

Contact

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Top Skills

Project Delivery

Earthworks

Multidisciplinary teams

Certifications

Programa IESE

Antonio Martínez Varela

Senior Project Manager at Ferrovial Construction
Keston, England, United Kingdom

Summary

Antonio is a senior project manager with extensive experience in building big projects with huge structures and massive earthworks in both fields, high-speed train and motorways around the world (Spain, Australia, Slovakia and UK). Currently he is Project Manager in HS2 (Oxford; \$3 billion). The last four years, before HS2 project, Antonio was working, as Project Manager in Silvertown tunnel project (London; \$1 billion) he's studied the PDD-Flex in IESE business school, previously he worked as a Construction Director, in D4R7 (Bratislava-Slovakia; \$1.129 million). Since entering Ferrovial in 2.004 has always worked on major projects across Spain (The Knot Railway Venta de Baños \$100 million, The Atlantic Axle High Speed Cerceda - Meirama \$90 million and The line Madrid-Valencia section Arcas-Fuentes \$113 million) and even in Australia for three years and a half (Update of Pacific Highway between Warrell Creek and Nambucca Heads; NSW-Australia; \$579 million).

Throughout his career Antonio has stood out for building links with local communities focused on achieving the best opportunities for both the project and those affected by it, as well as for the design and implementation of innovative solutions in the field engineering and special treatments for foundations of embankments, tunnels collapse solutions and innovative structural designs.

As a Construction Director Antonio worked in design and construction of a new ring-road around Bratislava. With 59 km of new motorway he was part of a team to build 122 bridge structures including a big bridge over the Danube River with 3 km, fourteen big interchanges built, some of them, under traffic, move 9.5 million of m³ in earthworks and pave 900.000 tn of asphalt. Regarding the viaduct over the Danube River (3,000 m length, 35 m width over one of the biggest rivers in Europe) Two MSS (Mobile scaffolding system) for spans of 70 m and 8 form travellers for spans up to 210 m are ongoing minimizing harm to the natural space protected by the European Union (Natura 2.000).

With almost 20 years of experience in the construction of large projects, Antonio has acquired the necessary tools to develop

projects within the limits of cost and time, with a great capacity for problem solving in work applying innovative solutions and creating the necessary and motivating teams to achieve the objectives required by the project. He has always shown seriousness, commitment, efficiency and effectiveness working with multidisciplinary teams and relationships with both clients and the local communities affected.

Experience

Ferrovial Construction

21 years 11 months

Lead Construction Manager

January 2025 - Present (1 year 4 months)

Birmingham, England, United Kingdom

HS2 Track Lot 3 (HRS15 - North) is a key component of the High Speed 2 Phase One Railway Systems Package covers the Open Route North and encompasses the design, construction, and integration of track systems across a 78 km corridor. This corridor includes tunnels, viaducts, overbridges, and strategic compounds.

Our scope of work includes the construction and installation of various track system types. Among them are the Slab Track Austrian, which is used in open route areas, tunnels, and viaducts, and the Resilient system in tunnels with noise and vibration restrictions. Additionally, we will be installing on Switches and Crossings, as well as expansion devices.

A significant part of the project involves the installation of a Precast Slab track system along 194 km and a Resilient in situ concrete slab track in the Bromford tunnel along 6 km. Furthermore, we will be installing 68 Switches & Crossings and 22 Rail expansion devices. This will include pouring more than 192 thousand m³ of concrete, placement of more than 37,000 concrete slabs and installing 395 km of rail.

Coordination with all contractors for rail systems interfaces is also a critical element of this project. This includes HV/LV transformer integration, SCADA/EMS systems, depot signalling and cable routing, protection schemes, and load list refinements.

Senior Project Manager

July 2024 - December 2024 (6 months)

Oxford, England, United Kingdom

HS2 C23 Project

80km section of the new high speed rail link between the Chiltern Tunnel and Long Itchington Wood. Scope of the works includes 15 viaducts, 6.9km of green tunnels, 22km of road diversions, 81 bridges and around 30 million cubic metres of excavation.

Senior Project Manager

January 2024 - June 2024 (6 months)

London Area, United Kingdom

TKRE project tender

Design and build project for National Grid with New 2.2km long forced ventilated tunnel for new 400kv cable circuits (min 4m ID) two 35m deep, 15m diameter shafts for construction, access and cable routing, installation of 2no 400kv circuits , rating of 3,326mva (12 cables in total) connecting two CSE compounds, headhouses, troughing and Cable Sealing End (CSE) compounds, associated enabling works, M&E,...

Project Manager

February 2020 - December 2023 (3 years 11 months)

London, England, United Kingdom

Silvertown Tunnel

Contract value: £ 945 million

The Silvertown Tunnel (STT) scheme involves the construction of a twin bore road tunnel providing a new connection between the A102 Blackwall Tunnel Approach on the Greenwich Peninsula (Royal Borough of Greenwich) and the Tidal Basin roundabout junction on the A1020 Lower Lea Crossing / Silvertown Way (London Borough of Newham). The project was formally granted development consent through a Development Consent Order (DCO) issued by the Department of Transport in May 2018. STT will be approximately 1.4 km long and able to accommodate large vehicles including double-decker buses. It will include a dedicated bus, coach and goods vehicle lane, enabling TfL to provide additional cross-river bus routes. The scheme also includes the

introduction of free-flow user charging on both the Blackwall Tunnel (northern portal located in London Borough of Tower Hamlets) and the new Silvertown Tunnel.

