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INNOTRACK

Integrated Project (IP)

Thematic Priority 6: Sustainable Development, Global Change and Ecosystems

D7.1.3 Planning Report: set up of Network of Industries and Infrastructure Managers

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Dissemination Level		
PU	Public	X
PP	Restricted to other programme participants (including the Commission Services)	
RE	Restricted to a group specified by the consortium (including the Commission Services)	
CO	Confidential, only for members of the consortium (including the Commission Services)	

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1. Planning Report to set up Networks

1.1 Objectives of INNOTRACK Networks

About INNOTRACK

INNOTRACK will produce innovations in the state of products, processes and methodologies of which many will be very close to market. It is therefore expected that the project results will be exploited proportionately quickly by the partners. Also the time for implementation must be reasonably quick within the infrastructures.

To do this INNOTRACK project has a need of good cooperation and capability to reach out to the end users with the result.

Another important thing is that the Infrastructure Managers (IMs) gives input to INNOTRACK partly because the importance to get input from the IMs with data to prove that the assumed theories are correct and partly to get data into the different SPs representing railway experience.

In this aspect the networks within UIC and UNIFE and EFRTC all have an important role to disseminate and implement result and also to get data among its members.

UIC, UNIFE and EFRTC are the natural place for the experts from IMs and Industry to meet and to exchange their experience and to find common solutions for new implementations and or new rules.

UIC, UNIFE and EFRTC have a base of contacts in the railway world. This makes it possible to easier target in a relevant way the public of the various actions of communication and to follow projects in the railway research.

The UIC gets together all the European railway operators (IMs and Railway Undertakers) and other major world railroads within its membership of 172 members covering five continents. Since 1922, it is the recognised world forum and platform within which experts meet to exchange their experience and know-how, update their knowledge and find common and innovative solutions to meet new technical challenges and operating environments. This position is unique and will be used in the project.

UNIFE industry members represent 100 of the largest and medium size companies in the railway supply chain for supply of Rolling Stock, Infrastructure and Signalling. Dissemination and exploitation via the members will allow for the full integration and assessment of results in the railway system. In addition to the core supply industries, results will be disseminated to the Track Contractors Federation (EFRTC), the various standardisation bodies and the integrated project for light rail (URBANTRACK).

EFRTC was founded in 1997 and its membership consists of national federations, or where these do not exist national coordinators, representing the majority of specialist trackwork contractors for countries that are members of the European Union (EU), or the European Free Trade Area (EFTA). National federations and coordinators from other countries may be admitted as associate members.

1.2 Importance of a performing Network

The importance of networks is both internally and externally.

INNOTRACK is as a large project, covering many different facets of Track technology and Operations. It is also a short project lasting only three years. Therefore it is also important these networks are well established and in place.

The network is an important way to fulfil the objectives of quick dissemination and implementation and also spread information to the members of UIC, UNIFE and EFRTC.

Also the strict planning of when deliverables are to be delivered has to be well coordinated with the networks.

UIC members are strongly interested in exploiting the project results in order to reduce costs and increase track availability with a particular attention to:

- Maintenance and renewal costs.
- Purchasing cost-effectiveness.
- Rapid progress towards standardisation of European switches.

- Reduce disturbance by better performing rail and switches.

Therefore it is expected that the project results will be exploited by most UIC members (i.e. those directly engaged in the project and those who will be informed of results as part of the dissemination process), with particular regard to the following:

- Cost-effective and predictive maintenance: Assessment methods (i.e. LCC-tools) will be optimised to allow for more reliable predictions.
- Cost-effective purchasing: Results will allow for more efficient supply management, the optimisation of product and service purchasing.
- Updated state of the art knowledge on switches and crossing technology
- Better performance of rail and switches.

UNIFE members and the rest of the rail supply industry, which feeds the infrastructure management and operation sector, will exploit the results to deliver life cycle cost reduction (to IMs and Railway Undertakers) directly through innovative products and methods. This reduction will stimulate growth and increased investment in rail which feeds back to the suppliers.

Information and technology take-up by suppliers is crucial to reducing life cycle cost. Widespread take-up is achieved by effective dissemination through the supply industry networks, comprising UNIFE committees and associations, industry events and information leaflets.

Results to be disseminated for each Sub-Project and also major intermediate results are described in D7.1.2.

2. Networks

2.1 Industry Networks

Network of Industry will be led by UNIFE and EFRTC and assure a wide spread of results outside the consortium. The network is formed by industry and members of track contractors of the UNIFE and EFRTC.

A link with URBAN RAIL by UNIFE will be established. Also assure that links with other relevant research projects undertaken by the industry organisations and its members.

To create a link with the UNIFE Harmonisation and Innovation Committee, the UNIFE Infrastructure Committee and UNIFE ERA Mirror group.

To increase industry knowledge of end users requirements and diversity of technology solutions is needed.

To motivate Industry and Infrastructure Managers to specify their future track infrastructure on the basis of INNOTRACK results, in case these results are offering new "open" opportunities for the track manufacturing Industry.

Dissemination to the rail supply industry will be through UNIFE, its committees and associated bodies:

Unirailinfra, UNIFE'S rail infrastructure committee, represents fixed infrastructure suppliers (including trackwork contractors and signalling).

Unirail, UNIFE's rail supply committee, represents steel suppliers.

Innovation and Harmonisation Committee focuses on research and standardisation issues and disseminates project results.

EFRTC, the European Federation of Trackwork Contractors, with its close association with UNIFE, will be the basis for dissemination to national associations of rail trackwork contractors.

In addition, UNIFE will attend and organise conferences, events and workshops and produce fliers summarising the findings of INNOTRACK and providing links to further information. An example of such a flier is the INNOTRACK information brochure, distributed widely at Innotrans 2006 in Berlin.

2.2 Infrastructure Managers Networks

Network of IMs will be lead by UIC and assure the wide spread of results outside the consortium.

It will be formed by the IMs and Railway Undertakings from UIC, CER, EIM.

It will also assure the link with other relevant research projects undertaken by the IM organisations and their members.

Also assure the link between INNOTRACK and the UIC Infrastructure Forum and its Panel of Structure Experts and Track Expert Group and the UIC Research and Technology Forum and its relevant working bodies.

Two examples of this is the information given to the UIC Infrastructure forum on its plenary session and another example is that members of the Track Expert Group will review the deliverables of INNOTRACK.

The most important issue is to bust the acceptance and implementation of results by the infrastructure sector.

Another important issue is to motivate Industry and IMs to specify their future track infrastructure on the basis of INNOTRACK results in cases where these results offer new "open" opportunities for the track manufacturing industry.

A dedicated project website and e-dissemination tools will be provided by the UIC team responsible for hosting and managing the UIC website, including knowledge management tools.

UIC together with UNIFE will also assure the link to the websites of other EC and current railway research projects relevant to INNOTRACK.

The IMs have many networks. Above a few of great importance are mentioned. Now project plans a much wider international dissemination through a number of complementary channels such as international conferences.

2.3 INNOTRACK public Website and other important Websites

The INNOTRACK Public-Website is described in the Deliverable D.7.1.1

The website can be visited at: <http://www.innotrack.eu>

Other websites of importance is:

The UIC website www.uic.asso.fr

The UNIFE website www.unife.org

The EFRTC website www.efrtc.org

Beside this there are all the participants' websites.