

think&do

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PINI GROUP

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Autoroute du Léman

The art of maintenance
in civil engineering

L'art de l'entretien
en génie civil

Enrico Moroni
Project Manager (Pini Swiss)
Engineering structures
Vennes Chexbres



 **PINI**
BUILDING OUR FUTURE

Der Team- und Fairplayer

Der Ex-Torwart vom HC Lugano und HC Ambrì-Piotta weiss was Team- und Fairplay bedeutet und lebt dies als Ingenieur und Abteilungsleiter vor. Wir wollten von ihm genauer wissen, was der Ingenieur vom Sportler lernen kann.

Simon Züger, was hat ein Ingenieur mit einem Profi-Hockeyspieler gemein?

Beide müssen gute Teamplayer sein. Hockey ist ein Mannschaftssport bei welchem sich das Team in kürzester Zeit auf dynamische Spielentwicklungen einstellen muss. Man kann diese Situation durchaus mit den heutigen Herausforderungen vergleichen, die sich in komplexen Projekten einem Ingenieur stellen. Es geht viel darum, Synergien zu realisieren und sich als Team auf ständig ändernde Bedingungen einzustellen, ohne dabei die Motivation zu verlieren.

Wovon profitiert der Ingenieur und Abteilungsleiter vom Sportler und Torwart konkret?

Im Sport bin ich mit den Dynamiken aufgewachsen, die eine Mannschaft prägen können. Und ich habe früh gelernt unter Beobachtung zu stehen, mit Erwartungen und Stress umzugehen. Als Torwart ist man sowohl Teammitglied als auch Einzelsportler zugleich. Diese besondere Position ist mit der eines Managers oder Abteilungsleiters vergleichbar und diese Erfahrung hilft mir immer wieder zu verstehen, was in den Projektteams und unter meinen Mitarbeitenden abläuft und ich kann entsprechend darauf reagieren.

Was sind die matchentscheidenden Elemente, die ein Team stark machen?

Oft steht vor allem die fachliche Kompetenz eines Mitarbeiters im Fokus. Gerade aber Faktoren wie Sozialkompetenz, Respekt und Beharrlichkeit gehören auch zu den Erfolgsvoraussetzungen. Ich verstehe mich als Coach, der versucht, die verschiedenen Charaktere richtig zu platzieren, den individuellen Stärken genügend Raum zu lassen und alle dahingehend zu koordinieren, im Sinne des Projektes gemeinsamen zu handeln. Es braucht von allen viel Hingabe für den Beruf, die gemeinsamen Zielsetzungen und Identifikation mit dem Unternehmen. Die Herausforderungen sind vielfältig. Ich freue mich darüber, dass bei der Pini Group mein vielseitiger und breiter Erfahrungsschatz geschätzt wird. Wenn alle am gleichen Strick ziehen und maximalen Einsatz zeigen, können wir letztendlich Erfolge feiern.

Un team player e un sostenitore del fair play

L'ex portiere dell'HC Lugano e dell'HC Ambrì-Piotta conosce bene lo spirito di squadra e il fair play e li applica nella sua attività di ingegnere e di caposezione. Gli abbiamo chiesto che cosa può imparare l'ingegnere dall'esperienza nello sport.

Simon Züger, che cosa accomuna un ingegnere e un giocatore di hockey professionista?

Ambedue devono essere buoni team player. L'hockey è un gioco di squadra in cui il gruppo deve adeguarsi molto rapidamente allo sviluppo dinamico della situazione. È possibile paragonarlo alle sfide odierne che un ingegnere deve affrontare nell'ambito di progetti complessi. Spesso occorre creare sinergie e come team adeguarsi alle condizioni in costante evoluzione, senza mai perdere la motivazione.

Concretamente, quali vantaggi porta lo sportivo e portiere all'ingegnere e caposezione?

Nello sport sono cresciuto nel contesto delle dinamiche che possono caratterizzare una squadra. Ho imparato presto a essere osservato e confrontato con aspettative e stress. Il portiere funge sia da membro della squadra, sia da sportivo individuale. Tale posizione particolare può essere paragonata a quella di un manager o di un caposezione e questa esperienza mi aiuta costantemente a capire cosa succede nel gruppo di progetto e tra i miei collaboratori, permettendomi di reagire in modo appropriato.

Quali sono gli elementi decisivi di una partita che rendono forte una squadra?

Spesso al centro si trova soprattutto la competenza tecnica di un collaboratore. Tuttavia, tra le condizioni per arrivare al successo rientrano proprio anche fattori come le competenze sociali, il rispetto e la perseveranza. Credo di essere un coach che cerca di posizionare correttamente le persone con caratteri diversi, di concedere sufficiente spazio alle qualità individuali e di coordinare tutti i collaboratori in modo che agiscano insieme a favore del successo del progetto. Sono necessari la dedizione di tutti nei confronti del lavoro, gli obiettivi comuni e l'identificazione nell'impresa. Le sfide sono variegata. Sono contento che in seno a Pini Group il mio bagaglio di esperienze polivalente sia apprezzato. Se tutti remano nella stessa direzione e si impegnano al massimo, alla fine possiamo festeggiare successi.

