

CURRICULUM VITAE

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Marital status: Married with 2 children (9 and 6 years old)



PROFESSIONAL EXPERIENCE

Current Position: *Head Engineer of Central Greece Maintenance Infrastructure Department, Greek Railways Organisation* (2014-2015 and from October 2017 to date)

As the Head of Department, I am directly involved in every project, related to the **maintenance or renewal/upgrading of existing railway infrastructure**, at the area of Central Greece. Responsible for all the technical aspects and the proper management of the railway infrastructure in my area of responsibility (Prefectures of Fthiotida and Viotia). This includes 250 km of the main railway line of Greece, connecting Athens to Thessaloniki (mixed traffic railway line), with a maximum design speed of 200 km/h for passenger trains.

Also responsible for **leading, training and motivating the staff of the Department** (60 people), as well as **allocating the resources** (equipment, staff etc.), so that all necessary maintenance works of rail infrastructure are properly supervised and executed, either by Contractors or by in-house staff. Furthermore, as the Head Engineer, I am responsible for **interfaces with the railway systems** (signaling, overhead contact system, access of passengers with reduced mobility at the platforms, safety in tunnels etc.) and the overall operation of the network, without any minor or major disruption.

Previous Professional Experience:

Date	Company – Description
08/2016 – 10/2017	<p>Serco Dubai Metro – Civil & Track Manager, Dubai UAE</p> <p>Serco, under a concession agreement, is the Operator and Maintainer of Dubai Metro, one of the most modern metro networks of the world, with a length of 80km, constructed either in viaducts or underground. As the Civil and Track Manager, I am responsible to provide optimized maintenance of the civil and track assets to mainline and depot. This includes power supply rail, tracks, lineside drainage systems, viaducts, tunnels, landscaping, stations, depots and carparks for Dubai Metro, including the external cleaning of some of these assets.</p> <p>Responsible to ensure that the maintenance of the Civil and Track systems of Dubai Metro meets the agreed standards, is to the satisfaction of the customers and within the budget and resource constraints.</p> <p>Managing a staff of 145 engineers, inspectors, team leaders and technicians, as well as a number of subcontractors. Part of my duties, besides the operation of my team to the desired standards, is to monitor the competency of the staff and continuously improve their skills. Also responsible for the procurement of all required equipment, tools and consumables, as well as the preparation of the annual spares budget.</p> <p>Responsible for monitoring and controlling the budget of my department (budget is approximately \$7 million annually), the recruitment of new staff and the contract management of subcontractors. Proficient in the use of Asset Management Software (Maximo – IBM).</p>

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2/2015-6/2015 (5 months)	<p><i>Salfo & Associates Saudi Arabia S.A. – Project Manager</i></p> <p>Project Manager of Salfo & Associates S.A., providing technical assistance to Saad Al Mobty Contracting Company, which on a 3-year agreement has been awarded the Global Track Maintenance Project by SRO. According to the contract, all necessary track maintenance works for the railway lines between Dammam - Hofuf – Riyadh are executed by Saad Al Mobty Contracting Company.</p> <p>Salfo & Associates S.A. provides technical assistance in issues related to improving maintenance procedures, drafting technical guidelines and specifications related to track maintenance, improving safety measures and planning of works.</p> <p>Total length of railway lines to be maintained is approximately 1500 km (including railway stations and sidings). Total budget of works: SAR 169,000,000, approximately equivalent to USD 45,000,000.</p>
2012-2013	<p><i>Greek Railways Organisation - Deputy Head Engineer in the Department of Central Greece, Prefecture of Fthiotida.</i></p> <p>In charge of maintenance and renewal/upgrading projects of railway infrastructure and facilities at Central Greece (180 km total length of the railway line, part of the Athens – Thessaloniki main railway axis of Greece). Involved in planning of new projects and preparation of tender documents. I have participated in several maintenance and renewal projects of railway infrastructure, including buildings, track and structures (bridges and tunnels), as supervisor engineer (Employer’s representative); controlling and reporting the project progress, signing IPCs on behalf of the Employer and facilitating the execution of works.</p> <p><u>Major projects undertaken (since January 2012):</u></p> <ol style="list-style-type: none"> 1) “Maintenance works in the area of responsibility of Track Department of Lamia, from km 151+200 to km 289+000 of railway line Athens – Thessaloniki”. Responsible for design and programming of maintenance works, preparation of tender documents and supervision of works. Project duration is 2½ years (until December 2014) and includes maintenance works of track and associated structures (tunnels, bridges, culverts etc.) – contractor “Trofonios S.A.”, budget 2,125,440 €. 2) Member of the supervising team for the “Establishment of the register of Greek railway infrastructure”. 3) Drafting of tender documents for a new maintenance project (period 2014-2016) under the title: “Maintenance works of railway track in the area of jurisdiction of Lamia Track Department (Athens–Salonica railway line from k.p. 151+200 to k.p. 289+000)”. Project estimated budget €2,300,000. Project works have started on January 2015. 4) Drafting of tender documents, as part of a team, for a new maintenance project (period 2014-2019) under the title: “Maintenance works of all railway lines, between Athens, Salonika and Idomeni railway stations”. Project estimated budget: €22,000,000. Includes all maintenance works of civil structures (track, railway stations and structures) for a railway line of total length of more than 950km (from k.p. 151+200 to k.p. 482+500 of railway line of Athens – Salonica plus all branches). <p>Moreover I was responsible for maintenance works undertaken by in-house staff (55 nr. of staff), including the correction of track geometry using tamping machines (for plain track and for switches), dynamic track stabilizers, ballast cleaning machines etc. Other maintenance works commonly executed by in-house staff included the laying, welding and</p>

