



## Mr. John Hoogerwerf

Year and place of birth 1970 in Lelystad, the Netherlands  
Nationality Dutch  
Address Fischergasse 1  
64560 Riedstadt  
Germany  
Mobile +49 176 808 207 35  
Email john.hoogerwerf@hotmail.de

## Academic degrees

**Period** 08.1993 - 07.1994  
**Academic institution** Hanze University of Applied Sciences, Groningen, the Netherlands  
**Degree as** Engineer (University of Applied Sciences)  
**Field of study** Technical Business Administration

**Period** 08.1989 - 07.1993  
**Academic institution** University of Applied Sciences Windesheim, Zwolle, the Netherlands  
**Degree as** Engineer (University of Applied Sciences)  
**Field of study** Electrical Power

## Language skills

<b>Mother tongue</b>	Dutch			
<b>Foreign language</b>	Language	Reading	Speaking	Writing
	German	excellent	excellent	excellent
	English	excellent	excellent	excellent

## Professional overview

- **Engineer with over 25 years of experience** as manager and engineer
- Natural authority and leadership, team player with ability to form dedicated teams
- Record as business unit manager, bid manager, project manager, customer support manager
- Familiar with working in complex international multi-disciplinary organizations
- Excellent motivation with focus on success for both client and company
- Process driven with strong focus on reaching the objectives quality, budget and time
- Systems engineering, system development, RAMS and electrification management and method skills
- Overall railway technology knowledge, especially electrical traction systems and EU regulations
- Profound English language skills and contractual skills (FIDIC Adjudicator Assessment)

## Professional career

<b>07/2023– today</b>	<b>Alstom Transportation Germany GmbH, Henningsdorf</b> <b>Project Director</b> Support bid management for critical mayor project, preparation for implementation new main project management and systems engineering process
<b>06/2021– 06/2023</b>	<b>DB Engineering &amp; Consulting GmbH, Frankfurt</b> <b>Director Rail Systems Engineering</b> Leading a team of system integration (systems engineering, requirements, interfaces, configuration, and RAMS management) and subject matter experts (CCS, COM, ENE, tunnel) to support bids and projects, and governance of products with knowhow and expertise. Definition new matrix organisation structure (RACI) for international markets, role definition product group owners (PGO), and build-up of a team for system integration, CBTC/GoA4, competence center HSR/MRT/LRT Development technical management processes and technical processes system life cycle, the system life cycle is based on international systems engineering standards Senior technical bid management for major PMO, PMC and System Integration projects based on systems engineering approach Peer reviewer for major international PMO and PMC bids Restructuring product portfolio for system integration, systems design, and civils design Trainer RAMS/LCC for DB Rail Academy
<b>05/2019 – 05/2021</b>	<b>DB Engineering &amp; Consulting GmbH, Frankfurt</b> <b>Head of International Engineering</b> Leading a team of experts (CCS, COM, ENE, RAMS, Tunnel) that must ensure over all project phases, the delivery capabilities of DB E&C, with focus on international projects and tenders. Acting as matter expert for following subjects: electrification (e.g. OCS Guidelines, 'EC' Verification, feasibility studies, CAPEX/OPEX, RAMS, configuration management, contract & claim management (FIDIC)) Trainer RAMS/LCC for DB Rail Academy
<b>11/2015 – 04/2019</b>	<b>DB Engineering &amp; Consulting GmbH, Tel Aviv</b> <b>Area Manager Israel</b> Head of the Branch of DB Engineering & Consulting in Israel Number of direct reports 16 Alignment of the branch processes with the central business and quality assurance processes of DB Engineering & Consulting GmbH Rationalizing and digitalization of the branch administration
<b>01/2015 – 10/2015</b>	<b>Powerlines Group Germany GmbH, Derby</b> <b>Head of Delivery MMLE</b> for upgrade existing electrification from St. Pancras to Bedford and new electrification from Bedford to Kettering and Corby and from Trent Junction to Sheffield Leading following disciplines for work preparation, procurement, site surveys, construction and site supervision: site mobilisation and site enabling works, devegetation, overhead contact lines, traction power supply (AC 2x 25 kV), signalling and telecommunication immunization, cabling, testing and commissioning Number of direct reports eight, number of indirect reports 100 Steering of the commissioned design Offices Aligning and unifying interface resolution Monitoring of new development of overhead contact line structures including pilot installation Plausibility check and alignment of risks and assumptions for the target costs pricing Leading review of CR-T (Contract Requirements – Technical) Monitoring of achieving all prerequisites for commencement of construction Conditions of contract: New Engineering Contract (NEC)