Züger & Züger



Simon Züger ist Bauingenieur und Abteilungsleiter Untertagebau. Der gelernte Vermessungszeichner hat sich neben seiner sportlichen Karriere kontinuierlich bis zum Ingenieur weitergebildet. Heute ist er ausgewiesener Spezialist für Strassen- und Eisenbahntunnel, in der Projektierung, dem Projekt-management wie in der Bauleitung. Zu seinen jüngsten Referenzen gehören der Umfahrgstunnel Silvaplana und der Tunnel Val Alpetta für das Tiefbauamt Graubünden, für die Zentralbahn AG, die Sanierung der Brienzsee-Tunnel, bei welchen er die Gesamtprojektleitung innehat. Während der Jahre 2001-2010 spielte er in der Nationalliga A als Profi-Eishockeyspieler. Simon Züger ist verheiratet und Vater eines Sohnes. Der 7-jährige Kian spielt Hockey bei den Junioren von HC Ambrì-Piotta.

Simon Züger è ingegnere civile e caposezione lavori sotterranei. Parallelemente alla carriera sportiva, il disegnatore catastale diplomato ha frequentato continuamente degli aggiornamenti professionali fino a diventare ingegnere. Oggi è uno specialista comprovato di gallerie stradali e ferroviarie per quanto riguarda la progettazione, la gestione di progetti e la direzione lavori. Tra le sue referenze più recenti rientrano la direzione generale dei progetti per la galleria della circonvallazione di Silvaplana e per la galleria Val Alpetta per l'Ufficio tecnico dei Grigioni, nonché il risanamento della galleria Brienzsee per la Zentralbahn AG. Dal 2001 al 2010 ha giocato in Lega Nazionale A come professionista. Simon Züger è sposato e papà di un bambino. Kian ha 7 anni e gioca nell'HCAP Giovani.



HC Lugano – Pini Swiss unterstützt Nachwuchssportler. Erfolge kommen nicht von ungefähr. Das gilt im Sport wie im Beruf. Pini Swiss unterstützt im 3. Jahr die Nachwuchssektion „Sezione giovanile“ des Hockeyclubs Lugano. Sport fordert und fördert, im Spiel und im Training: mentale Stärke, klare Ziele, sowie den richtigen Umgang mit Stress und Leistungsdruck. Dazu gehören Ausdauer, Leidenschaft und Teamgeist. Das sind auch Eigenschaften die in unserem Unternehmen gepflegt und gefördert werden. Auch deshalb engagieren wir uns für künftige Generationen, im Sport und in unserer Firma.

HC Lugano – Pini Swiss sostiene le nuove leve. Nello sport e nella professione, il successo non è frutto del caso. Per il terzo anno consecutivo Pini Swiss sostiene la Sezione giovanile dell'Hockey Club Lugano. Durante le partite e gli allenamenti, lo sport stimola e aiuta contemporaneamente lo sviluppo mentale, la definizione di obiettivi chiari, nonché l'approccio corretto allo stress e all'ansia da prestazione. Inoltre, lo sport promuove la resistenza, la passione e lo spirito di squadra. Tutte queste qualità vengono curate e promosse nella nostra azienda. Anche per questo motivo ci adoperiamo per le generazioni future, nello sport e nella nostra azienda.

Oben: Training der 'Sezione giovanile' des Hockey Clubs Lugano. Oben und links: Simon Züger im Einsatz als Torhüter beim HC Lugano und als Abteilungsleiter bei Pini Swiss.

In alto: Giovannissimi giocatori si allenano per la sezione giovanile del Hockey Club Lugano. Sopra e sinistra: Simon Züger in azione come portiere nella squadra del HC Lugano e come capo sezione da Pini Swiss.

L'art de l'entretien en génie civil

L'autoroute du Léman, qui commence au niveau de la banlieue lausannoise, longe le pittoresque vignoble de Lavaux vers le Valais, est considérée comme l'une des plus belles routes de Suisse de par le panorama qu'elle offre sur le lac Léman et les Alpes.

Son tracé s'étend le long d'un paysage vallonné surplombant le lac et est, vu la topographie, jalonné de nombreux ouvrages d'art. Tunnels, ponts, passages inférieurs, passages supérieurs s'y enchaînent. Les exigences posées au réseau routier et à l'infrastructure ont considérablement évolué depuis la mise en service, dans les années 70, de ce tronçon. À l'époque, personne n'avait compté sur un trafic aussi dense qu'il l'est aujourd'hui.

Stefano Guandalini et son équipe, autour de **Roberto D'Adago** (spécialiste Tracés) et **Enrico Moroni** (spécialiste Ouvrages d'art) sont non seulement des experts de la réalisation des autoroutes et d'ouvrages d'art, mais

ils peuvent aussi se targuer d'une longue expérience dans l'analyse de la situation et la remise en état. Sur l'autoroute N09, ils travaillent à l'assainissement de 5 km de tracé et de 26 ouvrages d'art, dont 2 viaducs de 400 m de long chacun ainsi qu'un troisième de 150 m de long. Pour souligner l'une des nombreuses particularités de leur travail, on cite le démontage et la reconstruction du passage inférieur de la route cantonale 758, à la sortie Chexbres: le démontage s'avère nécessaire en raison de l'état de délabrement constaté. Les phases de construction sont aménagées de manière à garantir la fluidité du trafic sur l'autoroute comme sur la route cantonale en contrebas. À cette fin, un pont auxiliaire sous forme de construction en acier modulaire et démontable est réalisé.