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	<p>destressing of rails, the replacement of worn rails, sleepers and fastenings, the maintenance of tunnels, bridges and drainage structures, the maintenance of railway stations, the vegetation control alongside the track, etc. Estimated value of maintenance works undertaken by in-house staff per year: €2,000,000.</p>
2010-2011	<p><i>Greek Railways Organisation (Contact person Mr. Kostas Tzanakakis, Former Director of Track, currently consultant in Oman Ministry of Transport, iaskos@yahoo.gr) - Railway Engineer at the Directorate of Track of Greek Railways Organization.</i></p> <p>Involved in the approval of new railway design (track alignment design), the drafting of Technical Directives and Specifications and the implementation of Technical Specifications for Interoperability in Greek Railway Infrastructure.</p> <p>Editor of the following technical Directives applicable to the Greek Railways infrastructure (available in Greek at the site www.inforail-ose.gr):</p> <ol style="list-style-type: none"> 1) General guidelines for laying and maintaining track with joints (non-continuously-welded track). 2) Application of safety rails in Greek railways network. 3) Duties of railway level-crossings guards (including also a proposed training program for new level-crossings guards) <p>Co-editor of the following technical Directives applied to the Greek Railways infrastructure (available in Greek at the site www.inforail-ose.gr):</p> <ol style="list-style-type: none"> 1) Speed restrictions – guidelines on placing and removing speed restrictions in Greek railways network. 2) Track geometry defect limits. Part B: planning of track geometry maintenance and placing of speed restrictions. 3) Rail breaks and replacement of rails on long welded tracks. 4) General guidelines for maintenance of continuously welded track. <p>Experience in analyzing data from Track Recording Car EM 120 (Plasser & Theurer) used by Greek Railways Organisation, particularly in deriving Total Quality Index of track segments and prioritization of works for defects removal.</p> <p>Very good knowledge of international standards for railway infrastructure (Technical Specifications for Interoperability, UIC leaflets, DB standards, Euronorms etc.).</p> <p>Co-editor of the Performance Scheme of Greek Railways System.</p> <p>Member of the supervising team of the EU-funded study: “Evaluation Study for the Upgrade of Railway Axis 22 and Technical Support to OSE S.A.” (contactors Prisma S.A. and Atkins S.A., budget 1,000,000 €).</p> <p>Co-editor of the technical report: “Assessment of required works for renewal of railway line Athina – Inoi”</p>
2003-2010	<p><i>Civil engineer for Greek Railways Organization in the Department of Central Greece, Prefecture of Fthiotida.</i></p> <p>In charge of the analysis and maintenance of the existing railway infrastructure and facilities (railway stations and structures, as tunnels, bridges and retaining walls), as well as the planning for new projects. Participation in several maintenance projects as supervisor</p>

