



# CURRICULUM VITAE RELEVANTE

My Way  
**QUALIFICATIONS & EDUCATION / S2**

My Projekts  
**2014 - 2010 / S3**  
**2010 - 2000 / S4**  
**2000 - 1994 / S5**

**Christian**  
**Gamper** BMSTR. DIPL. ING.

Owner  
&  
Generally sworn and  
Court-certified Expert



Gamper Consulting e.U.  
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## RELEVANT QUALIFICATIONS

Mediator  
2016

Generally sworn and  
Court-certified  
Expert 2016

Master's examination  
as a master builder,  
Austria 2008

Dipl. Ing. for Civil Engineering  
Technical University of Innsbruck,  
Austria 1992

## WORK EXPERIENCE

Over 20 years of experience in the  
tunnel construction department of  
**Strabag AG**, one of the largest European  
construction companies.

2-year activity as structural engineer at  
the engineering firm  
**Dr. Ulf Krückl in Perg**.



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## EDUCATION

Education as a mediator at the renowned institute MIT under the supervision of Mag. Wolfgang Vovsik. Successful completion of the education on 18.12.2016.

Disclosure of the Expert's verdict on 8.9.2016.

**Appointment as general sworn and court certified expert** for the Areas of Expertise 72.03 Estimation, Procurement, Construction, Building Accounting, and 72.06 Tunnel Construction.

**Education as a master builder** and passing the proficiency test for the tradeMaster builder in November 2008.

**Studied civil engineering** with specialization in construction and construction business at the Leopold-Franzens University in Innsbruck. Graduated as a graduate engineer in 1992.

## TECHNICAL DIRECTOR / SENIOR PROJECT MANAGER

**Several years of professional experience as a project manager** and in the following years as Technical Director for many underground construction projects in Austria, Germany, Hungary, Croatia and Italy. The experience includes all engineering activities in construction management, planning and project management in inner-city subway construction with tunnel structures and stations as well as in road and motorway infrastructure projects or railway tunnel.

As **Technical Director**, responsible for the acquisition and construction work for the Innsbruck and Vienna department including the „Brenner Base Tunnel“ project.

Responsible for the **conclusion of the contract and cooperation with „Rio Tinto“**, in which new innovativ tunnelling technologies were developed, and a project in Australia was successfully completed.

Leading the successful consulting of Strabag's four tunnel constructions for the Olympic Games in Sochi.

## TECHNICAL AREA MANAGER / TECHNICAL PROJECT MANAGER

**Responsible for the management of various infrastructure projects** as project managers in the fields of accounting, preparation of work, planning coordination, contract and supplement management, controlling, tendering and contracting, quality management, as well as the contractual development of the project with the client and the management of the employees and commercial employees of the project.

## SITE MANAGER / SITE MANAGER TUNNELLING

**Extensive experience as the first site manager or tunnelling engineer** of tunnel construction sites in the NATM construction, both in blasting and excavation in loose ground conditions, compressed air drives and excavation using ground freezing in conventional drives. In addition, experience with TBM drifts, both in the case of hard rock tunnel boring machines and slurry shield machines.



## SKILLS SUMMARY

- Over 20 years of experience in complex infrastructure buildings, Motorway and railway tunnels
- Successful international projects
- Great experience in excavation work with the NATM - New Austrian Tunnelling Method
- Extensive experience with the handling of TBM tunnel boring machines
- One of the biggest challenges was a Hydroschild-TBM excavation with Diameter of more than 12 m in the Unterinntal, Tyrol.



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### **2014 – Ende Juli 2016, STRABAG AG, Tunnelling Division / UB2I**

Technical Director / Department Mining & Tunnelling

Management, economic and human responsibility for the international handling of the tunnel construction sites and for the tendering of national and international tunnel construction projects.

Also responsible for the projects on the „Brenner Base Tunnel“ between Munich and Verona, both on the Italian (project ISARCO) and on the Austrian side (tunnel Tulfes Pfons) of the projecting line.

Management of the projects U1 / 09 and U1 / 10, sub-sections of the development of the U1 in Vienna.

Management of the entire development and acquisition in the field of mine construction and implementation of the project: Rio Tinto Tunnel Boring System Trail, Northparkes Mine, Australia.

### **2006 – 2013, STRABAG AG, Tunnelling Division / UB2I**

Technical Area Manager / Department Mining & Tunnelling

The business unit is responsible for the Brenner Basis Tunnel project in Austria, for the subway in Vienna and for projects in Slovakia. Responsibility includes the acquisition and development of projects.

Successful consultation on four tunnel construction projects in Sochi 2013.

Acquisition of the contract with Rio Tinto, and preparation for the work in North Park Mines, Australia.

### **2009 – 2010, Tunnel chain M6 / motorway M6 / M60, Budapest - Pecs, Hungary**

Technical Area Manager

The contract involves the planning and construction of 8 highway tunnels with a total length of 6,500 m under extremely difficult geological conditions. The excavation work was carried out according to the NATM construction method and over long stretches with a precaution by means of a piperroof.

