

think&do

The magazine of PINI GROUP 10/2022 7

Going glocal

Recruiting talent around the world

Four women entering our company at the top and at the same time. Four valuable additions to play leading roles in Pini Group's future: Stefania Stefanizzi, Cristina Pagani, Elisa Comis and Irina Weber

Olhando em frente trabalhando juntos

Sara Carneiro Góis fala-nos do seu desejo de contribuir. com a sociedade enquanto trabalha com uma equipe multicultural e multidisciplinar de pessoas excepcionais.

De onde veio a tua paixão pela engenharia e o que mais te fascina no trabalho?

A minha paixão pela engenharia veio através da curiosidade da construção, de entender como se constroem obras especiais como pontes. Acho fascinante como se conseguem ligar duas margens de um rio ou atravessar o interior de uma montanha a partir da imaginação do homem. O que mais me fascina no meu trabalho é ver isso a acontecer em primeira mão.

Como estás a ser a experiência com o Grupo Pini?

Tem sido bastante interessante esta nova experiência com o Grupo Pini. Sem dúvida que me abre os horizontes para um desenvolvimento pessoal e profissional. Um dos aspetos mais relevantes até agora é o contacto com culturas e métodos de trabalho diferentes.

Conta-nos um pouco sobre os projetos em que estás a trabalhar?

Atualmente estou a coordenar o estudo prévio do Prolongamento da Linha Vermelha do Metropolitano de Lisboa. É um projeto com muito impacto na minha cidade natal e tem sido bastante desafiante principalmente pela sua dimensão. É também uma oportunidade única de conhecer outras equipas do Grupo Pini e poder trabalhar com elas.

Em que tipo de projetos gostarias de estar envolvida no futuro?

Gostaria de estar envolvida em projetos que requeiram equipas multinacionais e multiculturais, pois são sempre uma experiência enriquecedora e interessante. Objetivamente em projetos de obras especiais como pontes, túneis e obras rodoferroviárias, são as mais impactantes para qualquer engenheiro.

Qual vês ser o maior desafio no futuro da nossa indústria?

Sem dúvida que o impacto das alterações climáticas e da sustentabilidade é o maior desafio da nossa indústria e da nossa geração. A grande questão é como é que se tornar a construção mais sustentável continuando a responder às exigências e necessidades da sociedade? Será uma mudança que irá desde os materiais às técnicas e à forma como encaramos a indústria da construção. Possivelmente a robotização da construção e impressão 3D terão um papel interessante a desempenhar. Contudo, o futuro é imprevisível e mais ainda é a capacidade do homem em criar soluções para ultrapassar estas questões.

Uma última pergunta, o que queres ser quando fores grande?

Quando for grande quero ser feliz. Um cliché sem dúvida, mas não é o que todos procuramos ao final do dia? Podermos dormir com a consciência que fizemos tudo certo. Que fomos amigos e corretos com quem nos cruzámos e que sorrimos à vida.

Looking forward to working together

Sara Carneiro Goís tells us of her desire to contribute to society while working with a multicultural and multidisciplinary team of exceptional people.

Where did your passion for engineering come from and what fascinates you most at work?

My passion for engineering was born because of my curiosity for construction, which leads to the willing to understand how special works like bridges and infrastructures are built. I find it incredible to comprehend how to connect two banks of a river, or to cross the inside of a mountain from the imagination of a person. What fascinates me most about my job is seeing all this happening live.

What is your first impression working with Pini Group?

This new experience at Pini Group is extremely interesting. I would say without any doubt that it will open my horizons in terms of both personal and professional growth. The contact with different cultures, countries and working methods has been one of the most relevant aspects so far.

Would you tell us a little about the projects you are working on?

I am currently coordinating the preliminary study for the extension of the Lisbon Underground Red Line. It's a project with a lot of impact in my home city and it's been quite challenging mainly because of its dimension. It's also a unique opportunity to meet other teams from Pini Group and to work with them.

What kind of projects would you like to be involved in in the future?

I would like to be involved in projects that require multinational and multicultural teams, as they always turn out to be enriching and interesting experiences. To be more specific, I would personally prefer working on special projects such as bridges, tunnels and road&rail works, since I consider them to be the most impactful projects for an engineer.

What do you consider to be the biggest challenge in the future of our industry?

The impact of climate change and sustainability is definitely the biggest challenge facing our industry and our generation. The question is then how to make more sustainable construction while still responding to the demands and needs of our society. This change will involve not only a shift in terms of materials and techniques, but the whole way we look at the construction industry will be reshaped. Perhaps construction robotization and 3D printing will have an interesting role to play. However, the future is unpredictable and even more so is the human ability to create solutions to overcome these issues.

