

QS

I.G.

HURST

CURRICULUM VITAE - Mr. Ivan Guy HURST - M.Inst.CES.

PERSONAL :

Permanent address: 9Gosfield Road, Epsom. Surrey. KT19 8HF.

Telephone Nos. Home ; Epsom (01372) 723290
Work ; 0207 939 3134

Born on 13.03.53 at Southampton, a British National aged 52

I am married with one child who is a boy aged twelve Religion, Church of England.

I hold a current, full British Passport.

I hold current UK driving licences for cars and HGV (1). I have slight knowledge of the French and German languages.

EDUCATION :

<u>Attended</u>	<u>at</u>	<u>From-To</u>	<u>Attaining</u>
Shirley Warren Sec.Sch.	Southampton	1964-69	9 GCE 'O' Levels
Barton Peveril Gram.Sch	Eastleigh Hants	1970-72	5 GCE 'A' Levels
Hatfield Polytechnic	Herts.	1972-73	1st Year of a B.Sc. Civil Eng. course

PROFESSIONAL BODIES :

I was elected a Member of the Institution of Civil Engineering Surveyors in June 1986, after being an Associate Member since May 1982.

CAREER PRÉCIS :

I am a Commercial Manager in the Rail / Civil Engineering section of the construction industry. Whilst the majority of my early experience was in 'roads and bridges' works, I now have more than 12 years railway experience.

Currently I am Commercial Manager for GrantRail within their 'London Network', based in their London Bridge office. Prior to this I was Project Commercial Manager for Railtrack's track renewal programme in Great Western zone, annual investment, c £150m, latterly seconded to Risk and Change Management Improvement. Whilst with Railtrack I sat on a number of National Committees.

My railway exposure commenced in 1991, with Cementation Projects', construction of jacked bridges for BR.

I have previously headed the contractor's QS function on contracts for:

- A five year permanent way renewals contract,
- Construction of new railway bridges involving substructure jacking and superstructure sliding of five (max. c. 2000T) out of six twin span underline composite bridges,
- Erection of the concrete frame of a city centre retail development using 'Top down' construction within a diaphragm wall,
- A river diversion / flood alleviation scheme.
- A grade separated dual carriageway by-pass

I have also been located at Trafalgar House's HO dealing with Final Accounts, incidental contracts, assisting with estimating, advising on tenders and contracts and developing new systems.

Throughout my career, I have been involved in the research, writing and preparation, through to submission, of minor and major claims. I have also had occasion to adjudge claims, and once to prepare defence documents against arbitration.

I am a keen user of computers as a management tool for both financial and programme applications. Whilst with Trafalgar House I was chair of the QSD Computer Standing Committee and a designated 'Expert user' for a number of applications. I am currently involved in the roll-out of new processes and systems for GrantRail.

Current work title and salary: Commercial Manager, c. £52 k.

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EMPLOYERS :

A brief list in chronological order

- | | | | |
|-----|---|---------------------------|--|
| 1. | Percy Bilton Limited | From/To:
Positions: | 9 th July 1973 to 30 th May 1975 &
12 th January 1976 to 14 th October 1977
Site Engineer/Quantity Surveyor |
| 2. | Travelling the World | From/To: | October 1977 to October 1980
On leaving Biltons I travelled overland throughout Europe,
Asia, Africa and America. |
| 3. | Cementation Construction Limited | From/To:
Positions: | 10 th November 1980 to 25 th April 1986
Assistant Quantity Surveyor
Quantity Surveyor
Senior Quantity Surveyor
Acting Project Quantity Surveyor
Senior Claims Quantity Surveyor |
| 4. | Norwest Holst Construction Limited | From/To:
Positions: | 28 th April 1986 to 31 st November 1990
Project Quantity Surveyor
Senior Quantity Surveyor |
| 5. | Fairclough Civil Engineering Limited | From/To:
Position: | 1 st December 1990 to 31 st January 1991
Senior Contract Quantity Surveyor |
| 6. | Trafalgar House Construction (Major
Projects) Limited
Cementation Projects Limited | From/To:

Position: | 1 st February 1991 to 30 th April 1995

Senior Quantity Surveyor |
| 7. | Wimpey Engineering & Construction | From/To:
Position: | 1 st May 1995 to 31 st October 1995
Senior Quantity Surveyor |
| 8. | Temporary work with;
E. C. Harris | From/To