Order value: € 121,000,000.00



## LANGUAGES

**Mother tongue**  
German

**Other languages**  
English (fluent)

## INTERNATIONAL CONTRACTING

**Contracts according to:**

- ÖNorm
- VOB
- Fidic
- NEC

(New Engineering Contract)



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**2006 – 2011, H8 – Tunnel Jenbach / Austria**  
**Railway axis Brenner, northern access to the Brenner Base Tunnel**  
Technical Director / Project Manager

The two-track Railway Tunnel Jenbach is part of the northern access to the Brenner Base Tunnel. The work was carried out in a consortium of Strabag-Züblin-Hochtief.

The main part of the project was the 3,500 m long tunnel, which was excavated in Hydro-schild-method. The breakout cross section was 130 m<sup>3</sup> and the drill head of the shield machine had a diameter of more than 12 m.

The work also included rescue structures consisting of 6 shaft constructions and 6 pipe jacking in the Hydroshield technology. The rescue tunnels were conventionally connected to the main tunnel under compressed air condition.

A tunnel in cut and cover construction with a length of 230 m completed the work.

Order value: € 190.000.000,00

**2003 – 2008, H5 – Tunnel Vomp–Terfens / Austria**  
**Railway axis Brenner, northern access to the Brenner Base Tunnel**  
Technical Director / Project Manager

The two-track, partial three-track Railway Tunnel Vomp–Terfens is part of the northern access to the Brenner Base Tunnel. The work was carried out in a consortium of Strabag-Züblin-Hochtief.

The tunnel of Vomp Terfens, with a length of 8,500 m, was excavated according the NATM Tunnelling Method. About half of the tunnel was excavated by drill and blast, the second half was successfully driven in loose material with piperroof propulsion.

Order value: € 200.000.000,00

**2002 – 2003, Tunnel Gric and Tunnel Brinje, Kroatien**  
**Motorway A1 / Zagreb– Split,**  
Project Manager

Responsible for the Tunnel Gric and Tunnel Brinje on the Zagreb–Split motorway in Croatia, both of which were double-track tunnels of 1,250 m and 1,560 m in length, with cross-sections from 80 m to 120 m. The tunnels were excavated in drill and blast process according to the NATM. The geological conditions were very complicated; more than 80 caves in karst formations had to be passed through successfully.

Order value: 44,000,000 €

**2000 – 2002, Exploration Tunnel Brixlegg–West , Tyrol, Austria**  
**Railway axis Brenner, northern access to the Brenner Base Tunnel**  
Project Manager / Site Manager

Responsible for the 1,335m long Exploration Tunnel Brixlegg West, with different cross sections from 12m<sup>2</sup> up to 100m<sup>2</sup>, driven in drill and blast according to the NATM.

Order value: € 14,000,000.00



## MITGLIEDSCHAFTEN

**ÖGG** -  
Austrian Society  
for Geomechanics

**SVV** -  
Main Association of Court Judges

**ÖBM** -  
Austrian Federal Association  
for Mediation

### **1998 – 1999, Tunnel Sveti Marco Karlovac, Croatia Motorway Zagreb – Rijeka**

Project Manager / Site Manager

Responsible for the execution of a 300m long double-tube motorway tunnel with a cross-section of 90m<sup>2</sup>. The excavation was driven according to the principles of the NATM with an additional piperroof precaution.

Order value: € 11.500.000,00

### **1997 – 1998, Exploratory Tunnel A9 – Schön / Lainberg, Austria Phyrn-Motorway**

Project Manager / Site Manager

The exploration tunnel A9, in the future range of the Phyrn-Motorway A9, with a total length of 4.308 m was driven conventional by using drill and blast. The individual tunnel units were excavated according to the following schedule:

Exploratory Tunnel Kienberg:  
Length: 430 m, Cross-section: 12 m<sup>2</sup>

Exploratory Tunnel Klaus:  
Length: 855 m, Cross section: 12 m<sup>2</sup>

Calotte Tunnel Klaus:  
Length: 153 m, Cross-section 80 m<sup>2</sup>

Exploratory Tunnel Sperring North and South:  
Length 2,870 m, outbreak cross-section 12 m

Order value: € 8.000.000,00

### **1996 – 1997 City Train Tunnel Unilinie Bielefeld / Bielefeld DeutschlandCity Train Line Unilinie Bielefeld**

Deputy Site Manager

Responsible for a 3,000m-long subway tunnel with a cross-section of 40m<sup>2</sup> to 90m<sup>2</sup>. The excavation was done with excavator in soft-ground according to the NATM. Part of the excavation work was done with assistance of ground-freezing technology. Two stations were executed cut-and-cover.

Order value: € 45.000.000

### **1994 – 1996, Tunnel Waldau / Stuttgart, Germany Subway-Tunnel Waldau, Stuttgart, Deutschland**

Deputy Site Manager

Responsible for a 1,800m long urban subway tunnel with various cross sections from 22m<sup>2</sup> to 200m<sup>2</sup>, driven in drill and blast as well as conventional with excavator in soft ground condition according to the NATM.

Order value: € 32.000.000



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