

Curriculum Vitae

Personal information

First name / Surname **Giuseppe Lunardi**

Address [REDACTED]

Telephone Mobile: [REDACTED]

E-mail [REDACTED]

Nationality Italian

Date of birth [REDACTED]

Gender Male

Work experience

Dates 2005 - Present

Occupation or position held Technical Director and CEO

Main activities and responsibilities

1. Technical and administrative management of:
 - Design activity for the underground structure
 - Tunnelling design
 - Geotechnical and structural Health monitoring projects
 - Land surveying projects
 - Geognostic investigation campaigns
 - Work-in-progress technical assistance and on-site tests
 - Geophysical investigations projects
2. Supervisor of Research and Development Office

Main Projects List

- Sochi ring road tunnel 8 and 8 a
- Milano Underground line 4
- Milano Underground line 5
- Naples line 1 and 6 Underground
- Tessaloniki line 1 Underground
- Copenhagen Cityringen Underground
- Warsaw Line 2 Underground
- Brescia Underground
- Rome Underground Line B1
- Bologna Central Station (High-Speed Railway Line)
- Turin–Milan High-Speed Railway Line
- Turin–Lyon High-Speed Railway Line
- Bologna-Florence High-Speed Railway Line
- A1 Motorway Bologna – Florence

Name and address of employer TRE ESSE ENGINEERING srl
ROCKSOIL spa

Type of business or sector Geotechnical, civil and environmental engineering services
Design and technical assistance in the field of geotechnics and tunneling

Education and training

Dates 2005

Title of qualification awarded Socialistic degree in transportation civil engineering

Dates 2003

Title of qualification awarded Degree in Civil engineering

Principal subjects/occupational skills covered Transportation engineering, structural engineering, Geotechnics.

Name and type of organisation providing education and training University Politecnico of Milan(Italy)

Level in national or international classification (remove if not relevant, see instructions)

Dates 2000

Title of qualification awarded Scientific high school degree (Liceo Scientifico "Leone XIII" Milano (Italy)

Personal skills and competences

Mother tongue **Italian**

Other languages

Self-assessment

European level (*)

Language

Language

Understanding				Speaking				Writing	
Listening		Reading		Spoken interaction		Spoken production			
B2	Independent user	B2	Independent user	B2	Independent user	B2	Independent user	B2	Independent user
B1	Independent user	B1	Independent user	B1	Independent user	B1	Independent user	A2	Basic user

(*) *Common European Framework of Reference for Languages*

Description of the relevant activities executed on the main projects:

- Milan metro - Line 4 : Linate - Forlanini FS section: Final and detailed design of the Running tunnels and 3 underground stations. Italy
- Rail Line High Speed System Line Milan-Genoa 3° Valico of Giove (km 0 +513 to Km 36 +585), including interconnects Voltri Campasso and the technical connection of Novi Ligure: Final Design of underground works with EPBS -TBM. (Italy) and geotechnical monitoring activities;
- Highway A31 Trento – Rovigo, section Trento – Valdastico: Preliminary design and environmental study of the underground works done with the excavation in traditional urban zone;
- Copenhagen Metro - CITYRINGEN : Design of underground tunnels excavated with TBM L = 17.7 km, 6 stations in cut and cover + descendery for the introduction of shield. Denmark;
- Motorway A1 - Trafficking Barberino - Florence North. Tunnel S. Lucia: Final design of a 3-lane highway tunnel with a diameter of 16 m and a length of 5.7 km TBM made. Designing and monitoring of the parallel emergency tunnel;
- Rail Link Genoa: Design of natural galleries, for burial binary RFI for the entrance of the Brignole Station. Italy; monitoring acrivities on the TBM parameters and on the settlements monitoring system in surface.
- Quadrilatero delle Marche / Italy: Proposed construction of 16 natural tunnels excavated by conventional methods);
- Messina Strait Bridge: Final design of highway and railway tunnels side Calabria and Sicily for a total of

about 40 km. Geology, geotechnical, hydrogeology Design of excavations for the foundations and anchorages of the bridge. Structural design of the stops in Europe, Papardo and Annunziata.

