DETAILED CURRICULUM VITAE

1.	**Surname**	**:**	**PAPANIKOLAOU**
2.	**Name**	**:**	**KONSTANTINOS**
3.	**Date and place of birth**	**:**	**27.02.1963**
4.	**Nationality**	**:**	**GREEK, GERMAN**
5.	**Training**	**:**	

TRAINING INSTITUTION:	*UNIVERSITY OF STUTTGART*
Date: From (months/years) (Months/years)	*10.1983- 09.1989*
Degree:	*STRUCTURAL ENGINEER*
TRAINING INSTITUTION:	*Schweißtechnische Lehr– und Versuchsanstalt Fellbach GmbH*
Date: From (months/years) (Months/years)	*04.1998- 10.1998*
Degree:	*INTERNATIONAL WELDING ENGINEER*
TRAINING INSTITUTION:	*UNIVERSITY OF STUTTGART*
Date: From (months/years) (Months/years)	*03.1999- 04.1999*
Degree:	*SPECIALIST ENGINEER FOR BEARINGS IN THE ENGINEERING AND BUILDING ACTIVITIES*

6. Languages: (Grades 1 to 5 for competence, where 5 is “Excellent”):

LANGUAGE	APPREHENSION	ORAL SPEECH	WRITING
Greek (mother language)	*5*	*5*	*5*
German (mother language)	*5*	*5*	*5*
English	*5*	*5*	*5*

7. Member of professional associations:

Technical Chamber of Greece
Ingenieurkammer Bayern (Technical Chamber of Bayern), Beratender Ingenieur
Ingenieurkammer Baden – Württemberg (Technical Chamber Baden – Württemberg)
International Association for Bridge and Structural Engineering
Technical Chamber of Cyprus

8. Current position:

Chairman of the Board & Managing Director of INSTAT S.A**.**
established since 2002 and Manager of
INSTAT Cyprus LTD, Limasol established since 2010

9. Years of professional experience: 28years

10. Main qualifications:

- Helicopter Pilot
- Musician

11. Professional employment:

Duration: 2002 – to date
Country: Greece
Name of Enterprise - Service: INSTAT S.A. CONSULTING ENGINEERS
Position in the Enterprise - Service: Chairman of the Board and Managing Director
Responsibilities: Supervision, Managing and Coordination of Static Designs

Duration: 1992 – 2002
Country: Greece
Name of Enterprise - Service: freelance
Position in the Enterprise - Service:
Responsibilities: Design, Supervision, Managing and Coordination of Static Designs

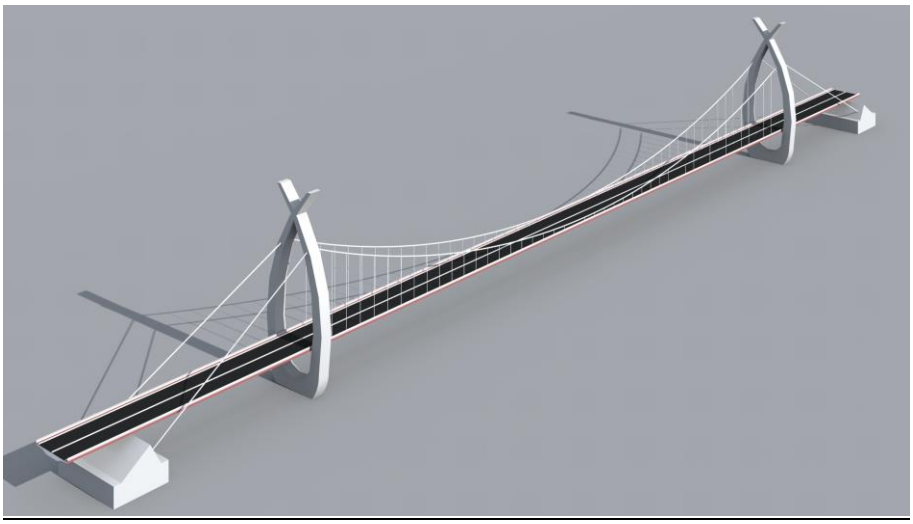
Duration: 1989 – to date
Country: Germany
Name of Enterprise - Service: freelance
Position in the Enterprise - Service:
Responsibilities: Design, Supervision, Managing and Coordination of Static Designs