L'ensemble des travaux de maintenance comprend toute une palette de prestations, à commencer par des analyses exhaustives de la situation, avec élaboration de concepts de mesures en découlant, en passant par des projets de mesure, des procédures de soumission, jusqu'à la planification des travaux et leur réalisation.

En collaboration avec notre filiale **KBM** de Sion et **AJS** de Neuchâtel, nous travaillons à la réalisation, y compris la direction des travaux, du tronçon TP3 et, en phase de soumission, du tronçon TP5.

OFROU L'Office fédéral des routes est l'autorité suisse compétente pour l'infrastructure routière et le trafic individuel. Il oeuvre en faveur d'une mobilité routière durable et sûre.

The art of maintenance in civil engineering

The Lake Geneva motorway runs from the Lausanne suburbs through the picturesque Lavaux vineyards towards Valais and is considered one of the most scenic roads in Switzerland because of the view over Lake Geneva and across to the Alps.

The route runs through a hilly landscape sloping down to the lake and, due to the topography of the region, is characterised by numerous engineering structures (tunnels, bridges and under- and overpasses). The demands placed on the road and infrastructure network have changed considerably since the 1970s, when this section was opened. Back then, nobody anticipated today's volume of traffic.

Stefano Guandalini and his team headed by **Roberto D'Adago** (route specialist) and **Enrico Moroni** (specialist in engineering structures) are experts in the construction of motorways and engineering structures and

also have extensive experience in analysing their condition and conducting repairs. On the N09 motorway, they are currently working on the repair of a stretch of more than 5 km and on 26 engineering structures, including three viaducts, two measuring 400 m in length, and one of 150 m. The demolition and reconstruction of the underpass of the cantonal road 758 at the Chexbres slip road is just one example of their work: demolition is necessary due to the poor condition of the structure. The construction phases are being planned in such a way as to ensure the flow of traffic on both the motorway and the cantonal road below. To this end, a temporary bridge in the form of a removable modular steel structure will be built.

Our maintenance capabilities cover the full spectrum of services, from comprehensive condition analyses, including the development of action plans, through intervention projects and submission procedures to execution planning and implementation.

Together with our subsidiary **KBM** in Sion and **AJS** in Neuchâtel, we are currently in the implementation phase, including site management, for section TP3 and in the submission phase for section TP5.

ASTRA The Federal Roads Office is Switzerland's federal authority responsible for road infrastructure and private road transport. It focuses on secure, sustainable and safe mobility on the country's roads.

Autoroute du Léman

La mobilité: une promesse de la modernité — En 1964, l'Exposition nationale de Lausanne faisait la part belle à "une Suisse en route vers la modernité". Dix ans plus tard, le tronçon d'autoroute Vennes – Chexbres entrait en fonction.

L'enthousiasme de l'époque en faveur du transport privé a aujourd'hui cédé la place à une vision plus objective, bien que nos grands projets infrastructurels symbolisent encore la promesse d'un progrès continu, garantissant notre mobilité à tous. Ils font partie de notre patrimoine culturel, leur entretien scrupuleux revêtant une importance significative. En effet, les conséquences possibles d'une négligence de l'infrastructure routière se sont fait réalité avec l'effondrement tragique du pont de Gênes.

Mobility: a promise of the modern age — With the opening of the Swiss National Exhibition in Lausanne in 1964, Switzerland celebrated its entry into the modern age. Ten years later, the Vennes-Chexbres motorway section was opened.

The enthusiasm of the day for private transport has since given way to a more sober view. Nevertheless, our large infrastructure projects still symbolise the promise of continuous progress and ensure our mobility to this day. They are part of our cultural heritage and require conscientious maintenance. The possible consequences of neglecting to maintain transport infrastructure were tragically demonstrated by the collapse of a bridge in Genoa.



Dr. Stefano Guandalini est un expert confirmé dans la gestion de projets concernant les infrastructures et les structures porteuses, pouvant se targuer d'une vaste expérience dans la planification et la réalisation pour les routes nationales. Tout au long de sa carrière, il a dirigé de nombreux projets dans toute la Suisse, contribuant à leur succès. Il est partenaire, membre de la direction et chef du Tessin et de la Suisse romande.

Dr. Stefano Guandalini is a proven expert in project management for infrastructure projects and supporting structures with extensive experience in the planning and implementation of national road projects in particular. In the course of his career, he has successfully managed and participated in projects throughout Switzerland. He is a partner, board member and head of Ticino and Suisse romande.



Jean-Marc Jeanneret est directeur d'AJS ingénieurs civils SA de Neuchâtel et président de la VSS – Recherche et normalisation en matière de route et de transport.