<b>01/2015 – 10/2015</b>	<p><b>Powerlines Group Germany GmbH, Derby</b>  <b>Deputy Managing Director</b> within the Joint Venture CPL (Carillion Powerlines Group) with portfolio Design &amp; Construct projects MMLE (Midland Mainline Electrification) and “Shotts”</p> <p>Main point of contact within CPL for SPL Powerlines UK Ltd for all operative aspects Governance and structuring of a fast growing JV Organisation of over 100 employees</p>
<b>10/2011 – 12/2014</b>	<p><b>Balfour Beatty Rail GmbH, Offenbach</b>  <b>Head of Business Unit International Projects</b></p> <p>Head of business development, project management, project controlling and technical supervision for sales and execution of international projects and systems and components for overhead contact line, traction power supply and automatic earthing installations</p> <p>Number of direct reports 15, number of indirect reports ten (10)  Annual sales ca. 60 – 75 million euros</p> <p>Preparation and approval of bids and pricing strategies, negotiations of consortium and joint venture contracts</p> <p>Strong claim management that secured meeting project targets</p> <p>Set up and implementation internal project audit process</p> <p>Preparation and implementation of a RAMS Management Manual as intrinsic part of the Project Management Manual within the Quality Management System</p> <p>Preparation of a generic EMC-Management Plan</p> <p>Challenge product management to secure competitiveness</p> <p>Conditions of contract for projects according FIDIC and for delivery of subsystems and materials according ORGALIME</p>
<b>12/2010 – 09/2011</b>	<p><b>Bombardier Transportation GmbH, Mannheim</b>  <b>Deputy Head of Department Project Management</b> for light rail vehicles for site Mannheim</p> <p>Daily representation of head of department that was based at site Bautzen, in addition two direct reports for project controlling</p>
<b>08/2008 – 09/2011</b>	<p><b>Bombardier Transportation GmbH, Mannheim</b>  <b>Project Manager Light Rail Vehicles</b> for electrical engineering and customer support for light rail vehicles for international and consortium projects</p>
<b>02/2007 – 07/2008</b>	<p><b>Balfour Beatty Rail GmbH, Offenbach</b>  <b>Deputy Head of Department Project Management International</b> for all international Overhead contact line and electric traction power installations and systems</p>
<b>07/2000 – 07/2008</b>	<p><b>Balfour Beatty Rail GmbH, Offenbach</b>  <b>Project Manager Electric Traction Systems</b></p> <p>Traction power supply, protection, control and SCADA systems</p>
<b>12/1999 – 06/2000</b>	<p><b>Movares B.V., Utrecht</b>  <b>Trainee Project Manager Trackworks</b> for tendering Botlek Rail Tunnel</p>
<b>11/1997 – 11/1999</b>	<p><b>Movares B.V., Utrecht</b>  <b>Lead Engineer Electric Traction Systems</b> with technical and resource management of two teams of system and design engineers for AC and DC traction power supply</p> <p>Preliminary design and detailed design for traction substations and traction switching stations, power simulation and EMC calculations for electric traction systems and preparation of related budget calculations</p> <p>Preparation of technical requirement specifications for tenders</p> <p>Technical coordination between the Netherlands and Belgium for HSL-South, the international high-speed line Paris - Amsterdam</p>
<b>03/1996 – 10/1997</b>	<p><b>Movares B.V., Utrecht</b>  <b>Project Coordinator Railway Infrastructure Projects</b></p> <p>Control and reporting of engineering costs, building costs and overall time schedule</p>

08/1994 – 02/1996

**Movares B.V., Utrecht**

**System Engineer Electric Traction Systems**

Systems engineering and power simulations for AC and DC electric traction systems  
Rating of traction substations, traction switching stations, overhead contact lines and return circuit, reliability and availability analysis

## Project experience

**Agreement No. 90697 2016-2022**

**11/2015 – 04/2019**

**Company: DB Engineering & Consulting GmbH**

**Client: Israel Railways, Israel**

**Position: Chief Technical Officer (CTO)**

For the Infrastructure Electrification Project (Design, Build, Maintain), contract value ca. 500 million euros, share DB E&C ca. 20 Million euros, as CTO on behalf of the client technical responsible for ca. 1000 single-track kilometer overhead contact line, 14 traction substations, supervisory control (SCADA) and local operation posts for electrification, automatic power control (APC) for phase separations, all communication systems between aforementioned subsystems, operation instructions for electric operation, training on-the-job of future energy control operators (ECO), safety cases for achieving authorisation for placing in service (APIS), maintenance processes for electrification.