Position: | 30 th November 1995 to 23 rd February 1996

Senior Quantity Surveyor |
| 9. | Temporary work with;
Southern Track Renewals Co. Ltd. | From/To

Position: | 14 th March 1996, to 18 th October 1996

Senior Quantity Surveyor |
| 10. | Railtrack,
Project Delivery | From/To:
Position: | 21 st October 1996, to 16 th September 2001
Project Controller,
Project Commercial Manager (Track Renewals)
Commercial Services Manager
Business Implementation Manager |
| 11. | GrantRail | From/To:
Position: | 17 th September 2001, ongoing
Commercial Manager |

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EMPLOYMENT :

A detailed list in reverse chronological order

**11. GrantRail Ltd;
London Networks Division**

From/To: New City Court, 1st Floor, 20 St.Thomas Street, London, SE1 9RS. Tel. No. 0207 939 3100
17th September 2001, to date.

Position: **Commercial Manager,**

Starting salary: £40,000. company car, with 4% contributory final salary pension, family health care, and possible annual bonus up to 10%

Current salary: £51,955, plus as above.

I am employed as Commercial Manager within the 'London Network' division. I have worked within the Alliance Track Programme (InfracoreJNP) as both ETR Commercial Manager and as the Business Improvement and Risk Manager. Between November 2002 and July 2003 I led the commercial and planning functions on two tenders, the larger of which has a client published value of approximately £250m. I was also involved in developing a Business Process Improvement Programme. The negotiations for the larger tender were successfully concluded in July 2003 and we commenced work on the seven year project for track renewal and reconditioning in both open and tube sections for Tube Lines.

Upon award I was appointed the Commercial Manager for the Joint Venture, of GrantRail and Trackwork which has an integrated

management team for the project. Responsible for commercial, risk, office administration, cost control and estimating functions consisting respectively of 8, 1, 3-4, 2 and 1 people. There was little available resource at the start of the Project therefore I recruited most of the team as a mix of contract and permanent staff. Some were hired short term until permanent people were sourced. I used soft solutions methods to start creating an empowered team. I also actively implemented a joining of the two companies towards forming a functioning Joint Venture together with creating sub-groups of QS, Engineer and Planner as efficient units responsible for a specific group of activities or jobs within the Project. As a JV no systems or procedures were in place and the two dispirit accounting systems had to be joined to form the one point of information the Client required. The Client also required a complicated and onerous project control and reporting system

which required over 5000 different reporting analyses.

Having set the foundations of a fully integrated project management and control system starting with output based, resource level estimating for the annual target pricing, through cost loaded P3e planning to change control, EVA, cost reporting and forecasting, I am no longer involved in the Project. I am currently based at GrantRail's divisional office near London Bridge.

My current task is to implement the company systems within the division as part of a company wide internal change programme. This includes both new systems/processes and improved use of existing corporate systems.

**10. Railtrack plc;
Major Projects Division, now Project Delivery, Great Western**

Second Floor, Milford House, 1 Milford Street, Swindon. SN1 1DW

Tel. No. 01793 499600
(Int. 07-79600)

From/To: 21st October 1996, to date.

Position: Project Controller,
renamed to **Project Commercial Manager (Track Renewals)**
Commercial Services Manager – Temporary For c. six months from 26 July 1999 to 7 February 2000
Business Implementation Manager – Temporary From 14 March 2000 ongoing

Starting salary: £28,875. with 4% contributory pension

Final salary: £31,815. enhanced to £37,000 including London Allowance during secondment
Plus Profit related pay, c. £750pa, 4% contributory pension, 'Railtrack Advantage' offering many discounted services

I started my employment with Railtrack in Project Delivery at Swindon. Project Delivery is the project management arm of Railtrack involved solely in the management and delivery of all aspects of the projects identified by other parts of Railtrack.

I was employed as Project Controller for the track renewals programme in Great Western Zone. I was responsible to the Senior Project Manager as professional head within the teams for the commercial, contractual, claims and planning aspects of the programme with the assistance of a team of Commercial Assistants and Planning Engineers.

Shortly after starting, I was temporarily Project Controller for both Railtrack's Great Western and Midlands Zones operated from Swindon and Birmingham respectively. After about six months of covering both Zones and following reorganisation within Railtrack, Midland Zone Project Delivery reverted to home Zone control and I returned to Great Western Zone only.