Duration: 1989 – 1994
Country: Germany
Name of Enterprise - Service: employee in the office Prof. Dr.-Ing. Bechert
Position in the Enterprise - Service:
Responsibilities: Design, Supervision and Coordination of Static Designs

11. Abstract of design works carried out:

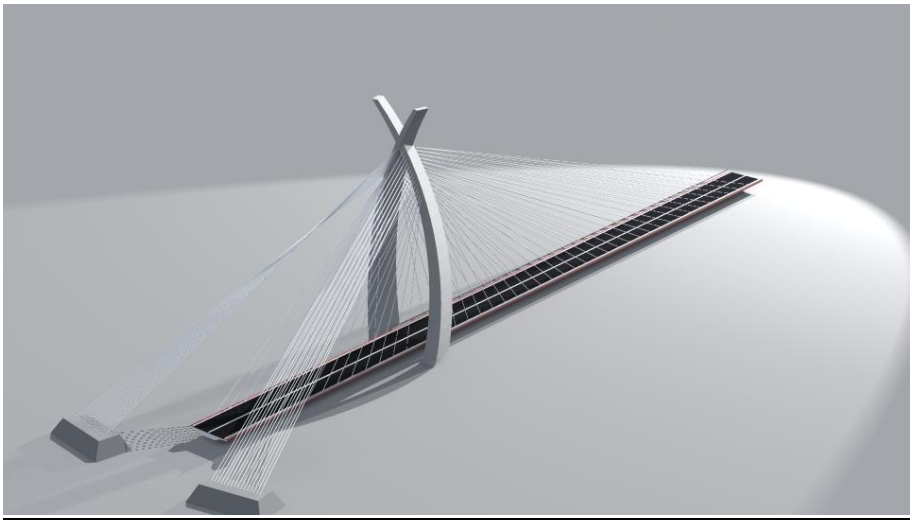
COUNTRY	DATE: From (month/year) up to (month/year)	NAME AND SUMMARY DESCRIPTION OF THE DESIGN OR SERVICE POSITION AND DESCRIPTION OF DUTIES
Kenya/Nyali	08/2015 – up to date	<u>CONCEPTUAL DESIGN FOR A BRIDGE OVER THE TUDOR CREEK IN MOMBASA, KENYA"</u> The project consists of one suspension bridge and alternative a second solution for a single-pylon cable stayed bridge (one of the longest span in the world) Scope of deliveries: 1. Internal (between Company and Sub-Consultant) presentation of possible options (type of bridge) suitable for the 2nd Nyali Bridge (photographic documentation of max. two (2) different bridge types and classifications in view of cost and construction time. 2. Conceptual dimensioning (pre-dimensioning) of the selected bridge type. This includes Conceptual design calculations for superstructure, pillars, abutments, cables, foundation, and boxes. Details to be given in view of loading, technical specifications used for pre-dimensioning (e.g. BS, DIN, etc.) according §3.5. 3. Conceptual Design drawings (plans, sections, foundations, abutments) and 3-D views for the selected bridge type. 4. Bills of Quantities (main items: foundations, abutments, pillars, superstructure),based upon the Conceptual Design 5. Engineers Cost Estimate (by estimating cost for similar projects based on experiences). 6. Construction Methodology max. 3 pages and Description of the Works, (Technical Description for Tenderers) based upon Conceptual design. 