And finally what do you want to become when you grow up?

When I grow up I want to be happy. No doubt it's a cliché but anyway ... isn't that what we all seek at the end of the day? To go to sleep with the awareness of having done everything the right way, that we acted friendly and respectfully with those we met and that we smiled to life.

Sara Carneiro Góis



Sara Carneiro Góis é Business Developer do Grupo Pini para Portugal. É responsável por procurar concursos públicos, montar a equipa e elaborar a proposta. É também a coordenadora de equipas multidisciplinares de forma a criar uma infraestrutura segura e sustentável. Com o grau de Mestre pelo Instituto Superior de Engenharia de Lisboa e pelo Instituto Superior Técnico, Sara lidera os esforços da JLCM no prolongamento da Linha Vermelha do Metro de Lisboa.

Sara Carneiro Góis is the Business Developer at Pini Group for Portugal. She is responsible for searching for public tenders, assembling the team, and preparing the proposal. She is also the coordinator of the multidisciplinary team in order to create a safe and sustainable infrastructure. A graduate of the Instituto Superior de Engenharia de Lisboa and the Instituto Superior Técnico, Sara is leading the JLCM's efforts on the extension of the Red Line of the Lisbon Metro.

Sara Carneiro Goís
Structural Engineer
JLCM, Pini Group



Hobbies:

- Surfing
- Skating
- Travelling

Music playlist:

- *Nova Lisboa* by Dino d'Santiago
- *Casa de Campo* by Capicua
- *Andorinhas* by Ana Moura
- *Gratia* by NBC
- *Tsunami* by Richie Campbell

Our Glocal

strategy is central to everything we do

From Australia to the United States: recruiting talent around the world

Meet a selection of our colleagues forming, with everyone else at Pini Group, a network of local entrepreneurs aiming to develop independent platforms and relationships while strengthening the whole business. This is how we combine the local know-how with global best practice, to offer a 360° service package to our clients.

Visit our website to discover our job opportunities.




Aurimas Sipavicius
Deputy Managing Director Pini Australia
Melbourne, Australia



Julia Oberhuber
Claim Manager
Innsbruck, Austria




Richard Sanson
Senior Engineer
São Paulo, Brazil



Benedicte Robert
Geotechnical Project Leader
Paris, France



Dan Tzoker
Managing Director Pini Israel
Modiin, Israel



Gianluca Albera
Managing Director Latina Branch
Latina, Italy




Christoffer Taule
Geotechnical Engineer
Bergen, Norway



Luis Cãncio
Managing Director Pini Portugal
Lisbon, Portugal



Alessio Giuliani
Civil Engineer
Roveredo, Switzerland



Claudio Isler
Head of Construction Management
North, East & Central Switzerland
Zürich, Switzerland



Lorenzo Salvatori
Civil Engineer
Lausanne, Switzerland



Martino Scialpi
Technical Director Pini Group USA
Washington DC, USA

Pini Group supports Helvetas

The *Tankua Ber* bridge over the Blue Nile in northern Ethiopia is an example of global best practices in engineering applied at local level: in this case to afford easy access to the town of Tis Abay, where basic services and access to trade are available, to the rural populations.

helvetas.org

North-South BRT Corridor, Goiânia, Brazil



The North-South BRT corridor will bring immense benefits to the population, it is a public transport system composed of a Bus Rapid Transit, which adds performance and convenience characteristics equivalent to modern rail transport.

BRT is the most growing public transport system in the world, as it offers a series of advantages for both passengers and governments. The Bus Rapid Transit (BRT) is characterized by being a fast passenger transport that features the quality of rail transport and the flexibility of the bus system. In addition to speedy travel, users benefit from the comfort, safety and facilities of electronic ticketing, associated with the economy of the integrated ticketing.

The corridor will also have its own visual identity, bringing a pleasant appearance that, in addition to encouraging the use of the modal, contributes to the revitalization of urban space. The project also foresees a revitalization of the roads and streets around to the corridor, sidewalks and curbs as well as renovation and implementation of terminals and embarkation and disembarkation platforms.

The North-South BRT is 21.8km long and it extends through two cities, Goiânia and Aparecida de Goiânia. The project was divided into 2 lots, the first being SECTION 1, with a length of approximately 5 km between the Cruzeiro Terminal and the

Isidória Terminal, respectively one terminal in Aparecida de Goiânia and the other in Goiânia. The second, SECTION 2 with a length of 17 km between Terminal Isidória and Terminal Recanto do Bosque.