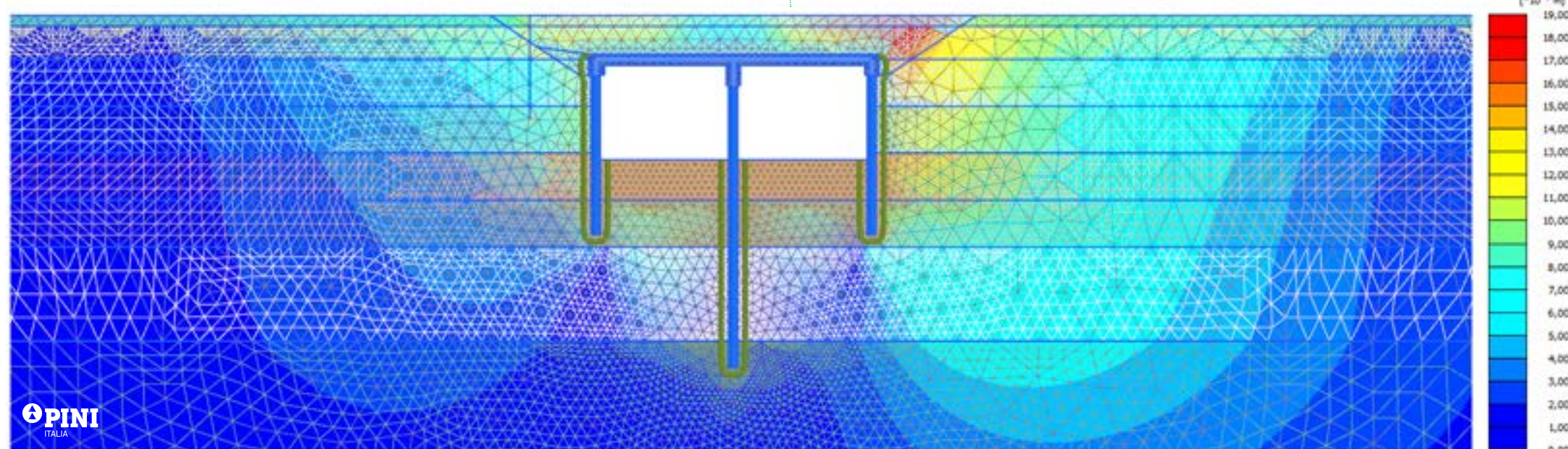
"Nous traitons le projet Vennes-Chexbres en priorité. Nous accordons une grande attention au fait que le trafic soit le moins entravé possible malgré les travaux complexes. On apprécie la professionnalité et la disponibilité des ingénieurs du Pini Group."

Jean-Marc Jeanneret is Director of AJS civil engineers SA Neuchâtel and President of the VSS – Research and standardization in the field of road and transportation.

"We treat the Vennes-Chexbres project as a priority and we pay particular attention to the fact that traffic is the least hindered possible despite of the complex work. We appreciate the availability and the professionalism of the engineers of Pini Group."

Sul fronte del progetto Alta Velocità Brescia-Verona

The Brescia-Verona high-speed rail link



Pini Italia sta elaborando per il general contractor Cevap2 il progetto esecutivo dell'ultima tratta della Linea Ferroviaria ad Alta Velocità Milano-Verona. Il segmento di linea ferroviaria è costituito da un sistema di gallerie naturali – 16.5 km circa di sviluppo in totale, denominate Calcinato II, Lonato e San Giorgio – che si trovano in terreni sciolti e sotto-attraversano un'area densamente urbanizzata. Lo scavo della Lonato sarà effettuato con una TBM scudata mentre le due gallerie Calcinato II e San Giorgio saranno scavate in tradizionale, per le gallerie artificiali di approccio alle gallerie naturali verranno utilizzati sia il metodo "cut and cover" sia il "top down", denominato anche "metodo Milano". La nostra grafica mostra un modello di calcolo del "metodo Milano" con tre pali. L'inizio del cantiere è previsto per la prossima estate.

Pini Italia is preparing the detailed design of the final section of the Milan-Verona high-speed rail link for general contractor Cevap2. This section of the railway line consists of a series of natural tunnels (around 16.5 km in total length), called Calcinato II, Lonato and San Giorgio, located in loose ground and running beneath a densely developed area. Excavation of the Lonato tunnel will be carried out using a shielded TBM while the other two tunnels (the Calcinato II and the San Giorgio) will be dug using the traditional method. The artificial tunnels leading to the natural tunnels will be built using both the cut-and-cover method and the top-down method, also referred to as the "Milan method". Our graphics illustrate a calculation model for the Milan method using three piles. Construction is scheduled to commence next summer.



Rampe de franchissement piscicole à géométrie complexe

Afin de permettre le franchissement piscicole d'un seuil d'une hauteur de 2.5 m, une rampe en blocs non bétonnés a été construite sur la Borgne à Sion (CH) au printemps 2018. La géométrie, particulièrement complexe pour un ouvrage de ce genre, intègre un chenal central sinusoïdal pour concentrer les débits à l'étiage. Afin de garantir une précision d'exécution adaptée, le positionnement des blocs s'est fait selon une grille de points 3D chargée dans un théodolithe motorisé.