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	<p>engineer, either working with a team of in-house staff or with external contractors</p> <p>Project design, preparation of tender documents and supervisor engineer (or member of the supervision team) in the following projects:</p> <ol style="list-style-type: none"> 1) “Renewal of existing railway line Lianokladi – Stilida, construction of fence and lighting alongside in urban areas and layout of railway level-crossing panels”. Project completed in 2009. The project included the renewal of track in plain line and stations, the construction of new platforms in railway stations, construction of fence and installation of lighting alongside the line in urban areas and layout of railway level-crossing panels - Contractor Sidirodromika Erga S.A., project budget: 6,200,000 €. 2) “Fencing and construction of electric lighting in Tithorea, Bralos, Lianokladi and Thavmakos railway stations” – Contractor Diotima S.A., project budget: 1,000,000 €. 3) “Maintenance works of railway line Pireas – Plati from kilometer 151+200 to 289+000”. The project included all kinds of maintenance works at the track and its structures (tunnels, bridges, culverts etc.) Project completed in 2010 – Contractor Sidirodromika Erga S.A., project budget: 5,250,000 €. <p>Moreover, I was responsible for maintenance works undertaken by in-house staff, as an on-site engineer. Those works, indicatively, included the correction of track geometry using tamping machines (for plain track and for switches), dynamic track stabilizers and ballast cleaning machine, the replacement of worn rails, sleepers and fastenings, the welding and destressing of rails, the maintenance of tunnels, bridges and drainage structures, the maintenance of railway stations and the vegetation control alongside the track.</p>
2001-2002	<p>Military service as a reserve officer of Greek Special Forces (32th Marines Brigade). Supervisor of military works (surveying and construction of buildings, pavements, water supply networks and special military facilities).</p>
2000- 2010	<p>Structural and architectural design of private-owned buildings, as well as supervision of the buildings construction. Member of the “N. & Al. Tsiachris” technical office at Lamia. Supervision of more than 30 buildings, including residencies, public use parking buildings, offices, industrial and commercial buildings and in some cases responsible for the construction management on behalf of the owner.</p> <p>Freelance valuer of real estate properties for Mentor S.A. and Emporiki Real Estate (Subsidiary company of Emporiki Bank). More than 120 valuation reports of real estate properties done.</p>
2000	<p>Participation at the team of the study “Analysis of the seismic response of the new runway of Heraklion Airport” carried out by “Triton Consultants Engineers”. Responsible for seismic analysis by a finite-element based software.</p>
1999	<p>Employed by “Hydronome S.A. – Consultants Engineers”. Responsible for development of Hydraulics appraisals, studies and analyses.</p>
1999	<p>Main Researcher at the E.U. – funded Research Program: “Seismic Response of Rubble-mound Breakwaters”. Numerical simulation of the seismic response, as well as experimental confirmation at the shaking table of N.T.U.A.</p>
1998	<p>Training for 6 months at the construction site of the New Athens Airport at the utilities construction sector of Hochtief S.A. Monitoring of project implementation and supervision of works for utility systems (water and wastewater networks, drainage</p>

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	culverts etc.)
1996	Training for 3 months at the Concrete Laboratory of Queen’s University of Belfast, Northern Ireland on a project on concrete contamination by chloride ions

Specific experience in consulting (short-term transport projects)