The BRT will have two exclusive lanes for buses on the axis of the road and two additional lanes at the boarding and disembarkation stations for passing buses on the express lines. The bus lanes will be separated from the general traffic lanes marked divisions with a clear division of flows.

Integration Terminals

The North-South BRT will have 5 definitive integration terminals and 1 temporary terminal built to serve during the execution of the Isidoria Terminal, of which 3 are existing terminals being rebuilt and 3 new ones being implemented. These terminals are listed below:

- Cruise Terminal – 26,000 m²
- Isidória Terminal – 13,000m²
- Provisional Isidória Terminal – 1,778m²
- Bus Terminal – 5,300m²
- Perimeter Terminal – 5,900m²
- Recanto do Bosque Terminal – with 12,000m²



Pini Group stärkt seine Präsenz in der Schweiz mit dem neuen Standort in St. Moritz

Der Standort im Engadin ist seit dem 1. August mit 1'800 m.ü.M. der höchstgelegene Standort der Gruppe und ermöglicht eine strategische Präsenz in einem wichtigen Marktgebiet.

Die Eröffnung des Standorts ist Teil des strategischen Wachstumsplans, den die Pini Gruppe in den letzten Jahren initiiert hat. Ziel ist es, den Schweizer Markt durch eine zunehmend strukturierte lokale Präsenz in der Nähe von Projekten und Kunden zu konsolidieren.

Das Mitarbeitersteam wird von Markus Berweger in den Büros in St. Moritz an der Via Cuorta 2 und der Aussenstelle in Poschiavo geleitet. Markus Berweger wird auch die Verantwortung für den östlichen Teil des Schweizer Marktes übernehmen.

The Rv.555 Sotra Connection Project, Norway

The largest road infrastructure contract in Norwegian history.

The Rv. 555 Sotra Connection project is a new main land connection between the island of Sotra and Bergen. This important work will ensure efficiency of transport to urban centers and districts, as well as to main roads, railway, airport, and sea transport. The current connection is undersized for the actual and future traffic levels and the existing Sotra Bridge has a significant maintenance backlog; it doesn't meet current requirements and is not designed for pedestrians or cyclists. The project includes a 9.4 km four-lane highway with 4 twin tunnels for a total length of around 8 km. Furthermore, it includes a 900 m

suspended bridge, various local roads, and a new cycle path along the whole length, including 3 pedestrian tunnels for a total length of around 700m.

The Rv.555 Sotra Connection project is a public-private contract (PPP), awarded by the Norwegian Public Roads Authority to a consortium made up of Macquarie Capital, the South Korean civil engineering company SK and the Italian Industrial group Webuild. The project includes the financing, design, construction, operation and maintenance of the new infrastructure.

Pini Group is involved as responsible for the design of civil works in all tunnels, including portals and pedestrian tunnels, working for the construction joint venture in parallel to other Norwegian Engineering Companies that are designing the suspended bridge and the open areas as well as MEPs in tunnels. The project requirements include a fully BIM based design, accordingly to latest Norwegian BIM guidelines, CEEQUAL certification (to assess and improve sustainability of the infrastructure) and greenhouse gas budget calculation.



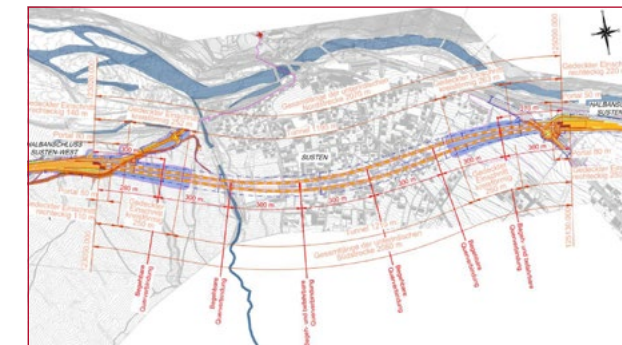
Isarco – una sfida tecnologica a valle della galleria di base del Brennero

Il sottoattraversamento dell'Isarco, l'opera più a Sud della Trasversale alpina del Brennero, ha rappresentato una galvanizzante prova tecnologica per eseguire le gallerie naturali al di sotto del corso del fiume. Il congelamento del terreno, tecnica scelta per evitare la deviazione del corso dell'acqua senza influenzare il delicato equilibrio della falda, ha anche permesso di completare in sicurezza i lavori e nei tempi contrattuali.