I assisted and advised the Senior Project Manager, and worked with his teams to implement the project management process and project control systems for all of the track renewals projects. Risk management and value management are also part of my responsibilities.

I quickly recognised various deficiencies in the application and understanding of some of the control processes and set targets for progressive movement towards full compliance. I also set out to standardise the various processes across the teams.

The portfolio value has grown to an annual turnover of c. £50M and the teams and I are responsible for past, current and future works with a cumulative value in excess of £120M.

The portfolio generally consists of;

- twelve projects,
- two main forms of contract, RT1/B and

- ICE6th D&C/RT16,
- nineteen primary contracts,
- seven contractors,
- rail and freight agreements,
- approximately 400 separate work sites.

A project may last a few months and be valued at £0.3M or last four/five years with a total value greater than £150M.

I also identify requirements in respect of training and additional staff resource and following due consultation have instigated relevant training programmes and temporary recruitment plans.

- I have also been involved in various national and strategic committees including, inter alia,
- standard contract interpretation, Supplier Management Forum
 - national planning initiative,
 - reviews of the national track renewals contract,
 - selection of national databases, 'Business Significant Applications',
 - writing and negotiation of new national 'Ballast and Haulage Arrangements',
 - development of Railtrack Asset Register, RAR,
 - development of national planning P3 template,

Together with risk management and AMP workshops. My involvement has resulted in visiting various Railtrack offices throughout Britain, and consequently I now have a wide range of colleagues.

In the course of my work I have made contact with people of all levels, both internal and external, and have developed successful working relationships.

I consider my significant accomplishments within Track Renewals to include, inter alia;

- ◆ fostering and promoting a partnering culture with those contractors that demonstrate a willingness to work with Railtrack,

- ◆ developing a strategy for the protection of Railtrack's interests (both short term financial and broader commercial) in respect of a particularly wayward contractor whilst simultaneously changing his perspective and persuading him of the error of his ways to the extent that his performance has improved significantly and that he was pleased to not be facing extensive damages and counter claims,
- ◆ facilitating and promoting the development of systems involving Primavera P3 and MS Access database for the monitoring and control of contractor's milestones, thereby improving the probability of achieving the investment programme.
- ◆ development of registers of correspondence, claims and counter claims as integrated databases.
- ◆ key involvement in the discussions for three negotiated contracts. progressive movement towards better use of PMCS and P3 including the integration of the two, together with greater compliance with the processes in place.
- ◆ reducing the amount of time spent reporting whilst improving the quality of the information provided.

I have sought to identify best practice and either adopt it, or improve upon it.

During the period July 1999 to February 2000 Project Delivery's Commercial Services Manager was seconded to Head Office as the National Value Management Coordinator and I took his place for that time. At the same time the Zone's Contract & Supply Manager was

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also covering for the Head of Projects. I also deputised for him.

I was responsible for the commercial, planning and office management functions of Project Delivery during this time. The role also included Estimating manager, Zone Value Management Coordinator, Risk Manager and professional head for the Project Commercial Managers and Planning Engineers. I instigated changes to the local procedures and streamlined the ITT process. I reduced the reporting required for Estimates in conjunction with the national Estimating manager. I interviewed and placed additional QS staff as required. As Zone Value Management Coordinator I advised upon and shaped the strategic VM study for GWR. A

two-day event with c. 50 senior attendees from across the industry to help set the foundations for this c. £ 3,000 M project. A first of it's kind for Railtrack.

I also approved ITT, authority to Contract, sat on the Zone Claims Panel and attended a number of national committees whilst deputising for the Contract & Supply Manager. I found it a challenging and rewarding time.

I had hardly returned when I was asked to be the Zone's representative on the Railtrack Asset Management Programme (RAMP) team, base at Kings Cross. The title of Business Implementation Manager was given for what became a dual role of representing the Zone

and, in conjunction with the other BIMs, the Business whilst at Kings Cross and being the sole conduit for communication and change management for RAMP on the Zone. RAMP is an ambitious programme with a core vision of changing the way Railtrack and it's Contractors carry out their respective businesses and how they interact. The time scales are very tight and the budget reflects the enormity of the task. The 'Advanced Value Management' training that I have recently completed included elements of facilitation, presentation and change management, all of which are proving useful in the current task.