Block-ramp fishway with a complex geometrical design

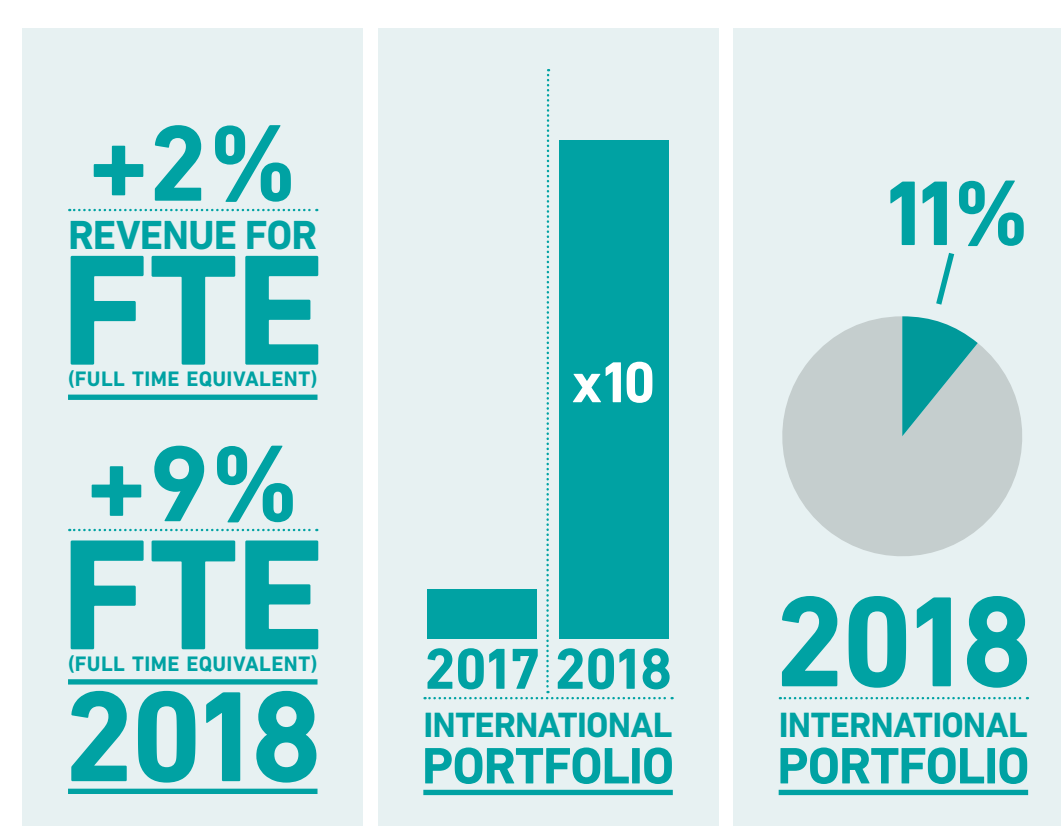
In order to allow fish to pass a 2.5-m-high weir, a ramp fishway made of non-concrete blocks was built on the River Borgne in Sion, Switzerland, in spring 2018. Its geometrical design, which is particularly complex for a structure of this type, incorporates a central sinusoidal channel to concentrate the flow at low water levels. In order to ensure the required level of accuracy, the blocks were positioned using a grid of 3D points loaded into a motorised theodolite

Unternehmensdaten 2018

Pini Group konnte sich netto im 2018 personell um 9% verstärken. Über die Hälfte dieses Zuwachs fällt auf die Filialen im Ausland.
Das internationale Portfolio verstärkte sich innerhalb eines Jahres um das 10-fache und bildet 2018 11% des Gesamtportfolios.
Dies steht im Einklang mit den Zielen der Unternehmensstrategie.

Company Data 2018

Pini Group increased net FTE by 9% in 2018. More than the half of this growth is associated to the branches abroad.
The global portfolio accelerated 10 times within one year and in 2018 the performance was 11% of the total portfolio.
This is in line with the objectives of the corporate strategy.



Aus der Praxis in den Hörsaal – Lehraufträge an der HTW Chur

Was kann einer angehenden Ingenieurin, einem angehenden Architekten Besseres passieren, als vom Knowhow erprobter Fachleuten aus erster Hand zu profitieren? Die Straub AG engagiert sich für die Architekten- und Ingenieurausbildung an der Hochschule für Technik und Wirtschaft (HTW) in Chur. Ab Herbst 2018 unterrichtet Constanze Kikels im 3. Semester der Ingenieurwissenschaften das Fach Kostenplanung, während Ruedi Waldburger in demselben Semester Architekten und Ingenieure in das Thema Bauökonomie einführt.

Sharing our expertise with students at the University of Applied Sciences HTW Chur

What better opportunity for an aspiring engineer or architect than to learn first-hand from the experience of industry professionals? Straub AG is committed to training architects and engineers at the University of Applied Sciences HTW Chur. Starting in autumn 2018, Constanze Kikels will be teaching Cost Planning to third-semester students in the Engineering Sciences faculty, while Ruedi Waldburger will be introducing architects and engineers in the same semester to the subject of Construction Economics.