Suspension Bridge



or second solution

Cable Stayed Bridge



Mozambique/ Maputo	03/2014 – up to date	<u>MAPUTO KATEMBE BRIDGE NORTH & SOUTH LINK ROADS</u> The project is an arterial highway linking the capital city of Maputo with South Africa and Casa Commercial Border Port in south Mozambique. The North Link Road, Maputo Bridge and partial South Link Road are included in the Maputo/Ka Tembe Bridge and North Link Road Project, and the chainage range is K1+566~K6+000 with an overall length of 4.434km. From the structural point of view, the following engineering structures will be constructed (A) Maputo Main Suspension Bridge The bridge is a single-span double-hinged suspension bridge, span arrangement for the main cable is (260+680+284)m. Two main cables will be set for the whole bridge, and the transverse distance between them is 21.88m. The transverse distance for hanger is 21.88m, same as the distance for main cable, the hanger and main cable are in a vertical plane. The standard distance of hanger along bridge orientation is 12m, the distance from the nearest hanger to the center line of main pylon is 16.0m, and the length of the shortest hanger in mid span is 3.2m. Gate-type structure will be used for pylon column; sockets will be set at both sides of the bridge accordingly. Sag-to-span ratio of the main cable is 1/10; the sag of mid-span is 68m. The plane of the main bridge location is situated at the straight line; the elevation is located in a convex vertical curve with K3+970.000 as the grade change point, 3.8% and -4% longitudinal gradient at both sides and the radius 12,000m. The overall structure for the main bridge is a simply-supported system. Vertical supports and transverse wind-resistance supports will be set between the cable bent pylon and stiffening girder, in addition, viscous dampers with limit in longitudinal direction will also be equipped. Viscous dampers have damping and energy dissipation function for the dynamic loads caused by fluctuating wind, braking and earthquake, while they have no constraints for the slow displacement caused by temperature and vehicles. Two viscous dampers will be equipped for one pylon girder joint, and there are four viscous dampers for the whole bridge. <u>(B) Maputo Bridge And North Link Roads</u> 1. K1 + 713.5, North Link Interchange Main Line Bridge (LEFT), K1 + 566.0 , K1 + 859.5, 293.5, 2 * 9.99, Cast in place pre-stress concrete continuous box girder. 2. K1 + 713.5, North Link Interchange Main Line Bridge (RIGHT), K1 +

		566.0, K1+ 859.5, 293.5, 2 * 9.99, Cast in place pre-stress concrete continuous box girder. 3. K0 + 563.4, North Link Interchange Ramp A Bridge, AKO + 517.8, AKO + 608.9, 91, 11.2, Cast in place pre-stress concrete 4. K3 + 290.5, North Approach Span Of Maputo Bridge, K2 + 695.0, K3 + 792.0, 1097, ~ 20.88 5. K5 + 102, South Approach Span Of Maputo Bridge, K4 + 472, K5 + 736, 20.88 <u>(C) North Link Roads - Pedestrian Foot Bridges</u> Subsection 1.1: Subsection 1.1: N1/N4 Interchange over the N4 west of the interchange over the N1 north of the interchange; over the N1 south of the interchange, north of Nuno Alveres; Subsection 1.2: Av. OUA and Av. 24 de Julho over Av. OUA located near the Jose Macamo Hospital; over Av. 24 de Julho connecting the Malanga neighborhood. <u>(D) South Link Roads</u> 1. Maputo, River Bridge, IK63 + 462.0,IK63 + 702.0, 6 * 40, 10.5 2. Futi River Bridge, IK73 + 667.0, IK73 + 817, 5 * 30, 10.5 3. Cele River Bridge, IK106 + 645.5, IK106 + 684.5, 3 * 13, 10.5 4. Railway Crossing Bridge, IK44 + 476.5, IK44 + 489.5, 1 * 13, 10.5 5. Overpass above Road EN1, 8 * 32, 20 <u>(E) Other Bridges</u> 1. Overpass above EN1, 8 * 32, 20 2. Overpass at the Start Point of Road EN2, 2 * 32 + 50 + 8 * 32, 20 3. Overpass 2, 1 * 22, 10.5 4. Overpass 3, 1 * 22, 10.5 <u>(F) Other Bridges In General</u> Subsection 2.1: KaTembe - Bela Vista Road (R403, previously EN201) Widening, rehabilitation and strengthening of a railway overpass at kilometer 60+585; Subsection 3.1: Bela Vista — Porto Henrique Road (N200) Rehabilitation and strengthening of a railway overpass at kilometer 0+550 near Bela Vista; Rehabilitation and strengthening of the bridge over the Tembe River; and Rehabilitation and strengthening of the bridge over the Changalane River.

Subsection 3.2: Porto Henrique — Boane Road (N200)

Rehabilitation and strengthening of the Bridge over the Mahube River.

A railway overpass at kilometer 59+380 near Boane.