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9. Southern Track Renewals Co. Ltd.

Floor 9, Network Technical Centre, Wellesley Grove, Croydon. CR9 1DY

Temporary work

Tel. No. 0181 666 6813 (Int. 00-66813)

From/To: 14th March 1996, to 18th October 1996.

Position: **Senior Quantity Surveyor**

Starting salary: £13.50 per hour plus overtime and travel.

Final salary: Approx. annual equivalent based on 47.3 wks/a = £29,000.

I was employed through an employment agency by Southern Track Renewals to generally assist the Principal Quantity Surveyor on contractual matters and the setting up of new systems in preparation for the privatisation of the Company. STR was born out of British Rail on 1st April 1994 and was subsequently sold to Balfour Beatty Rail. The Company is a wholly owned subsidiary but operated independently. I was also involved in the negotiation and settlement of Main and Sub-Contract final accounts, development of integrated computer systems and the research and production of contractual claims. I was working out of the

Croydon Head Office with visits to satellite offices and sites as required.

I attended a Personal Track Safety training course provided for by STR and became a holder of a full PTS certificate, which allows me access to the 'live' railway.

Following my time at HO, I was posted to one of the area offices to advise on strategy, research, and prepare a major (£4M) claim. We decided to fully analysis a small representative portion of the works and presented the findings to the client prior to writing a formal document.

A satisfactory negotiated settlement was subsequently reached.

Upon completion I was sent to another area office and took over the lead of a five year contract for the Permanent Way renewals in Railtrack's South Zone. The total Contract Sum was £68M and the value that year was approximately £16M.

8. E. C. Harris

48 West Street, Marlow, Buckinghamshire

Temporary work

Tel. No. 01628 477111

From/To: 30th November 1995 to 23rd February 1996.

Position: **Senior Quantity Surveyor**

Starting salary: £160 per day.

Final salary: Approx. annual equivalent based on 47.3 wks/a = £37,800.

I was employed through an employment agency by E. C. Harris to work on the remeasure and Final Account negotiation of some of the

'Jubilee Line Extension Project' contracts, for London Underground Limited. The original period of employment was due to be two weeks

but was extended periodically until the end of February.

7. Wimpey Group Services Limited Wimpey Engineering & Construction Division

Hammersmith Grove, LONDON. W6 7EN

Tel. No. 0181 748 2000

From/To: 1st May 1995 to 31st October 1995.

Position: **Senior Quantity Surveyor**

Starting salary: £32,708 inclusive of 6,708 taxed mobility allowance.

Plus, company car with fuel paid for business and to/from work, profit sharing, 5% contributory pension and life assurance scheme, free personal accident insurance, free health care scheme, discounted Financial Services, discounted own use RAC membership, Group trading arrangements for personal purchases, reduced travel costs & discounts on Group built house purchases.

Final salary: My salary was increased to £33,010 incl. 7,010 mobility allowance, with the same benefits

I was employed by Wimpey to assist the Managing QS in the research, writing and preparation, through to submission, negotiation and settlement of major claims. The first site was 'Canada Water Station', part of the 'Jubilee

Line Extension Project' for London Underground Limited.

However, after three claims were written and submitted, the political climate changed. The Client started to pay some additional monies and was talking of making acceleration deals.

Head Office and Site became more interested in short term payments and stopped the production and submission of full documents. Hence my presence was no longer required.

**6. Trafalgar House Construction (Major Projects) Limited
Cementation Projects Limited /
Trafalgar House Construction Europe Limited
Civil Engineering Division
as agents for Trafalgar House Construction Special Projects Ltd.**

Maple Cross House, Denham Way, Maple Cross, RICKMANSWORTH, Hertfordshire. WD3 2SW Tel. No. (01923) 776666

From/To: 1st February 1991 to 30th April 1995.

Position: **Senior Quantity Surveyor**

Starting salary: £26,800 inclusive of 2,300 mobility allowance.

Plus, company car with fuel, profit sharing, 3% contributory pension and life assurance scheme, free personal accident insurance, free prolonged disability scheme, discounted BUPA health care scheme, discounted Financial Services, discounted own use RAC membership, Group trading arrangements for personal purchases, reduced travel costs & discounts on Group built house purchases.