Sustainable River Restoration in Fort Wayne, USA

3RPORT stands for "Three Rivers Protection and Overflow Reduction Tunnel" and is part of Fort Wayne's environmental policy to improve the water quality of its three rivers. A 7.5-km-long tunnel with an inner diameter of almost five meters running beneath the city will regulate the excess water from combined wastewater sewers during heavy rainfall and prevent untreated sewage from being discharged into the rivers. The tunnel will be dug using a hydroschild tunnel boring machine with a maximum working pressure of 6.5 bar.

On behalf of the Lane – Salini-Impreglio Group, Pini Swiss Zurich is responsible for detailed planning of the mechanical tunnelling operations and will provide technical support during construction.

Nachhaltige Sanierung der Flüsse in Fort Wayne, USA

3RPORT steht für "3 River Protection & Overflow Tunnel" und ist Teil des Umweltkonzepts der Stadt Fort Wayne zur Verbesserung der Wasserqualität seiner drei Flüsse. Ein unter Stadtgebiet verlaufender Tunnel von 7.5 km Länge und einem Innendurchmesser von knapp 5 Metern wird künftig bei starken Regenfällen den Wasserüberschuss aus Mischabwasserkanälen regulieren und verhindern, dass Abwasser unbehandelt in die Flüsse eingeleitet wird. Der Tunnel wird mit einer Hydroschild-Tunnelbohrmaschine vorgetrieben, welche mit einem maximalen Stützdruck von 6,5 bar arbeitet.

Pini Swiss Zürich übernimmt, im Auftrag der Lane – Salini-Impreglio Gruppe, die Ausführungsplanung des mechanischen Vortriebs und leistet technische Unterstützung während dem Bau.



Schneller nach Davos und ins Engadin

Das Tiefbauamt Graubünden beauftragte die Straub AG mit der Oberbauleitung der „Umfahrung Silvaplana“ sowie der laufenden Projekte „Umfahrung Küblis“ und „Instandsetzung Küblis innerorts“. Letztere sind Teil der Vervollendung des Nationalstrassennetzes. Die A28, besser bekannt als Prätigauerstrasse, verbindet den Autobahnanschluss Landquart mit dem Vereinatunnel. Das Mandat beinhaltet auch die allgemeine Bauherrenunterstützung im Bereich des Auftragsmanagements (EDV-Fachapplikationen). Ruedi Waldburger, der zukünftige Geschäftsführer der Straub AG, hat eine langjährige und anerkannte Erfahrung im Management von Grossbaustellen.

Shorter journey time to Davos and the Engadine

The underground engineering authority of the Grisons commissioned Straub AG to provide construction supervision for the Silvaplana bypass project as well as for the ongoing projects of the "Küblis bypass" and "repair work in the village of Küblis". The latter are part of completion of the national road network. The A28, better known as Prätigauerstrasse, links the Landquart motorway junction and the Vereina tunnel. The mandate also includes providing general client support in project management (IT specialist applications). Ruedi Waldburger, future managing director of Straub AG, has many years of proven experience in the management of large construction sites.

Grand Paris Express: le plus grand projet mobilité d'Europe

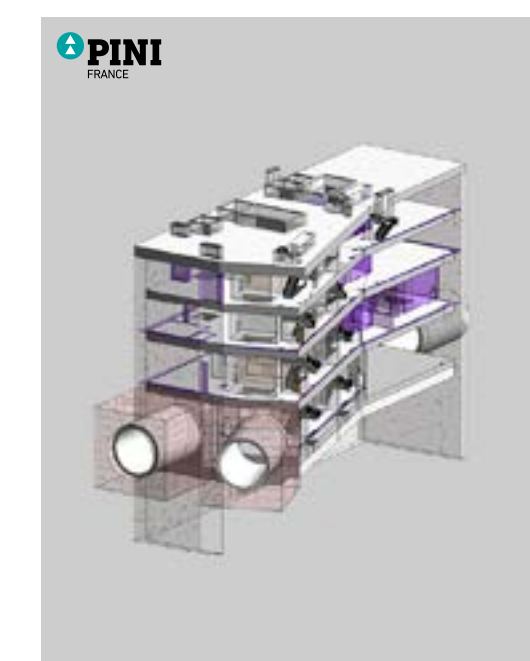
Avec le "Grand Paris Express", la métropole parisienne s'équipe pour le 21^{ème} siècle: 4 lignes de métro automatiques raccorderont, d'ici 2030, d'autres villes de l'Île-de-France au réseau de transport existant.

Pini France a reçu de Eiffage, un contrat pour le contrôle externe des études d'exécution concernant la Ligne 16 (lot 1 de ca.1,6 mia €). Ce contrat porte sur 19 km de tunnels et plusieurs ouvrages de génie civil. Les tunnels étudiés pouvant atteindre 10 mètres de diamètre; ils sont creusés à faible profondeur dans des zones fortement urbanisées, et passent sous la nappe phréatique. Le mandat comprend le dimensionnement du revêtement, la détermination du pilotage du tunnelier pour minimiser les déformations en surface et leur impact sur les bâtiments avoisinants, ainsi que le dimensionnement des structures des ouvrages de génie civil.