- Line 5 - Metro in Milan (Italy), Tranche Bignami - San Siro: Project executed upon and construction of the tunnels dug by conventional methods and EPB, diameter 7 m and 12.200 m long, three underground metro stations and 8 stations with the method "cut and cover" axis of blade insertion and extraction, ventilation shafts)

- Pedemontana Lombarda: 1 lotto Bypass As of 1 Lotto Ring of Varese and the A8- A9 stretch of the highway Dalmine - Como - Varese - Valico of Gaggiolo and related operations. (Italy): final design of the artificial tunnels and underground works. Geotechnical monitoring of all the tunnels.

- Motorway A1 Milan - Naples Section La Quercia - Badia Nuova (Italy): Retrofitting tract of the Apennines between Sasso Marconi and Barberino del Mugello: final design of various road tunnels with three lanes with a diameter of 16 m made TBM com , EPB or traditional method. Planning emergency runways in parallel tunnel.

- Metro Warsaw (Poland) - Line 2: Final design of running tunnels dug by mechanized excavation (3000 m)

- Metro Naples (Italy):

- Metro Naples (Italy). Preliminary study for the extension of the Line 6 to Bagnoli: running tunnels and stations, settlement evaluation, building risk assessment and preventive measures, soil improvement.

- Metro Naples (Italy). General final design of Line 1 Dante-Garibaldi stretch: EPB Machine and conventional mining tunnels, ventilation shafts, freezing soil improvement. The single-track tunnels have an overall length of approximately 7720 m and a circular section with a net diameter inside the lining of 5.85 m.

- Motorway SS36 Monza: DETAILED DESIGN of MONZA ARTIFICIAL TUNNEL (TOP DOWN SYSTEM ON RC DIAPHRAGM WALLS)

- Metro Naples (Italy). General final design of Line 6: Running tunnel (diam. 8.15m, L= 3500 m with a single-barrel structure of inner diameter of 7.20 m) and station "Chiaia" (open excavation of a square with side length of approximately 32 m to a depth of about -8 m. Total height of about 48 m) using underground boring method and prefabricated segment lining . Management of all the monitoring of the line under construction.

- Ionian Coast Road SS 106 (DG21/04) section Squillace / Simeri Cricchi from 0 to pk pk +169 17: Detailed design of 22 tunnels dug by the traditional method;

- Rome Metro - Line C (section T3) Coliseum - San Giovanni: Final design and any further activity related to its final approval, including any integration as may be necessary under the Environmental Impact Study (SIA) of two running tunnel using the TBM under the water table, settlement evaluation, building risk assessment, geotechnical monitoring.

- Motorway "A1": "Sparvo" and "Val di Sambro" tunnels: Final and detailed design of "Sparvo" and "Val di Sambro" tunnels 3-lane twin tunnels on the Apennines section, monitoring of the tunnel and of the slopes.

- Thessaloniki Metro – Greece : Bid design, General final design and detail final design of New Railway Station-Nea Elvetia Station and Pileas Depot: EPB Machine tunnels, settlement evaluation, building risk assessment.

- Motorway A1 Milan - Naples Section La Quercia - Badia Nuova: Retrofitting tract of the Apennines between Sasso Marconi and Barberino del Mugello: final design of various road tunnels with three lanes with a diameter of 16 m made TBM com , EPB or traditional method. Planning emergency runways in parallel tunnel;

- Genoa Underground System: General final design of Principe-Caricamento- Brignole stretch: EPB Machine and conventional mining tunnels, starting and terminal shafts, ventilation shafts, recovery and restoration of existing masonry tunnels, Brignole station (retaining piles walls and concrete structures), R.F.I. railway subways, soil improvement.