Final salary: Suffered a divisional moratorium from 1991 until October 1993. My salary has now increased to £28,075 incl. 2,300 mobility allowance.

My first posting with Cementation Projects was to Stonebridge Park. The project was for the construction of six underline railway bridges as an advance contract for a North Circular Road Improvement Scheme.

The project was in two separate contracts, Phases 1 & 2, of £9m and £16m approximate values. The works had started in January 1989 and January 1990 respectively, each with a contract duration of 117 weeks. Both contracts were proceeding well when I joined the site team.

Originally I was engaged to be responsible for Phase 2 only. This was soon changed and I was given overall charge of both contracts.

British Rail, the Client, had employed Cementation Projects as Construction Manager so my role as the senior commercial representative on site for the company was considerably different from those I had previously adopted. We were representing the Client rather than working directly for him. The site was operated as a partnership between BR and ourselves, totally open book, including a shared filing system. The relationship was good to begin with and progressively improved throughout the works and final account negotiations. The Project was completed to time and within BR's overall budget. The two contracts also exceeded their profit expectations.

Fortunately, I was attributed with much of the commercial success of the Project by both BR and CPL.

Upon the conclusion of the site works I was moved to Head Office to conclude the Final Accounts of the Work Package contractors and the two Main Contracts. I was also dealing with the design contracts for both Stonebridge and new works in Boston (USA).

Whilst in Head Office, I was also involved in,

- Tender appraisals
- Tender preparation
- reviewing Contract documents
- drafting of main and sub contracts
- various incidental contracts
- QSD Computer Standing Committee
- development and testing of an integrated cost and value application
- development of procedures and databases
- assisting with the 'Business Plan Development'

I reported to various people whilst with CPL according to the particular activity upon which I was involved. At Stonebridge I reported to the Unit Commercial Manager and the Associate Director. When working on Tender preparation in Head office I reported to either the Deputy Chief Estimator or the Procurement Manager depending on the nature of my involvement. I also directly reported to the unit General Manager and 'Sector level' Commercial Director for some of the other activities in which I was concerned. I took the lead role at Stonebridge, and in the development of databases and the formation, and running of the QSD Computer Standing Committee. The committee was operated under the auspices of the Sector Commercial Director, subsequently, the Sector Managing Director.

Immediately prior to leaving I was involved in bargaining for a 'negotiated' contract with Railtrack for another jacked structure. This included preparing a budget and advising on forms of contract and amendments to the standard conditions.

Whilst at Stonebridge Park, I was a designated 'expert user' for spreadsheets and databases and 'local expert user' for the word processor and office manager. I was also trained as the 'expert user' for Trafalgar House's new integrated cost and valuation system. I was involved in its development and implementation into part of the business.

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5. Fairclough Civil Engineering Limited

Southern Region, Ten Acre Lane, Egham, Surrey. TW20 8RJ

Tel. No. 0784 434433

From/To: 1st December 1990 to 31st January 1991

Position: **Senior Contract Quantity Surveyor**

Starting salary: £23,000 plus discretionary bonus (minimum £500 in first year).

Plus, company car with limited petrol, profit sharing, 5% contributory pension and life assurance scheme, non-contributory personal accident insurance, BUPA health care scheme, permanent health insurance.

Final salary: As above.

I joined Fairclough with the intention of taking the helm at their Slade Green Maintenance Depot under construction for the Network Southeast division of British Railways. The work was in two phases of £17m and £4m approximate contract value. I was meant to be working alongside the incumbent Project QS for a short period and progressively relieving him of his involvement at Slade

Green thereby enabling him to take on an enhanced role (including claims and 'marketing') at head office, more appropriate to his age and experience.

However, it soon became apparent that this was not how he saw the future, and I was restricted to small works on the second phase of the contract. The problem was discussed but

not addressed until after I had made a commitment to my next employer. I am pleased to recall that all the recommendations that I made at the exit interview were subsequently implemented and that I was both asked to stay and invited to resume employment at any time in the future by the QS Director.

4. Norwest Holst Construction Limited

Sandymount, Station Road, Woburn Sands, Milton Keynes.
Buckinghamshire. MK17 8RR

Tel. No. 0908 587722

From/To: 28th April 1986 to 31st November 1990

Position: **Project Quantity Surveyor / Senior Quantity Surveyor**

Starting salary: £13,500.