Grand Paris Express: Europe's largest mobility project

The Paris metropolitan region is gearing up for the 21st century with the Grand Paris Express: four new driverless underground metro lines will connect the city's existing network to parts of the Île-de-France region by 2030.

Pini France has been awarded a contract by Eiffage, for the independent checking of the Line 16 (lot 1). That means 19 km tunnels in total and civil engineering structures (stations and ventilation shafts) for about 1.6 bn €. The tunnel sections are of up to 10 metres in diameter; they run beneath densely developed areas, through water-bearing sediments, with shallow cover. The contract includes tunnel lining dimensioning, surface subsidence calculations and minimisation of the impact of excavation on the surrounding buildings, as well as the structural dimensioning of the stations and ventilation shafts.



Siamo un team

I progetti che gestiamo alla Pini sono complessi, durano più anni e coinvolgono decine di persone addette ai lavori rappresentanti Committente, Imprese esecutrici, colleghi, consulenti e via dicendo: tutte hanno priorità, cultura e caratteri differenti. Il progetto autostradale "Circonvallazione di Losanna" a cui si fa riferimento in questa edizione di t&d ne è un esempio tipico.

Difficoltà, malintesi, imprevisti, divergenze, ritardi, modifiche, aggiornamenti, assenze, cambiamenti di personale chiave, ecc. fanno parte della normalità dei grandi progetti e pesano molto sui collaboratori che lottano ogni giorno per la sua buona riuscita. Ci si trova sempre tra due "fuochi"; tra committente ed impresa di costruzione, tra contratto e

realtà sul cantiere, tra idea di progetto e fatti nella realizzazione.

Per sopportare questa tensione e questa conflittualità su di un lungo periodo, non sono sufficienti la miglior competenza tecnica, la buona organizzazione ed un grande impegno: bisogna avere un forte spirito di team. Ci vuole una squadra competitiva con forte identificazione nella propria Società; si deve vivere la solidarietà tra i colleghi ed avere sempre la convinzione di "vincere" con il progetto. Importante è anche la certezza di non trovarsi solo!

L'impressionante sviluppo della Pini nell'ultimo decennio ha proprio nella forza del suo Team – ambizioso, competente, curioso, tenace, sportivo – una risorsa su cui abbiamo spinto ed investito dall'inizio, facendone una priorità per tutta l'azione societaria.

Olimpio Pini
MSc Civil Eng. ETHZ,
Presidente
Consiglio d'amministrazione

We are a team

The projects that we manage at Pini are complex; they last several years and involve dozens of experts representing the client, contractors, colleagues, consultants etc., all with different priorities, cultures and personalities. The "Lausanne bypass" motorway project referred to in this edition of t&d is a typical example.

Difficulties, misunderstandings, unforeseen events, differences, delays, changes, updates, absences, changes in key personnel etc. are all part and parcel of large-scale projects and weigh heavily on those who strive daily for a successful outcome. We are constantly caught between two sides: between the client and the construction company; between the contract and the on-site reality; and

between project concepts and their implementation.

To withstand the resulting stress and conflict over a long period of time takes more than outstanding technical skills, good organisation and hard work: it requires a strong team spirit, a competitive team that strongly identifies with the Company, solidarity among colleagues and the firm belief in one's ability to succeed in every project. Knowing that one is never alone also plays an important role.

At Pini we pride ourselves on our strong team of professionals brimming with ambition, skills, curiosity, tenacity and sportsmanship, a valuable asset that we have focused on, invested in and prioritised from the outset and to which we largely owe the impressive growth of the Company over the past decade.

