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→ The Gotthard Base Tunnel after installation of the rails and railway equipment.

‘ Innovation is our watchword ! ’



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Thomas JESEL,
Director of the Tunnelling
Division

and **Laurence DELPLACE,**
Tunnel Project Manager of the Brussels North
Metro Tunnel (BMN) and Line 17 North
of the Grand Paris Express (HUB17)
at Amberg Engineering SA



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The Amberg Group, which the engineering consultancy Amberg Engineering belongs to, is a Swiss family business that was founded in 1966. Today, the Group is made up of four companies that operate in seven countries.

Could you tell us about Amberg Engineering?

T.J.: First of all, there is Amberg Engineering, an engineering consultancy with 200 staff members that is specialized in the design and project management of underground constructions. For more than 50 years, we have been developing solutions for metros, railway and road tunnels, caverns, hydroelectric projects and infrastructure tunnels.

Amberg Technologies, which was founded 35 years ago, supplies specialized solutions for the entire field of measurement and geophysical reconnaissance systems. It has 74 staff members.

The Amberg Group also has an underground testing gallery: the

Hagerbach gallery. This facility includes several tunnels, caverns, test areas, laboratories and training rooms and workshops.

Finally, the Group is growing in other fields such as logistics. To this end, Amberg Loglay is bringing together the most modern technologies to develop and implement logistical solutions.

Amberg Engineering has recognized expertise in very large constructions. What are its competitive strengths in this field?

T.J.: We are one of the largest underground construction engineering companies in the world.

Our professional and financially efficient services go from planning to

renovation and from project management to the commissioning and maintenance of underground facilities.

The planning and management of complex projects, expertise in terms of geotechnics, safety and monitoring as well as inspections and analysis of infrastructure conditions are also among our skills. Innovation is our watchword!

We are honoured to be the project managers of the longest railway tunnel in the world – the Gotthard base tunnel in Switzerland. This high-speed tunnel consists of two 57 km long tunnels with a maximum depth of nearly 2,300 m.

Apart from this impressive operation, Amberg Engineering has great

experience of projects in an urban environment.

We are specialized in tunnelling both in rock and in soft ground, using traditional excavation methods and the most modern mechanized methods. We have a multicultural team of skilled, experienced and flexible engineers, who are ready to support project teams all over the world.

Amberg Engineering is one of the major stakeholders of the extension of the Brussels metro network. What skills are you providing for this project?

L.D.: For the Brussels North Metro project, we are part of a consortium of engineering companies that includes Sweco, TPF and Van Campenhout. We are providing the tunnel expertise that the consortium was lacking. The consortium has also called on our safety experts for the size calculation of the smoke extraction systems for the stations and tunnels.

According to needs, the number engineers in the Amberg team working on this project varies from 3 to 6.

What major projects are you working on in Belgium and internationally?

L.D.: We are actively working on the project for extending the Brussels North Metro (Métro Nord) which is currently in its project phase. This has marked the beginning of our partnership with Sweco and we have been working with them in real synergy for more than 5 years.

We are also well represented in France: in Paris, where we are in charge of the tunnel design for the northern section of the Line 17 and in the Franco-Italian Alps, where we are making pre-projects and final projects for the Lyon-Turin tunnel. We are trying to be gradually more present in the French market, which is becoming more and more open to foreign companies.

Apart from the French-speaking countries, we are very active in Austria and in Scandinavia.

We are in charge of designing the Brenner (Austria - Italy) and Semmering (Austria) base tunnels. These are very large projects with very long tunnels that are bored at very great depths.

In the last few years, Amberg has become the preferred partner of several local companies in Scandinavia for complex infrastructure projects. In those countries, have different metro projects (Stockholm) and high-speed railway lines (Sweden and Norway).

Of course, we are working on many other interesting projects, especially in Switzerland, but it is not possible to mention them all. For further information, consult our website: www.amberg.ch. ■



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