Plus, company car with petrol, contributory pension and life assurance scheme.

Final salary: £22,000.

Plus, company car with petrol, contributory pension and life assurance scheme, BUPA health care scheme, Company share issue, and discounts available on personal purchases, holidays in Channel Islands & Spain/Portugal and Time-share homes in Europe.

I moved home from Ipswich to Epsom upon joining Norwest Holst as Project Quantity Surveyor for the River Mole Flood Alleviation Scheme, Contract 11. The project was approximately 3 months old at the time and was already in difficulties. The Contract Period was 96 weeks but was programmed for completion in 48 weeks. The project was actually completed in approximately 140 weeks, however this was still within the revised Contract Period due to the award, prior to completion, of a substantial Extension of Time. The final account was favourably settled directly with the Employer shortly after completion.

I was responsible for overseeing and co-ordinating all aspects of the surveying and Site Accounting Departments. I reported directly to the Site Agent, Area Quantity Surveyor and Quantity Surveying Director.

I also continued my earlier involvement with on-site Computer Development and helped ease the Company out of the dark ages (Old 8" twin floppy disk, 64K computers) and into the present, well more recent past!

In July 1988 I was promoted to Senior Quantity Surveyor.

In October 1988 Norwest Holst was awarded a small Contract on the 'Terminals' area of the Channel Tunnel. It was hoped to be the first of many packages for T.M.L. and Norwest Holst intended to set up a small Area Office. It was indicated that I would oversee the Quantity Surveying function of all T.M.L. packages awarded to Norwest Holst. In the meantime I was to be the sole Quantity Surveyor on the Cherry Garden Service Duct until an assistant could be made available.

Unfortunately, no further projects were won prior to me being relocated. This was primarily due to potential contracts about to be let:-

- a) not receiving planning permission
- and b) an area being prepared for a structure by T.M.L, suffering a landslide

which resulted in the delayed letting of both packages. The situation was further complicated by Norwest Holst's 'French Connection' that was being negotiated at the time.

Norwest Holst subsequently won further work for T.M.L. and set up an Area Office in Chatham.

Whilst involved in this project I reported directly to the Contracts Manager and the Quantity Surveying Director.

In April 1989 I was transferred to the newly awarded project, 'The Brooks Development', in Winchester. We were the Trade Contractor for the 'Sub-Structure' and 'Super-Structure' packages as let by the Construction Managers, Schal International Ltd. As Senior QS I was linked to our Contracts Manager for the project and was responsible for contractual advice, QS procedures and financial controls. However, I was site based which added site accounting and administration to my responsibilities and the roll of Project QS, reporting to the Site Agent.

The project was generally understaffed which eventually led to the employment of both external and internal assistance.

I also reported directly to the Contracts Manager, Contracts Director, Managing QS, QS Director and Managing Director.

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3. Cementation Construction Limited

Mitcham House, 681 Mitcham House, CROYDON. Surrey CR9 3AP

Tel. No. 081 689 2266

From/To: 10th November 1980 to 25th April 1986

Position: **Assistant Quantity Surveyor**
Quantity Surveyor
Senior Quantity Surveyor
Acting Project Quantity Surveyor
Senior Claims Quantity Surveyor

Starting salary: £5,600 & 1,248 site allowance.
Plus, non-contributory life assurance scheme and contributory pension.

Final salary: £10,044 & 1,745 site allowance.
Plus, company car with petrol, profit sharing, non-contributory pension and life assurance scheme, BUPA health care scheme, Group trading arrangements for personal purchases, reduced travel costs & discounts on Group built house purchases.

I joined Cementation Construction in November 1980 and worked at their completed M25, Sevenoaks Interchange Contract, remeasuring the earthworks for the final account, dealing only with the Client.

On completion of this exercise, I moved into Head Office for a short while, assisting in the placing of Sub-Contracts for the newly acquired A45 S.W. Ipswich By-Pass. Upon commencement of the project I was relocated from my home in Maidstone to Ipswich, as the Earthworks Quantity Surveyor responsible for all aspects of said and associated works. The final account was completed shortly after the completion of the project.

I then took charge of the QS function for the Earthworks and Structures sections of the A12 Copdock Washbrook By-Pass, Ipswich. The A12 was a follow-on project to the A45. I also prepared the monthly Valuations for submission to the Client and generally

assisted with the running of the Quantity Surveying Department.