Subsection 3.3: Entrance Road to Boane (N200)

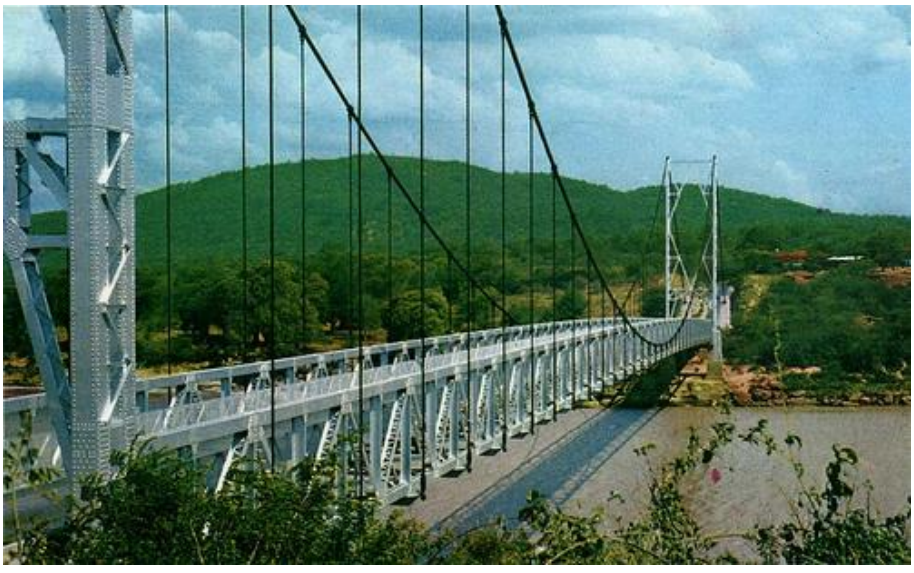
Construction of a new bridge over the Umbeluzi River.

<u>JOB DESCRIPTION</u>

As a consultant for design and construction my tasks are among others:

- to make proposals for any modification in design documents or construction details or shop drawings. The required modifications to the drawings or amendments o the relevant Contract drawings was be executed by Contractor and reviewed by me.
- to check and verify drawings, technical specifications prepared prior to or modified during the implementation of works
- to provide any supplementary information necessary to carry out the design.
- be responsible for the As-Built Drawings which shall be prepared by Contractor under my supervision
- to assist the Contractor CRBC (China Road and Bridge Corporation) and his designer team, act and negotiate on behalf of CRBC with the Empresa de Desenvolvimento de Maputo Sul. E.P. – State of Mozambique

As a welding engineer, detailed inspection and acceptance of all steel parts of Maputo-KaTembe Suspension Bridge produced in China. The steel parts in detail are: suspended steel deck, main suspension cables, suspenders (hangers), suspender clamps, main suspension cable saddles, splay saddles, cable sheath.

		 
Zambia	07/2013	<u>Sir Otto Beit Bridge</u> We were awarded and ranked first in the previous competition for the rehabilitation of the Sir Otto Beit Bridge, (Chirundu bridge) between 7 bidden shortlisted (TYPSA, HHO, Atkins, Cowi, Royal Haskoning, Aurecan, Aarvee) 

		
Greece	05/2012-up to date	<u>INTERSECTION LAMIA – RODITSA OF THE HIGHWAY ATHENS – THESSALONIKI (PATHE)</u> Construction of A1 highway in Roditsa – Lamia. The project consists of many bridges – underpasses. The project initially started at 2007 but due to economical factors, most of the structures were left semi-constructed. The projects was assigned to start over at 2012 with the design and construction of the half-built bridges and under passes
Albania	09/2010	<u>Project: North South Corridor Fier – Vlora Road Project Lot 2 – Vlora Trunk</u> Structural Design of Overpass at ch. 27+438 of Levan – Vlora Trunk Bridge Underpass <u>Project: North South Corridor Levan – Tepelene, Section 2 Dames – Tepelene</u> Drainage Design Pipe Culverts Box Culvert BC2.05 2.00 x 2.00 CH. 06+750.51 Box Culvert BCJN2.06 2.00 x 2.00 at CH. 00+096.79 Technical Report and Implementation Design of Water Basin in pipe culvert Structural design of reinforced concrete culvert in Tepeleni
Czech Republic	05/2010 – 08/2012	<u>Alstom s.r.o. Boiler House OB02 in Ledvice</u> Supervising and Structural Designing in special cases for all the steel construction, also connection calculations and find solutions for false caused by design, fabrication or erection mistakes. 3 year programme. Project Supervision. Geometrical Survey and assessment of structural steel elements. New detail structural steel design and implementation design of various elements.