Further disciplines the CTO was managing DB Experts for, were adopting train operating instructions for introduction ETCS and electrification, conversion of workshops for electric rolling stock, optimization rolling stock maintenance, technical project management for the supply of electric locomotives (ca. 300 million euros) and technical project management for the supply of double deck electric multiple units (DDEMU)(ca. 800 million euros). Further interfaces between electrification and signaling, immunization existing signaling, safety case for achieving permit to operate for tunnel installations and optimization rail infrastructure maintenance. Support of the Project Management Company (PMC) with contract clarification and claim management through scrutiny of the conditions of contract and technical requirements. For extensive analysis the report was structured as dispute adjudication report.

**Midland Mainlines  
Electrification Project (MMLE)  
01/2015 – 10/2015**

**Company: Powerlines Group Germany GmbH**

**Client: Network Rail, United Kingdom (UK)**

**Position: Head of Delivery**

Upgrade existing electrification St. Pancras to Bedford and new electrification from Bedford to Sheffield

Target Cost price of ca. 600 million GBP

Responsible for three of four parts: upgrade existing electrification St. Pancras to Bedford and new electrification of Phase 1 (Bedford to Kettering and Corby) and of Phase 3 (Trent Junction to Sheffield)

Conditions of contract "Infrastructure Conditions of Contract (ICC) Target Cost"

**Banedanmark Electrification  
Programme  
07/2014 – 10/2015**

**Company: Balfour Beatty Rail GmbH**

**Client: Banedanmark, Denmark**

**Position: Head of Tendering Banadanmark**

Bid manager of strategically important major railway electrification project

Technical manager of the joint venture (JV) Strukton-Balfour Beatty Rail

Negotiation of the JV Agreement

Ramp up bid Team, definition deliverables, work packages, time schedule, allocation of resources and budget

Requirement and scope management

Leading commercial contract review and risk management

Preparation of a system definition according the CSM Method en EN 50126-1 (RAMS) requirements (after stopping the bid this system definition was altered for the bid for Follo Line Tunnels in Norway)

**LRV Melbourne**  
**12/2010 – 09/2011**

**Company: Bombardier Transportation GmbH**  
**Client: Melbourne Transit Authority, Australia**  
**Position: Engineering Project Manager LRV Site Mannheim**

Lead of engineering for electrical and electronic equipment for trams  
Leading engineering teams for electrical installations, train controls, communication, infotainment and propulsion  
Control of engineering budget and time schedule  
Leading requirement management  
Coordination between projects and product platform  
Preparation overarching functional description of all systems  
Definition of project scope and project perimeter  
Managing clarification and resolution of in-/external interfaces

**Variotram Helsinki**  
**08/2008 – 09/2011**

**Company: Bombardier Transportation GmbH**  
**Client: Helsinki City Transport (HKL), Finland**  
**Position: Project Manager Customer Support Variotram Helsinki**

Customer Support of 40 trams, the project started 1996 and had a complex technical and contractual history  
Management of reliability growth phase through FRACAS – a systematic increase of RAM by multi-disciplinary design teams – to stabilize the fleet. Establishment of change management process  
Ramp-up and stabilize several retrofit programs performed by site teams with up to 50 technicians and specialist working in two or three shifts  
Set-up and control of budget and time schedule, working off legacy issues and creating transparency in project budgets at different sites, internal audits by external auditor  
Claim and risk management in close liaison with Legal Affairs and design departments to safeguard the contractor's onerous legal position  
Total budget of retrofits was 40 million euros, the contract risk ca. 150 million euros

**LRV Flexity 2 Blackpool**  
**01/2009 – 12/2010**

**Company: Bombardier Transportation GmbH**  
**Client: Blackpool, United Kingdom (UK)**  
**Position: Engineering Project Manager LRV Site Mannheim**