#brennerbasetunnel #BBT

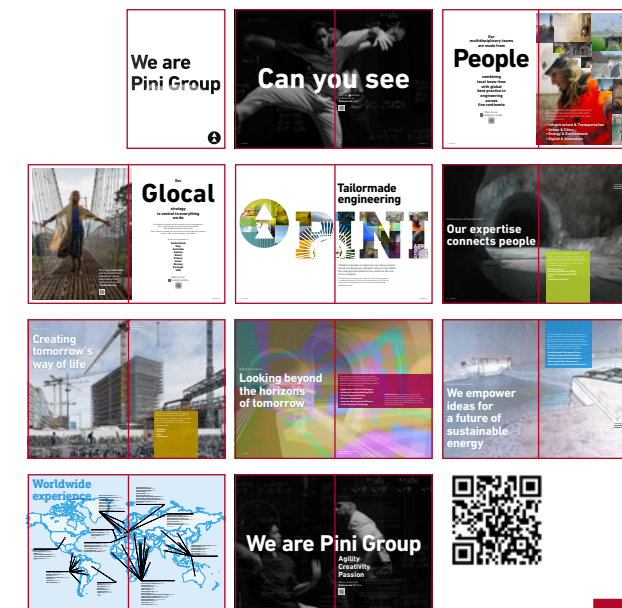
2 neue Tunnel von 2,1km für die Autobahn #A9 im Wallis 2 nouveau Tunnel de 2,1km pour l'autoroute #A9 en Valais



Unsere Leistungen? #Planung und #Geologie
Nos prestations? #Planification et #géologie

Discover our new brochure

Pini Group presents itself with a new graphic design. Browse through our brochure to find out what's new from a corporate identity perspective as well.



Things always comes in three

We are glad to announce that our offices in Lausanne and Paris recently won a third airport infrastructure mandate in Senegal.

#pinigroup #joinus



Find out what #canyousee means?

Visit our Youtube page to view the official Pini Group presentation video.

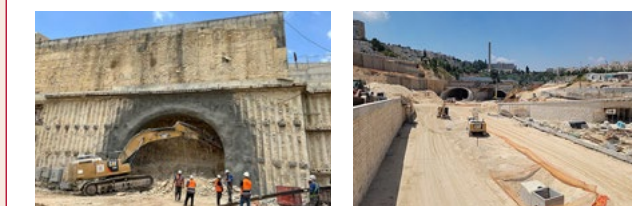
#canyousee #wearepini

Interxion Datacenter ZUR4!

Bei diesem spannend Projekt war unser Team insbesondere verantwortlich für die korrekter Erstellung der #Baugesuchsunterlagen inkl. der zahlreichen Spezialisten, für #Planung #Baugrube #Fundation #Wasserhaltung #Werkleitungen #Strassen #Plätze & #Umgebung #Brandschutz und als Koreferent für die Applikation der #localcodes für das #Tragwerk und für die gesamte elektrische und elektromechanische #Ausrüstung.

#interxionZUR4 #datacenter

Israel – Beyth Road Tunnels: an important contribution to Jerusalem's traffic and public development



The Beyth Road Tunnels are at the first phase of execution, passing at extremely low cover under the main traffic route in Jerusalem. The tunnels will allow the connection between the new gateway of Jerusalem, Road 16, to the main route.

#pinisrael

#USTRA #EP19 tra Melide & Gentilino



Opere principali per un totale di CHF 120mio, concluso con successo. #pinigroup responsabile della direzione lavori.

#astra #fedro #ofrou

Level-up for Cargo sous terrain (CST) project!

On the 2.9.2022, the design contract for the preliminary design stage of the Cargo Sous Terrain project has been signed. Pini Group will be responsible for the design of the underground works, including more than 75 km of tunnels.



#astra #fedro #ofrou

Totalumbau am Bahnhof der Matterhorn Gotthard Bahn in Niederwald (VS)

Wir sind stolz darauf, dass wir unser Fachwissen für die Umsetzung des Totalumbaus zur Verfügung stellen können.

#mgbahn



Scott Headquarter, Givisiez

Nouveau bâtiment administratif mondial pour l'entreprise Scott avec 600 places de travail, des showrooms pour les différentes marques du groupe, un restaurant, un centre de fitness et un garage souterrain pour 350 véhicules. Une structure mixte béton - Béton préfabriqué bois et acier et projet en BIM reconnu avec le BIM Arc Award. Volume de 110'000 m³ et 60 mio Fr.