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01/2016 – 6/2016 Turkey	<p>ARS Progetti (Contact person: Mrs. Laura Tavecchio, Task Manager, l.tavecchio@arsprogetti.com) – Participation as Key Expert – Transport Engineer at the EU-funded FWC: ‘Technical assistance for strengthening the institutional capacity of the National Authorising Officer (NAO) Office in Turkey in performing its tasks on the implementation of IPA’ (35 working days).</p> <p>The specific objective of the assignment is to provide support to the NAO Office / The Management Structure to enhance its institutional, administrative and technical capacity for supervision of IPA funded projects. This objective consists of the below sub-items:</p> <ul style="list-style-type: none"> • Enforcing and improving the supervision and verification activities and reporting mechanisms for the control activities of IPA funded projects. • Enhancing the knowledge of the NAO Office staff through study visits and experience sharing, which will be held in order to familiarize with the whole overview and detailed understanding of practical aspects of both system-level and project-level monitoring and performance measuring system. • Providing support to the NAO to review/renew reliable, simplified and usable Manuals of Procedures (MoP) and checklists for IPA II period. <p>The project was be finished on June 2016. In total, monitoring of six (6) EU-funded projects was undertaken by Key Expert 4. The assignment included the administrative control; reviewing of projects documents, reports and interim payment certificates; on-site checks and reporting.</p> <p>Most of the projects were carried out in accordance with FIDIC Red Book conditions of Contract.</p>
07/2015 – 09/2016 Eritrea	<p>Planet S.A. (Contact person: Mr. Stelios Logothetis, Project Manager, slogothetis@planet.gr) – Participation as Key Expert – Railway Engineer at the EU-funded FWC: ‘Railway system rehabilitation and extension in Eritrea prefeasibility study’ (100 working days).</p> <p>The specific objectives of the assignment are:</p> <ol style="list-style-type: none"> 1. To undertake a pre-feasibility study towards the development of a railway system that connects Massawa –Asmara-Tesseney (border to Sudan) and 2. Prepare the Terms of Reference for a subsequent comprehensive feasibility study <p>During Phase I, a study on the currently existing railway system of Eritrea and a stocktaking assessment were submitted.</p> <p>The prefeasibility study included the following:</p> <ol style="list-style-type: none"> 1. A stocktaking study, where the existing network was reviewed 2. An in-depth analysis of different alternatives for the railway system 3. The economic and financial analysis of different alternatives for the railway system rehabilitation and extension, including different alignment alternatives, different operational characteristics for the network (maximum speed, maximum axle load

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	<p>etc.) and different alternatives for the railway systems and rolling stock.</p> <p>4. A proposal for a project pipeline, based on the alternatives described and Cost-Benefit analysis of the different alignment alternatives.</p> <p>After the decision by the Government of Eritrea was received in May 2016, the ToR for the subsequent comprehensive feasibility study was prepared and submitted on time (Phase II). In the ToR, the scope of the feasibility study, including the scope of the final design for the preferred alternative, was thoroughly described and defined.</p>
1/2015- 11/2015 – Turkey	<p>AETS (Contact person Mr. Pascal Jones, Project Manager, pascal.jones@aets-consultants.com) – Participation as Senior Railway Engineer – Team Leader at the EU-funded FWC: ‘Supporting Delegation of the European Union to Turkey in carrying out its ex-ante functions for transport infrastructure projects under IPA Component III, Transport Operational Programme’ (35 working days).</p> <p>The objectives of the assignment were to provide technical assistance to the EUD to Turkey in:</p> <ol style="list-style-type: none"> 1. Undertaking its ex-ante controls for tendering of “Modernisation of Samsun – Kalin railway project” (this part of the mission completed in 10/04/2015) 2. Monitoring of on-going of railway projects, namely Gebze-Kosekoy high speed railway project and Irmak-Karabuk-Zonguldak rehabilitation railway project (implemented in accordance with Red and Yellow Book of FIDIC).
7/2013- 12/2013 Ethiopia	<p>Planet S.A. (Contact person Mr. Dimitris Katsochis, Project Manager, dkats@planet.gr) - Participation as a Key expert at the implementation of the E.U. – funded project: “Technical Assistance Mission to the Supervisor of the Works Contract for the Djibouti–Ethiopia Railway Rehabilitation” for CDE (Djibouto-Ethiopian Chemin de Fer), under LOT 2 - Transport & Infrastructure.</p> <p>The objectives of this mission were:</p> <ol style="list-style-type: none"> a) to establish the effective quantities performed by the contractor; b) to provide a preliminary estimate of the quality of works performed and materials delivered; c) to propose a testing program to assess the quality of the performed works and supplied materials; d) to identify and prioritize the tasks that could be implemented within the available funds and the remaining time of the Financing Agreement. <p>The project, after having been granted an extension, due to the excellent performance of the TA team, with the inclusion of further testing of materials, was completed on time by a team of 2 experts. The main outcome of the project was the monitoring of the progress of the project, including site visits and the extensive review of all documentation related to the project (FIDIC-based tender documents, bills of quantities, quality assurance documents, interim payment certificates etc.). All testing was carried out according to relevant Euronorms for rail materials.</p>
11/2012 – 3/2013 – Croatia	<p>Planet S.A. (Contact person Mr. Dimitris Galanis, Intl. Dept. Director, dgal@planet.gr) - Participation as a Key expert at the implementation of the E.U. – funded project: ‘Stakeholders analysis and consultation in transport sector for people with reduced mobility’ for Turkish Ministry of Transport, Maritime Affairs and Communications, under LOT 2 – Transport & Infrastructure.</p> <p>The global objective of this assignment was to prepare the way for further and concise activities for improving the mobility of people with mobility restraints in Turkey, by enhancing the accessibility of the public and private transport services by road, rail, maritime and aviation</p>