		Technical support of the construction site regarding any occurring failures from design, manufacture, delivery and erection of steel structure, civil engineering and duct construction Development of technical solutions for the above requirements and preparation of structural and static solutions for the implementations on site Supervision of the required design engineers and structural engineers assigned on site Special tasks conferred upon him by the local SM or PM/PEM Predictive planning and coordination of the processes in close cooperation with SM. Preparation of enquiry documents for supplements, changes, additions and the like. Recognition and recording of any deviations, changes, additional and extra work as well as outage periods and their causes – duty to provide information to site contract manager as well as PM/PEM. Substantive checking of supplements and hourly reports of the assigned engineering personnel on site. Substantive checking of the relevant NCR reports for the above areas regarding the person responsible. Reporting according to stipulations. Preparations of the required documentation records according the ALSTOM-rules and contractual requirements.
Greece	11/2009 – 07/2011	J/V Euro Ionia PATHE from Athens (Metamorfosi I/C) to Maliakos (Skarfia) and PATHE connecting Branch from Schimatari to Chalkida - Structural and Dynamic Check of the the building at the frontal toll station at Afidnes - Structural check of metal canopy at the toll stations at Tragana and structural design of an additional steel sign post frame. - Final canopy design of the ramp toll stations at Tragana - Final Structural design of the frontal toll canopy at Chalkida - Visual Inspection of overpasses, underpasses, retaining walls, sign bridges - Static and Dynamic Check of sign bridges - Final Structural design of sign bridges and retaining walls - Assessment report for the overpass at Ritsona

Greece	2008 – 2009	Project: Highway cable – stayed Bridge Koutsoufliani in Trikala During construction and prestress of the cable, the one pylon collapsed. After this failure the authorities assigned us to design the reinforcement of the inclined concrete pile using carbon – fiber reinforced polymers. Completed a new Implementation design, the prestressing procedure of the cable and Site Supervision as well.
Bulgaria	12/2008 – 05/2010	Alstom Bulgaria. Maritza East 1 Station. Supervising and Structural Designing in special cases for all the steel construction, also connection calculations and find solutions for false caused by design, fabrication or erection mistakes. Supervising and Structural Designing in special cases for all the steel construction, also connection calculations and find solutions for false caused by design, fabrication or erection mistakes. 3 year programme. Project Supervision. Geometrical Survey and assessment of structural steel elements. New detail structural steel design and implementation design of various elements. Technical support of the construction site regarding any occurring failures from design, manufacture, delivery and erection of steel structure, civil engineering and duct construction. Development of technical solutions for the above requirements and preparation of structural and static solutions for the implementations on site Supervision of the required design engineers and structural engineers assigned on site. Special tasks conferred upon him by the local SM or PM/PEM. Predictive planning and coordination of the processes in close cooperation with SM. Preparation of enquiry documents for supplements, changes, additions and the like. Recognition and recording of any deviations, changes, additional and extra work as well as outage periods and their causes – duty to provide information to site contract manager as well as PM/PEM. Substantive checking of supplements and hourly reports of the assigned engineering personnel on site. Substantive checking of the relevant NCR reports for the above areas regarding the person responsible. Reporting according to stipulations. Preparations of the required documentation records according the ALSTOM-rules and contractual requirements.

Greece	10/2007 – 05/2011	National Railway Lines, New Logistic Station at Thriasio / Aspropyrgos Structural Designing of slab tracks type Boegl, Edilon and In situ concrete for wagons wash. The Boegl slab track type are prefabricated non prestressed plates and this method is worldwide first used. 

		
Greece	09/2008 – 2012	Hotel Edipsos. Structural Designing and Supervision of the complex. The special feature of this project is the underground construction which will be constructed under the sea level for 13 m.
Greece	09/2007- 2012	National Railway Lines. Structural Design and Supervising of the Bridges SG10 and SG11 constructed with the incremental launching method.