#scottsports



Building displacement FS02

The spectacular relocation of the historic FS02 warehouse at the Lugano SBB Railway Station by Iten AG will enable the construction of the new Besso underpass. A fundamental work in the perspective of slow mobility and a broader project of general modernization of the station.

#luganomycity #sbbcffts



Glocal, the strategy for enhancing our full potential

Pini Group aims at the realisation of a smart mix of global and local.

Looking at the world map, we can clearly observe how the size of the Pini Group is well aligned with the concept of a global player. It is sufficient to mention that there are no less than 14 time zones between our offices in Melbourne and Washington. However, everyday life is what we find outside our front door, in our surrounding. Therefore, there is a need to provide (or maintain) local substance to this new corporate set-up.

Hence, a glocal strategy that overcomes the occasionally inflated use of the term, representing instead a concrete leading factor.

The Pini Group was born as the engineer next door, inherently suited for minor and large-scale local projects. However, we also want to continue to grow as a global player in the engineering world. This requires important know-how, which we can only acquire by broadening our horizons. Furthermore, Pini Group's aim is to combine both agility and efficiency at the same time. This can only be

realised by giving local realities enough flexibility and leeway to exploit the company's relevance.

That's how the glocal factor can become a true asset and a competitive advantage. Being able to speak Italian, German, French, Romansh, English, Portuguese, Norwegian, Israeli, does not exclusively mean possessing the ability to converse in the local language, but it is instead a skill that goes beyond pure linguistic matters: it actually implies assuming a multicultural mindset which allows one to understand foreign customs, get in touch with people and move around respecting other countries features. Not to mention, this important aspect enables us to cooperate in a constructive and efficient way.

Definitely, adopting a glocal strategy means being able to translate global skills and excellence into local passion and operativeness.

Roberto Gerosa
Chairman Board of Directors
Pini Group

Glocal, la strategia per valorizzare tutto il nostro potenziale

Pini Group punta ad un mix smart tra global e local.

Le dimensioni aziendali di Pini Group, se osserviamo il mappamondo, ben si addicono ad un concetto di attore globale. Basti pensare che tra i nostri uffici di Melbourne e Washington vi sono ben 14 fusi orari. La vita di tutti i giorni è però quella che troviamo fuori dalla porta di casa, nel nostro spazio. Ecco, quindi, la necessità di dare (o mantenere) concretezza locale a questo nuovo assetto aziendale.

Da qui deriva la nostra strategia glocal. Che vuole andare al di là dell'uso, talvolta inflazionato, del termine, fungendo da concreto elemento guida.

Pini Group nasce come "l'ingegnere della porta accanto", naturalmente predisposto per piccoli e grandi progetti a carattere locale. Vogliamo però anche continuare a crescere come player globale nel mondo dell'ingegneria. Per fare questo, occorre un know-how importante, che possiamo acquisire solo ampliando i nostri orizzonti odierni. Ma Pini Group vuole allo stesso tempo essere agile e

concreto. E questo può avvenire quando le realtà locali hanno sufficiente margine di manovra per sfruttare l'importante peso specifico dell'azienda.

Ecco che allora, l'essere glocal, diventa un vero valore aggiunto e un vantaggio competitivo. Parlare l'italiano, il tedesco, il francese, il romancio, l'inglese, il portoghese, il norvegese, l'israeliano, non significa solo aver la capacità di dialogare nella lingua del posto. Questo va oltre; significa capirne le usanze, conoscere le persone, sapersi muovere (sempre in agilità), rispettare la cultura del paese e degli attori che vi operano, ci consente di collaborare in maniera concreta.

Glocal significa avere competenze ed eccellenze globali, che devono sapersi declinare nella passione e nell'operatività locale.

Roberto Gerosa
Presidente Consiglio d'amministrazione
Pini Group

Worldwide experience



We are a leading European engineering and consulting services provider with 500 employees and more than 70 years of experience in:

- Infrastructure & Transportation
- Urban & Cities
- Digital & Innovation
- Energy & Environment

Offices Business Unit
Switzerland & Austria:

- Chur
- Fribourg
- Ilanz
- Innsbruck
- Locarno
- Lausanne
- Lugano
- Rapperswil
- Roveredo
- Sion
- St. Moritz
- Visp
- Zurich

Italy:

- Latina
- Milan
- Rome
- Trento
- Turin

International:

- Lisbon, Portugal
- Melbourne, Australia
- Modiin, Israel
- Bergen, Norway
- Paris, France
- São Paulo, Brasil
- Washington DC, USA