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	<p>The specific objectives of this assignment were:</p> <ul style="list-style-type: none">a) to specify the legal status of a Permanent Platform for accessibility for all to be established in the future process.b) to realize a stakeholder analysis.c) to assist in the preparation of a ToR Document for the future service project on transport accessibility for all.
08/2010- 11/2010 Croatia	<p>Planet S.A. (Contact person Mr. Dimitris Galanis, Intl. Dept. Director, dgal@planet.gr) - Participation as a Junior expert at the implementation of the E.U. – funded project: ‘Study on the accessibility of railway infrastructure along Pan-European corridor X for passengers with disabilities and reduced mobility’ for Croatian Railways, Framework Contract Lot No 2, EuropeAid/127054/C/SER/multi.</p> <p>The specific objectives of this contract were as follows:</p> <ol style="list-style-type: none">1. The current condition of infrastructure used in railway passenger traffic on the Pan-European corridor X, considering its accessibility to persons with reduced mobility and disabilities, analysed (network review phase).2. A list of measures for improvement of accessibility of railway infrastructure on the Pan-European corridor X for disabled persons prepared and measures prioritised (including the estimated cost). <p>The study was completed on time by a team of 3 experts (2 engineers of Portuguese firm Consulgal and myself). The assessment of current condition included visiting and recording of the deficiencies of approximately 100 railway stations in Croatian railway network.</p>

EDUCATION

Athens University of Economic and Business (AUEB), Greece

Executive MBA

Dissertation: “Railway access charging systems – Implementation at the Greek railway network”.

National Technical University of Athens (NTUA), Faculty of Civil Engineering, Greece

M.Sc. in “Science and Technology of Water Resources” (2001) – graduated with distinction

Dissertation: “Evaluation of directionality of water waves by arrays of water-level probes”

National Technical University of Athens (NTUA), Faculty of Civil Engineering, Greece

B.A. in Civil Engineering (1998) – Graduation grade: 8,11/10

Dissertation: “Effect of hydrodynamic pressure on the seismic behavior of rubble-mound breakwaters”

LANGUAGE SKILLS

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Language	Certificate
English	Cambridge Proficiency
French	Certificat de Langue Francaise
German	B1 (Goethe Institut)
Greek	Maternal language

PUBLICATIONS

Memos, C. D., Bouckovalas G. and Tsiachris A. (2000) 'Stability of Rubble-Mound Breakwaters under Seismic Action', Proc. of the 27rd Int. Conf. on Coastal Engineering, ASCE, at Sydney.

Kiara, A., Memos C. and Tsiachris A. (2001) 'Some Practical Aspects on the Seismic Behavior of Rubble-Mound Breakwaters', Proc. of the Conf. Ports '01, ASCE, at Norfolk, VI.

Memos C. and Tsiachris A. (2001) 'Wave Directionality in Shallow Waters', 5th International Conference on Coastal Engineering 2001, Computer Modelling of Seas and Coastal Regions.

Bouckovalas G., Memos K., Mouzakis C., Tsiachris A. (2001), "Geotechnical evaluation of the seismic response of a model rubble-mound breakwater", 4th Hellenic Conference on Geotechnical Engineering, Athens, June (in Greek).

OTHER ESSENTIAL INFORMATION

Membership in professional organizations: Technical Chamber of Greece, Greek Assoc. of Civil Engineers, Project Management Institute (PMI)

Fully computer literate: Windows, MS-Office, web applications, structural analysis software (Scada, Instant), MS-Project, Autocad, etc.

Project Management Professional (PMP) Certified (License number: 1910758, valid until February 2019).

Experienced in **FIDIC contracts management** (Red Book and Yellow Book), **EU procurement procedures** (PRAG, EU Directives) and **international civil and railway standards** (UIC leaflets, DB Standards, Euronorms, Eurocodes etc.).