representing the General Directorate for National Roads and Motorways. In addition, Mr. Jaap Geluk and Mr. Cees Orij represented the Dutch Ministry of Transport, Public Works and Water Management and Mr. Joost Vinkenvleugel employed with the company Prorail represented the project organisation of the Dutch Betuweroute project. Mr. László Becker represented the Hungarian Ministry of Economy and Transport and Mr. Saverio Palchetti the Intergovernmental Commission for the new Railway Link Turin-Lyon in Italy. The European Commission was represented by Mr. José Laranjeira Anselmo. Other delegates present were Ms. Mirjam Cauvern, Mr. Eddy Westerveld and Mrs. Pau Lian Staal-Ong, from AT Osborne based in The Netherlands.

Back row (from left to right):

- Mr. Stuart Baker (Department for Transport, United Kingdom)
- Mr. Leendert Bouter (Ministry of Transport, Public Works and Water Management, The Netherlands)
- Mr. Geert Teisman (Erasmus University Rotterdam, The Netherlands)
- Mr. Andrzej Urbanik (Road and Bridge Research Institute, Poland)

Front row (from left to right):

- Mr. Hans-Rudolf Schalcher (Swiss Federal Institute of Technology, Switzerland)
- Mr. Marcel Hertogh (AT Osborne, The Netherlands)
- Mr. António Lemos de Macedo (Laboratório Nacional de Engenharia Civil, Portugal)
- Mr. Han Kok (KPC GmbH, Switzerland)





Welcome by Mr. Derek Twigg, MP Parliamentary under UK Secretary for Transport and Mr. Tony Francis from the UK Department for Transport

Report of the Kick-Off Meeting

The programme comprised two days.

Day 1: 11th May 2006

The kick-off meeting was formally opened by Mr. Derek Twigg, MP Parliamentary under Secretary for the United Kingdom Department for Transport, with particular responsibility for railways.

Mr. Twigg called the NETLIPSE kick-off a “significant and important occasion”. He referred to this valuable opportunity to gather best practice ideas and methods in the management and delivery of major infrastructure projects throughout the European Union. Mr. Twigg furthermore expressed “hope that the proposed study into identifying best practices will highlight many innovatory finance, management and technical solutions that have been found”, and expressed his belief “... that we can all learn from the experiences of others when it comes to the challenge of delivering projects involving a multiplicity of Governmental and private bodies”. Mr. Twigg went on to express his confidence “... that the work that [NETLIPSE] is about to undertake in drawing that expertise together will play an important role in helping the EU decide which projects it might support in future. And in turn, enable it to advise the promoters of such schemes on how best to direct their activities to achieve success.” In conclusion, Mr. Twigg gave the attendees insight into the complexity of the West Coast Main Line project, one of the major and extremely complex tasks currently being undertaken in the United Kingdom but being delivered within cost and time limits.

Subsequently, Mr. Marcel Hertogh (NETLIPSE Project Co-Ordinator) gave an introduction to the NETLIPSE research project. Mr. Hertogh described the timeframe of securing EU support for the NETLIPSE project, starting from the first meeting with the EU in April 2004. Just over two years later, the start of the project was formally marked by the signing of the EU contract on 1st May 2006. The main objective of the project is to help the EU allocate their grants more effectively. Currently, the EU needs to strengthen the capabilities to forecast and monitor the effectiveness of large infrastructure projects that are part of the EU Trans-European Transport Network investments. The goals of the NETLIPSE project are as follows:

- To gather best practices and lessons learned by researching 15 large infrastructure projects in Europe;

- To set up a network for the growing demand for knowledge, that allows the projects to benefit from experiences of other projects;
- To explore the requirements for an Infra Maturity Tool, that will allow for the 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. 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) discussed the relevance of NETLIPSE for the EU. The project supports the Trans-European Transport Network (TEN-T) as an initiative 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 € 300 billion between 1996 and 2020 is destined for rail and multimodal (including rail) projects. Mr. Anselmo discussed key elements of the proposal for new TEN-T regulation to increase the impact of EU funding on the execution of TEN-T projects.

Mr. Eddy Westerveld (Co-Ordinator Research and Knowledge Teams) furthermore discussed 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 as to the research process to be followed and to the specific subjects within the knowledge protocol, among which are the conceptual model, data collection and analysis methodology.

Mrs. Pau Lian Staal



In conclusion of the first day, Mrs. Pau Lian Staal (Project Communications) discussed the dissemination tools that will be used in the NETLIPSE project. Dissemination of knowledge concerns exchanging information and best practices gathered during the NETLIPSE project to anyone interested. The NETLIPSE dissemination tools comprise 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).

friday

Day 2: 12th May 2006

The second day of the kick-off meeting started in the offices of Network Rail. Mr. Simon Maple, a senior member of staff for Network Rail, gave a detailed insight into the complex West Coast Main Line (WCML) upgrade project. The WCML is one of the projects to be researched during the NETLIPSE project. It is taking place on the trunk rail line running between London, the West Midlands, North Wales, the North West and Glasgow.

This is one of the busiest mixed traffic routes in Europe. Despite its importance as part of the UK national rail network, there had not been any significant investments in the WCML since the 1960s. As a result, a major backlog of maintenance and repairs made modernisation of the line inevitable, especially if growth was to be accommodated. The modernisation project can probably be identified as Europe's largest wholesale rail renewal project.

After Mr. Maple's presentation, the NETLIPSE delegates left for Euston station, where the Virgin Pendolino train (number 53 – the last in the series) was awaiting. On board, the delegates were treated to the high speed tilting effect. Rushing at almost 200 km per hour, the train travelled quietly and smoothly, even through the tunnels. Several Virgin staff members were present to speak about the Pendolino trains and the WCML route.



Presentation by Mr. Simon Maple on the West Coast Main Line project

FACTS AND FIGURES WCML PROJECT

Total project period: 1998-2009

Costs: £ 7.6 billion (€ 10.9 billion)

Length of track renewal: 780 miles (1255 km)

Key Rolling Stock: 53 nine-coach Pendolino electric tilting trains, travelling up to 125 miles/hour (200 km/hour)

After some 55 minutes, the destination of the technical visit was reached at Rugby. There all delegates alighted in order to visit the Signalling Centre, one of the major control points of the WCML, where many upgrade activities are taking place. At the Signalling Centre, delegates were treated to a presentation by the manager of the centre and had the opportunity to see first-hand how a Signalling Centre works. Impressive screens with flashing coloured indicators allowed delegates to see not only the WCML tracks, but also all train movements as well as the status of signals along the route. During the presentation, it became clear that the upgrade activities continue to be a challenging task. After lunch and more discussions on the WCML upgrade and the implications for the Rugby Signalling Centre, the delegates went back on the Virgin Pendolino train for a comfortable ride back to Euston Station.

The arrival back at Euston marked the end of an interesting technical visit as well as the end of the NETLIPSE kick-off meeting.

Arrival at Rugby Station, along the West Coast Main Line route



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

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