Lead of Engineering for electrical and electronic equipment for trams  
Leading engineering teams for electrical installations, train controls, communication, infotainment and propulsion  
Control of engineering budget and time schedule  
Leading requirement management  
Coordination between projects and product platform  
First time preparation overarching functional description of all systems  
Delivery RAM analysis and generic safety case  
Definition of project scope and project perimeter  
Managing clarification and resolution of in-/external interfaces

**Marmaray Crossing CR1**  
**04/2007 – 07/2008**

**Company: Balfour Beatty Rail GmbH**  
**Client: Marubeni Corporation, Turkey**  
**Position: Project Manager Marmaray CR1**

Turnkey design and build contract according FIDIC Silver Book, Balfour Beatty Rail was contractor for all electric traction power installations for six AC 25 kV traction substations and responsible for the Integration with all disciplines. Very onerous conditions of contract in the Particular Conditions and Technical Requirements.  
Ramp up project team, definition deliverables, work packages, time schedule, allocation of resources and Budget, supervision of requirements and scope management, leading claim management  
Engineering management according RAMS based on safety plan and RAM program, risk management based on a hazard log, claim management  
Technical coordination of a by Marubeni employed local subcontractor for construction and installation  
Contract value 20 million euros

**System Separations Betuwe  
A15  
05/2005 – 07/2008**

**Company: Balfour Beatty Rail GmbH  
Client: ProRail, the Netherlands  
Position: Project Manager System Separations Betuweroute A15**

Change order for Betuweroute A15 according cost plus method  
Projektmanager for all AC 25 kV railway applications during design and execution of Eleven (11) system separations AC 25 kV / DC 1.5 kV  
Leading during concept design and integration of all railway Systems  
Change order value for Balfour Beatty Rail ca. 2 million euros

**Electrification Betuweroute  
A15  
08/2003 – 02/2007**

**Company: Balfour Beatty Rail GmbH  
Client: ProRail, the Netherlands  
Position: Project Manager 25 kV Betuweroute A15**

Design and build of an EPC contract for three AC 2x 25 kV traction substations, nine autotransformer stations and eight local control posts for electrification of the freight railway line Betuweroute  
Open consortium of Balfour Beatty Rail from Germany and Nuon (consortium leader) from the Netherlands  
Project manager for all AC 25 kV railway applications and integration manager within the consortium, ramp up project team, project management plan, project quality plan, definition deliverables, work packages, time schedule, allocation of resources and Budget, supervision of requirements and scope Management, leading claim management  
Contract share Balfour Beatty Rail ca. 12 million euros without change orders  
Significant change orders were implementing DC immunity and protection of AC installations due to parallel routing of DC tracks, system separations and emergency earthing installations for the entire Betuweroute  
Challenges were the preparation and approval of an EMC concept and the demonstration thereof; the introduction of innovations like air insulated indoor switchgear, an integrated protection and control platform and a document management System  
Delivery of RAM (FMECA and fault tree analysis (FTA)) data and analysis and safety case

**Electrification Pilot  
Havenspoorlijn  
12/2000 – 03/2005**

**Company: Balfour Beatty Rail GmbH  
Client: ProRail, the Netherlands  
Position: Project Manager Pilot Havenspoorlijn**

Design, Build and Maintain contract for one 2x 25 kV traction substation and two autotransformer stations as pilot for introducing AC 25 kV in the Netherlands  
Mitigation open item list for final acceptance: significant systematic failures and quality deficiencies in the execution, especially with earthing and station controls, preparation and performance of a 1200 hour availability test for SCADA and station controls, training of client and partners, structuring and compiling final documentation  
Closed consortium of Balfour Beatty Rail (consortium leader) from Germany and Strukton and ABB from the Netherlands  
Managing ramp-up and execution of maintenance by local consortium partner  
Consortium manager during maintenance period

**Electrification Betuweroute  
A15  
06/2002 – 07/2003**

**Company: Balfour Beatty Rail GmbH  
Client: ProRail, the Netherlands  
Position: Technical Tender Manager**

Technical management for the pre-qualification and tender preparation for electrification of Rest Havenspoorlijn and Betuweroute A15  
Ramp up bid team, definition deliverables, work packages, time schedule, allocation of resources and budget  
Requirement and scope management  
Leading system rating (power simulations) and feasibility studies  
Leading commercial contract review  
Feasibility study and conceptual design of electric traction systems  
Preparation and collation of deliverables