		
Greece	06/2007 – 03/2011	National Railway Lines. New West Railway Line from Patras to Kalampaka. Structural Designing of more than ten very long railway bridges and tunnels. The construction methods of the bridges are launching incremental, cantilever construction and other.
Greece	02/2005 – 07/2005	Tunnel in CHONI/KARYSTOS on EVIA. Tunnel Structural Study (cut & cover). Tunnel constructed with the cut & cover method, with 300 m. total length supported on piles.
Greece	10/2003 – 03/2007	Egnatia Odos S.A. – Section No 56. Road axes P.A.TH.E. connection with 6th Pier Thessaloniki Port. Structural Design of the connection of 6th Pier Thessaloniki Port with Road axes P.A.TH.E. (540 m. long right slip road viaduct from c.h. 2+807.52 – 2+267.42 and 228 m. long left slip road viaduct from c.h. 2+746,97 – 2+518,72).
Greece	03/2003 – 06/2006	Egnatia Odos S.A. – Section 80.3. Airport Link - Structural design of over pass str T8A at c.h. 10+691,62 - Structural Study of over pass str T8B at c.h. 008+696,20 - Structural design of under pass str T4 at c.h. 05+855,99 - Structural design of non-standards retaining walls at str T8B
Greece	04/2002 – 10/2003	Egnatia Odos S.A. – Section 59.2 Airport Link - Definitive Study for the Underpass of service road under slip-road Chalkidiki- Airport at c.h. 0+500 - Definitive Study for the Underpass of service road under Airport –

		Thermi at c.h. 2+275.
Greece	01/2002 – 10/2003	Fly Over Junction between Kifissos and Poseidonos Avenue. Pedestrian HSAP Bridge. Pedestrian bridge connecting the Peace and Friendship Stadium with the HSAP train station “Faliro” with four spans with 114 m. total length and 9 m. width. Responsible for the Structural Design
Greece	01/2002 – 10/2003	Fly Over Junction between Kifissos and Poseidonos Avenue. Branch 3.A highway bridge Non continuous beam girder box, highway bridge with 154 m. span. Responsible for the Structural Design
Greece	2002 – 2003	Fly Over Junction between Kifissos and Poseidonos Avenue. Branch 3.1 highway bridge Post – tensioned concrete, girder box highway bridge with a total length of 150 m.

Greece	12/2001- 08/2002	Panthessaliko Stadium at Volos. The stadium capacity rises up to a total number of 22141 seats. 6.800 of those seats are roofed by a metal cover made of high resistance steel used first time in Greece. The access to the stadium is through three bridges with total of 150 m. length. Coordination and Structural Design.  

Greece	2002 - 2004	Fly Over Junction between Kifissos and Poseidonos Avenue. Falireos Bridge. Part of the flyover junction. Composite construction bridge. 30 m. span.
Greece	01/2001- 07/2004	Megalorema bridge. Third construction in Greece made by the incremental launching method. 45 m. span. Responsible for the Structural Study and Construction. 

		
Greece	1999 – 2001	Bridge for the provincial road for the Magnisias Prefecture Responsible for the Structural Design.
Greece	1999 – 2001	Bridge for the provincial road for the Elafinas Municipality, Prefecture of Pierias Responsible for the Structural Design.
Greece	1999-2001	Bridge for Pathe S.A. Structural Design and Coordination of the project. Supervision of the project. The bridge was constructed wit h incremental launching method.
Greece	1996 – 1998	Bridge of EGNATIA ODOS S.A. Structural Design. The bridge was constructed wit h incremental launching method.
Germany	1995	Demodernization and refit of reticulated listed building in Stuttgart Design of static study and fire protection, sound proof, heat insulation
Germany	1993 – 1994	Geotechnical Study for the building STUTTGARTER LE-BENSVERSICHERUNG in Stuttgart. Responsible for the Geotechnical Design
Germany	1993	Structural Design for two motorway bridges of the Stuttgart Highway
Germany	1993	Wooden bridge for loads SLW 60/30 with two spans in Nagold
Germany	1992	Structural Design of the High – riser building for the Fire Service of the Municipality of Bad Schönborn

Germany	1990 – 1991	Structural Design of the High – riser building for the International flower exhibition for the town of Stuttgart