During my time at Copdock I was invited by the Chief Quantity Surveyor to give a seminar on Earthworks control and measurement to an internal Company gathering.

In February 1984 the site obtained a Micro Computer. I was involved in the Company's development of a new Valuation and Commercial Value Programme for both the Micro and Main Frame Computers. I also developed a number of on-site reporting and clerical aids using a Spreadsheet Programme.

In April 1984 I was promoted to Senior Quantity Surveyor on the A12 Copdock Washbrook By-Pass Contract and took on all the responsibilities of Project Quantity Surveyor. The Client's and the 30 Sub-Contractors final accounts were substantially completed by the end of the maintenance period.

In March 1985 I took on a partial involvement in claims on the A12 Chelmsford By-Pass whilst completing the A12 Copdock Washbrook account.

In June 1985 I became based at Chelmsford for a short period, until a new contract was awarded.

In October 1985 I was appointed Senior Claims QS on the newly won A406 South Woodford to Barking Relief Road Contract No 3. As such I set up the company systems and installed the various data and record collecting procedures. I was also involved in the selection of Network and Project Management System for Microcomputers. The Artemis Package for the IBM-XT was chosen and I led its development as a Site programming and claims tool at Barking until I left Cementation.

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2. Travelling the World

From 1977 to 1980



I travelled overland throughout Europe, Asia, Africa and North America.

1. Percy Bilton Limited

Uxbridge Road, Ealing, London. W5 2TL

Tel. No. 081 567 7777

From/To: 9th July 1973 to 30th May 1975 &
12th January 1976 to 14th October 1977

Position: **Site Engineer/Quantity Surveyor**

Starting salary: £1,300

Final salary: £4,300 & annual bonus Plus;- company car with petrol

I started with Biltons as a Trainee Engineer, as part of my sandwich course. However, I chose not to return to college and remained in employment with Biltons. I was subsequently involved in; setting out, section engineering, asst. site management and on the Quantity Surveying side; site cost analysis, site measurement, valuations, payments, claims evaluation, contracts and final accounts for both Client and Sub-Contractors. I also

spent a short time in their Head Office Estimating Dept. assisting with Sub-Contract procurement.

In the midst of my period with Biltons I left them for six month sojourn in Asia, and upon my return rejoined my previous project.

I consider that the training I received with Biltons gave me a sound foundation upon which to build the rest of my career. Working

in the three disciplines of engineering, surveying and estimating has given me a better understanding of the many problems encountered. I feel that I was given a thorough grounding in most aspects of Civil Engineering with respect to roads, bridges and associated works, and a basic appreciation of the industry.

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ADDITIONAL INFORMATION

HOBBIES

I enjoy walking, swimming and cycling as my active pastimes.

My more sedentary hobbies include:

Computers
Photography
Videography incl. Computer Graphics & Editing
Stamp collecting
Model Railways
DIY

I am a non-active member of the following societies, clubs, etc.

The Art Fund
Caravan Club
Consumers Association
English Heritage
National Trust
Royal Horticultural Society
Royal Society for the Protection of Birds
World Wide Fund for nature

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IN SERVICE TRAINING

With Cementation Construction Ltd

Cementation Construction	18/19 Nov.83	Communication
Cementation Construction	1 day	ICE 5th Conditions
Cementation Construction	25 Jan 84	Micro Appreciation
Metier Management Systems	15/16 Oct 85	Intro to Artemis-PC

With Norwest Holst Construction Ltd.

Building Advisory Service	1 day	Communication
Norwest Holst	2 days	GC/Works/1 Conditions
Building Advisory Service	2 days	Dealing with People

With Cementation Projects Ltd.

Sphinx Level V	20/21 Aug 92	Uniplex Database
TH-MIS	15 Oct 92	Monthly report database
Partners in Management Training	10 Nov 92	Time Management
THC(MP)	19-Jan 93 to 30 Mar 93	Total Quality Management -- Video training Tue/Wed 30/60mins
James R Knowles	25-27 May 93	Claims Pursuance & Avoidance
THC(MP)	23 Nov 93	Computer Generated Estimating
THC(Regions)	20 May 94	New Engineering Contract
THC {divisional IT dept}	16 Sept 94	Valuation system expert user
JIB	21 Oct 94	Insurance seminar
THC {divisional IT dept}	1 Nov 94	IT systems presentation
Thames Water	18 Nov 94	TW Target Cost Formulae & Contract management philosophy
THC {divisional IT dept}	30 Nov 94	Valuation system presentation
THC {divisional IT dept}	23-24 Jan 95	Valuation system Training
THC {divisional IT dept}	30-31 Jan 95	Valuation system Training
THC {divisional IT dept}	16 Feb 95	Valuation system Training

With E.C. Harris

Various in house CPD

With Southern Track Renewals Co Ltd.