**Rotterdam Botlek Tunnel**  
**12/1999 – 06/2000**

**Company: Movares B.V.**  
**Client: ProRail, the Netherlands**  
**Position: Trainee project manager trackworks**

Rework of the General conditions of contract for tendering trackworks for the Botlek Railway Tunnel

**System Library AC 25 kV**  
**02/1988 – 11/1999**

**Company: Movares B.V.**  
**Client: ProRail, the Netherlands**  
**Position: Technical Project Manager System Library 25 kV**

Preparation of a system library for AC 25 kV electric traction Systems for following primary subsystems: overhead contact line, traction substation, traction switching stations, autotransformer stations, return circuit and electric Point heating from the overhead contact line. Further protection, remote control (SCADA) and local control concepts

Technical input for the part of EMC, earthing and equipotential bonding

**Tunnel Gooiboog**  
**01/1997 – 11/1997**

**Company: Movares B.V.**  
**Client: ProRail, the Netherlands**  
**Position: Project Coordinator Railway Infrastructure Projects**

Project coordinator for the feasibility, conceptual design and planning approval procedure of an open tunnel at Gooiboog Junction

Control and reporting of engineering costs, building budget costs and overall time schedule preparation for the disciplines tunnel construction, landscape architecture, trackworks, point heating, signalling and telecommunication, electric traction systems, cabling

Preparation of the Technical Report for the planning approval procedure

Coordination of responses on formal objections from stakeholders

Stakeholders were infrastructure manager ProRail, railway undertaking NS, approval authorities, local authorities and representatives of residents

**Gouda Swing Bridge**  
**03/1996 – 08/1997**

**Company: Movares B.V.**  
**Client: ProRail, the Netherlands**  
**Position: Project Coordinator Railway Infrastructure Projects**

Project Coordinator for site supervision and commissioning of a new swing bridge and train station extension with a new platform in Gouda

Control and reporting of engineering costs, building costs and overall time schedule for the disciplines bridge concrete constructions, bridge steel constructions, trackworks, point heating, station construction, passenger information systems, signalling and telecommunication, electric traction systems, cabling

Stakeholders were infrastructure manager ProRail, NS Stations and the maritime authority

**System development AC 25 kV electric traction systems**  
**04/1995 – 02/1996**

**Company: Movares B.V.**  
**Client: ProRail, the Netherlands**  
**Position: System Engineer Traction Power Supply**

System development of AC 25 kV electric traction systems for ProRail

Development of the architecture of the line diagrams for traction substations, traction switching stations, autotransformer stations, crossovers, phase separation sections (neutral sections), system separation section and return circuit.

Development of protection, remote control and local control concept for all elements of electric traction systems

Development of the principals for system rating: load cases and insulation coordination, reliability and availability requirements by Failure Tree Analysis (FTA)

## **Professional expertise**

General Knowledge of Railway System, Contextual Knowledge of Rail Technology, Operational Safety (Safety/Regulations/Principles), Construction Methods and Technology, Cross-Modal Network Skills, Sales Management, Bid Management Process, Calculation of Planning Costs, Bid Preparation, FIDIC, Project Structuring, Stakeholder Management, Interface Management, Project Communication, Resource Planning, Risk Management (Risk Analysis and Control), Project Documentation, Scheduling , Progress Control, Schedule Control , Drawing Release Management, Cost Planning, Cost Monitoring, Cost Control, Procurement of Services, Invoicing of Services, Quality Assurance in Project, Claim Management (Addenda, Notices of Defects), Anti-Claim Management (Addenda, Notices of Defects), Supplier Tender Process, Quality Management of Planning, Electrical Engineering 50 Hz (and 16.7 Hz), Direct Current Electrical Engineering, Electromagnetic Compatibility (EMC), Overhead Line Equipment (AC/DC), Substations and Switching Stations (AC/DC), High-Voltage Energy Distribution Systems, High-Voltage Energy Application Systems

## **Other qualifications**

FIDIC Adjudicator Assessment Courses  
Safety Certificate Contractors Operative Management  
Trainer Risk Management for internal IPMA Project Management Course  
Trainer RAMS/LCC

## **IT skills**

MS Excel, MS O365, MS Power Point, MS SharePoint, MS Visio, MS Word, MS Project, Android, Apple iOS, Windows