Olimpio Pini
MSc Civil Eng. ETHZ,
Chairman
Board of Directors



Board of Directors

Chairman
Olimpio Pini

**Vice Chairman
Head of Major Projects**
Daniele Stocker

Member of the Board
Raymond Cron

Member of the Board
Giovanni Merlini

Member of the Board
Giovanni Leonardi

**Member of the Board
Managing Director
Straub AG**
Markus Gassmann

Group Executive Board

Chief Executive Officer
Carsten Bopp

Head of Underground & Tunneling
Davide Merlini

Head of Ticino and Suisse romande
Stefano Guandalini

Head of Deutschschweiz
Philippe Lobstein

Chief Financial Officer
Chief Operating Officer
Marco Vaghi

Heads of Section

Reto Bargähr
Abteilungsleiter Hochbau und Tragwerke, Zürich

Thomas Camus
Directeur Pini France, Paris

Adrian Fontana
Leiter ÖBA Pini & Partner, Innsbruck

Jacques Fournier
Directeur KBM SA, Sion

Sara Galli
Caposezione Edilizia, Lugano

Matteo Genini
Caposezione Direzione Lavori grandi progetti, Lugano

Filippo Gianelli
Caposezione opere sotterranee 1, Lugano

Thierry Glassey
Chef de Section Cours d'eau & Dangers Naturels, Sion

Monica Högerle
Caposezione Amministrazione Pini Group, Lugano

Yael Katzenstein
Abteilungsleiterin Infrastruktur, Zürich

Régis Marclay
Chef de Section Grands projets et travaux souterrains, Sion

Andrea Polli
Direttore Pini Italia, Lomazzo-Milano

Marco Poloni
Abteilungsleiter Elektromechanik und Systemtechnik, Zürich

Roberto Schürch
Abteilungsleiter Untertagebau, Zürich

Giovanni Venini
Caposezione Project Management e Direzione Lavori Sud, Lugano

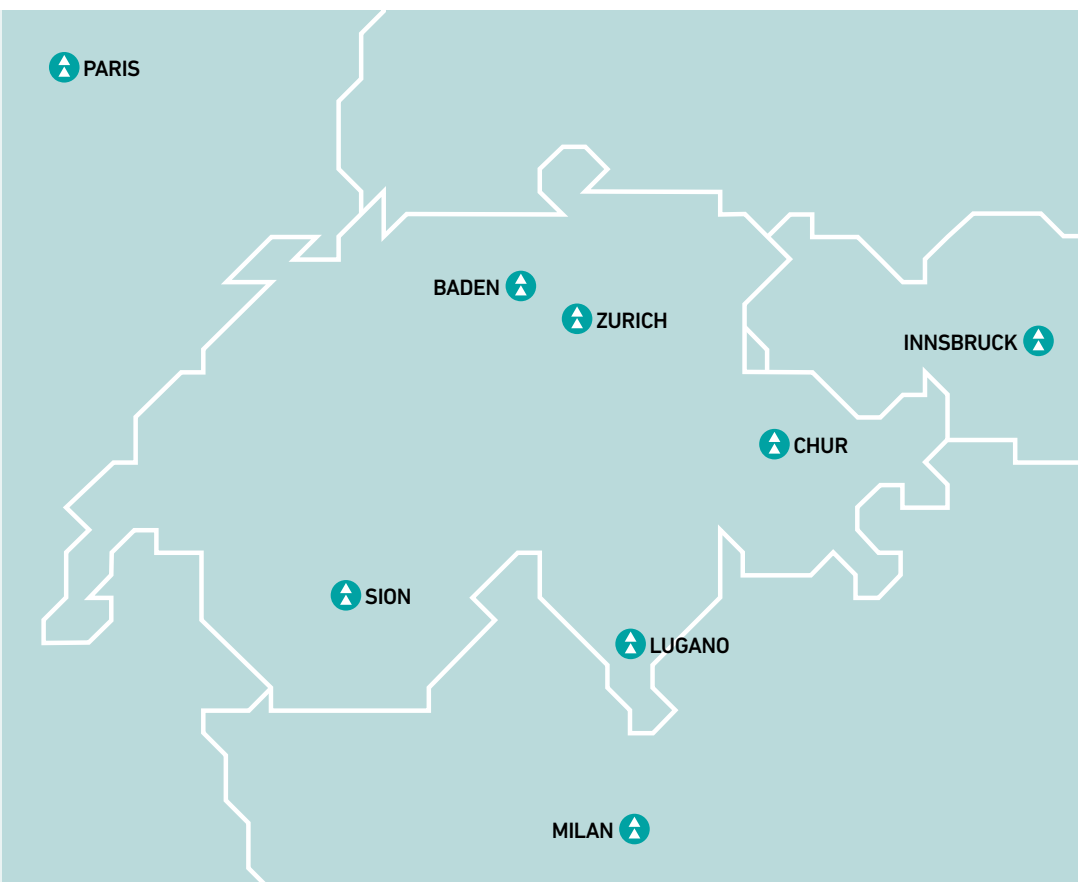
Francesco Veronesi
Caposezione Strutture, Lugano

Donatella Villano
Caposezione Infrastrutture, Lugano

Ruedi Waldburger
Geschäftsführer Straub AG, Chur

Daniel Wenk
Geschäftsführer Straub Vermessung AG, Baden

Simon Züger
Caposezione opere sotterranee 2, Lugano



Pini Group è una società di ingegneria con una storia di 70 anni ed un ruolo di primo piano in diversi progetti importanti europei tra cui la Galleria di Base del Ceneri (AlpTransit), la Galleria di Base del Brennero (BBT), il Progetto High Luminosity LHC (CERN), il tunnel Euralpino Lione-Torino (TELT), la Centrale di Linth – Limmern (Axpo) e oltre 300 km di manutenzione della rete autostradale e ferroviaria svizzera (USTRA/FFS). Ultimo successo sono commesse per Grand Paris Express.

Pini Group is an engineering company with a 70-year history and a leading role in several major European projects such as the Ceneri Base Tunnel (AlpTransit), the Brenner Base Tunnel (BBT), the High Luminosity LHC-Project (CERN), the Linth-Limmern Hydro-Powerstation (Axpo), the Tunnel Euralpin Lyon-Turin (TELT) and more than 300 km of maintenance of the Swiss motorway and rail network (ASTRA/SBB). Latest successes include contracts for Grand Paris Express.

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