9-10 May 96	PTS Training
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With Railtrack plc..

29-31 Jan 97	PMCS training (software)
24-25 Feb 97	Primavera P3, course 601(software).
11-12 Mar 97	SWIFT - Risk Management
	PMCS training (software)
	Muti-Est training (software)
	RMS training (software)
6 Jan, 5 Feb 98	RSRS training
2 Mar 98	PMCS training (software)
30 Mar 98	PTS refresher
8 May 98	NEC Conditions of Contract
22 Jan 99	RT Model Tender Documents (MITTE)
28 Jan 99	Contingency management
14-16 July 99	Value Management Course
	Muti-Est training (software)
	Advanced Value Management Course

With GrantRail

28 Feb, 20, 27 Mar, 10, 28 Apr, & 12 May 00	
15 May 2002	COINS basic training (Financial software)
20 th June 2002	Valuations/ Forecasting package overview
23 May 2002	C21 Estimating System (Estimating software)
21 st to 25 th June 2002	Valuations Module Training

Le Grand Tour of Ivan Hurst

Routes 1977 - 1980



Key

- Outbound route
- Return route
- Combined route
- Air crossing
- Sea crossing
- Excursion

Countries and states / provinces visited

<u>Le Grand Tour:</u>	<u>1977 - 1980</u>	All overland except ⊗, sea crossing or	→, flight
<p>Asian tour</p> <p><u>Outbound</u> Great Britain «East Dereham, Norfolk» ⊗</p> <p>Belgium West Germany Austria Yugoslavia Greece Turkey Iran Afghanistan Pakistan India Nepal</p> <p><u>Excursion:</u> from Nepal «Kathmandu» → via India / Sikkim «Siliguri» to «Darjeeling» and back «Siliguri» → Nepal - «Kathmandu»</p>	<p><u>Return</u> Nepal «Kathmandu»</p> <p>via the same countries but a different route where possible</p> <p>Great Britain «Romsey»</p> <p><u>and then between Asian & African tours</u></p> <p>Great Britain «Romsey» ⊗ West Germany Netherlands → USA; <i>Massachusetts</i> <i>New York</i> Canada; <i>Ontario</i> USA <i>Pennsylvania</i> <i>Ohio</i> <i>Pennsylvania</i> <i>New Jersey</i> <i>New York</i> → Great Britain «London»</p>	<p>African tour</p> <p><u>Outbound</u> Great Britain «London» ⊗</p> <p>Belgium West Germany Switzerland Italy ⊗ Tunisia Algeria Niger Nigeria Cameroon Central African Empire Zaire (< 1 day) Sudan Kenya Tanzania Zambia → Botswana South Africa</p> <p><u>Excursion:</u> from South Africa - «Johannesburg» via «Pretoria» and «Pietersburg» for Rhodesia tour including «Salisbury» «Bulawayo» «Wankie» and «Victoria Falls» and back South Africa- «Johannesburg»</p>	<p><u>Return</u> South Africa «Johannesburg»</p> <p>Lesotho South Africa Swaziland → Zambia Tanzania Kenya Uganda (< 1 day) Sudan Central African Republic Cameroon Nigeria Niger Algeria Morocco ⊗ Spain France ⊗ Great Britain «London»</p> <p><i>New York</i> denotes a state or province «-----» denotes a city or town</p>
<p>Holidays include</p> <p>Ireland Caribbean (1985) Iceland (1987) USSR (1988) USA; (1989) Canada; (1991)</p>	<p>Antigua (< 1 day)</p> <p>«Leningrad»</p> <p>California Vancouver Island</p>	<p>St Lucia</p> <p>«Moscow»</p> <p>British Columbia</p>	<p>St Vincent and the Grenadines</p> <p>Alberta</p>

C.V. of Ivan Hurst.

The End