
Safety Advisor Oy motivation - to whomever it may concern

Safety Advisor Oy was founded in May 2008 based on the experience of Matti Katajala (MK) and the appearing desire for beginning something new before it may be too late. The start of the company has been busy for renewing the existing contact networks and creating new connections. First, strategic consultancy contract with Mipro Oy, has been signed.

Mipro – Railway penetration

Safety Advisor was created after nearly 14 years of career in Mipro Oy (1994-2008, www.mipro.fi). The assignment started as a one man department for taking care of the Safety Related Systems business. Mipro had an agency contract with a German company HIMA (www.hima.com) for promoting Safety Related Programming Logic Controllers for the Finnish market.

Among other projects there was an almost forgotten Level Crossing Controller development project for the Finnish Railways. After 12 months of development and testing period the first level crossing controller was commissioned 1995. The familiarization of the railway interlocking and control systems deepened during several subsequent product development projects for railway environment.

The first railway interlocking application was launched in 1998 in the Haapamäki-Seinäjoki line. MK was responsible for designing and programming of the interlocking functions. The first Safety Case of the MiSO TCS was presented 2001 for the Finnish Railway Administration (www.rhk.fi/in_english). In the same year MK prepared an offer for the call for tenders for interlocking systems (covering over 2000 rail kilometers of mostly regional network). Mipro won the Frame Agreement contract which was signed in spring 2002. The contract has already led to development and building of more than 100 interlocking systems in the Finnish national railway network.

In 2002, as a development spin-off, Mipro signed a contract for delivering total CTC (Central Train Control) system for the Northern Finland region. The system covers today 1200 km of the Northern network.

The next years were a constant flow of projects in central and northern Finland. The staff of safety related systems grew constantly with the growing project flow.

The winter 2005/2006 contained an effort for bidding the Southern Finland CTC (10 M€ project, unfortunately lost). Rest of the 2006 was occupied by the commissioning of Iisalmi-Kontiomäki-Vartius line. This was the first multiple vendor delivery project for railways in Finland. MK served as the leader for the multi vendor commission engineering team.

Later the same year MK participate the architectural design and tender preparation for Ilmala Marshalling Yard. The contract was signed in early 2007. For the Ilmala project MK acted as the Lead Design Engineer. The main tasks were the requirements management and final product validation. The first commissioning of the new architecture and product family took place in March 2008. When it was finished an era ended and it was time to go.

During the Mipro assignment MK was also responsible of creating the separate Quality and Safety Management processes inside Mipro. At the time of MK resignation Mipro Oy is a well respected railway control system supplier offering good railway related work opportunities for nearly 40 proven engineering professionals.

Tekes – Development consulting

Before Mipro MK was the head of Tekes (www.tekes.fi/eng/) unit in Mikkeli (1989-1994, The Finnish Funding Agency for Technology and Innovation). Part of the 5,5 years consisted of consultative evaluation and preparation of product and business development projects with SME companies. The management and reporting of the funded projects had a substantial role among the other activities like organising informative seminars related to the possibilities of new technology. The team of 3 consultants and an assistant had all both local and national customer responsibilities.

Helsinki – Learning the basics

To Mikkeli, MK came back after 14 years living in Helsinki area (1975-1989). The professional working career started with the Finnish Broadcasting Company as an electronics mechanic and later during the college period, as a link central duty officer. Studies in the Technical College of Helsinki concentrated to communication technologies (Bachelor of Science in Communication Engineering). After college MK joined the first IT growth boom with Nokia Data. The assignment with Nokia started 1982 in Research Centre. During the Nokia period MK acted as a member of sw-development team, development engineer, head of customer support team, unix research engineer and finally unix product manager.

Other topics

During the professional career MK has been a speaker in numerous seminars. Most topics have been related to safety.

The military service took place in the anti-aircraft forces (1974-1975). MK was trained as a group leader for communication systems. The reserve rank is staff sergeant.

Matti Katajala was born 1955 in Mikkeli. The shared good life with the current wife Tarja has continued since 1971. The proud of and most remarkable results are two sons: Topi (1981) and Ville (1985). In addition to the greatest hobby, work, MK spares time for country life, traditional sailing and playing roots-music.

Detailed "list-like" CV is available on request.

Please do not hesitate to contact.

In a train between Helsinki and Mikkeli, 30th of June 2008,

Matti Katajala