Construction Manager

January 2018 - January 2020 (2 years 1 month)

Bratislava - Slovakia

D4 Highway and R7 Expressway Bratislava Bypass

Contract Value \$ 1.129 million

Public Private Partnership project, defined as a long-term contract between a private party and a government entity. The contract consists of the design, construction, financing and operation of 27 km of the D4 motorway around Bratislava, as well as of 32 km of the R7 expressway. The new 27 km D4 motorway will create a bypass to the east of the city and a connection with the existing radial roads. The project also involves building the new 32 km R7 expressway, running in a south-easterly direction from the city center. The project includes:

- 59 km of new divided dual carriageway
- 14 interchanges (with 24 bridges) to be built under existing traffic
- 52 structures longitudinal bridges with especial mention for Danube River Bridge
- 46 overbridges and underpasses keeping the territorial permeability of the Slovak road network
- local roads, drainage, fauna crossing structures,...

Construction highlights

- Danube River Bridge (3,000 m length, 35 m width) constructed using 2 MSS for 70 meter spans, 8 form travelers and 3 wind travelers
- 900.000 tn of asphalt
- 9,5 m³ millions of embankment

Antonio's work as a construction manager included, among other duties, the creation and management of a multidisciplinary team of engineers and managers who, together with the subcontractors and the services of D4R7 Joint Venture managed to meet the targets set by the client. Antonio is responsible for planning work and supervise the purchase of the necessary materials and equipment, manage project personnel, supervise the workforce, monitor subcontractors, control materials, control work and supervise quality control. Ensure that the project is delivered on time and within a budget, comparative of partial budgets and monitoring progress. Maintain regular communication and participate in meetings with clients and their

representatives and consultants, subcontractors, independent engineers, designers,...

Area Manager

July 2014 - December 2017 (3 years 6 months)

Coffs Harbour, Australia

Update of Pacific Highway Warrell Creek to Nambucca Heads, Australia

Contract Value \$ 579 million

The project consists of the detailed design and construction of 19.6 km of new dual carriageway road on the Pacific Highway between the northern end of the existing Pacific Highway at south of Warrell Creek and the southern end of the Nambucca Heads to Urunga Pacific Highway upgrade project west of Nambucca Heads. A Joint venture between Ferrovial Australia and Acciona was awarded with this project in 2014 by Road and Maritime Services (RMS) from New South Wales. The project includes:

- 19.6 km of new divided dual carriageway
- 2 interchanges at Warrell Creek and Bald Hill Road south of Macksville plus the north facing ramps at North Macksville
- 6 longitudinal bridges across different creeks, railway lines, floodplain areas and Nambucca River
- 7 overbridges
- an underpass at Cockburns Lane
- local roads and drainage and fauna crossing structures,...

Construction highlights

- Three bridges (850 m, 238 m and 208 m) constructed using precast beams.
- One Pergola (113 m).
- 5 m³ millions of embankment.

Antonio was responsible for the implementation of the 83 cross drainage structures and earthmoving managing relations with the communities affected by the work to achieve the harmony required by the project. During this period Antonio worked next to the construction manager sharing a great deal of project tasks as part of a continuous process of training always present in Ferrovial and its employees. Antonio works, among other duties, in creation and management of a multidisciplinary team of engineers and managers who, together with the subcontractors and the services of Ferrovial managed to meet the objectives set by the client. In the last part of the project Antonio assumed also the roll of Completion Manager being in charge of fixing all defects and preparing documentation for the project delivery.

Achievements

- Opening of 15 km 4 months before the due day.

Project Manager

January 2010 - June 2014 (4 years 6 months)

Venta de Baños, Spain

KnotRailway Venta de Baños, Spain

Contract Value \$ 100 million

Project Description

This public project is part of the axis Madrid - Basque Region - Europe and comprises the construction of 8 km of platform including the construction of 11 structures among which the Viaduct over the River Pisuerga 1,129 m long Viaduct on the A-62, 1,330 m in length and a Pergola of 430 m in length stand out. The alignment of the junction is a triangle allowing access and changes along the three directions defined by its own vertexes (Madrid, Basque region and Asturias).

Construction highlights

- Two bridges (1,1km and 1,3km) constructed using launcher of precast beams and movable scaffolding.
- One Pergola (430 m).
- 1m³ millions of embankment.

Role

Antonio's work as a project manager included, among other duties, the creation and management of a multidisciplinary team of engineers and managers who, together with the subcontractors and the services of Ferrovial managed to meet the objectives set by the client. The added difficulty imposed by the environmental sensitivity of the area traversed by the project forced Antonio to work together with the environmental authorities of the area and the design of solutions never used before in this type of work.

Achievements

- All partial deadlines achieved, without major problems.
- Innovative use of pier pile for railway high speed viaducts on rivers.
- Construction of prefabricated board with larger beams used in high speed board hyper static 1,1 km with fixed point at one edge support.
- Use of modular pontoon as temporary access to save the Pisuerga River.

Project Manager

April 2008 - December 2009 (1 year 9 months)

La Coruña, Spain

The Atlantic Axle High Speed Cerceda - Meirama, Spain.

Contract Value \$ 90 million

Project Description

This project included the construction of 8 km of platform and 15 km of high speed track superstructure including the construction of 2 tunnels, 4 cut and

cover, 3 viaducts, 3 overpasses and a station. The implementation of the tunnels was carried out through the New Austrian Method and viaducts were executed by frame scaffolding.

This project goes through a particularly hilly area with adverse weather conditions characterized by the continuous succession of rainy days, which greatly hampered tasks.

Construction highlights

- 2 m³ million of excavation (of which 75% was rock).
- Viaduct 318 m of length executed by frame scaffolding formwork.
- 1.6 km tunnel executed by the New Austrian method through 50% rocky material.
- 4 cut and cover of 360 m length.
- 1 station building \$1.0 million.

Role

Antonio was responsible for timing and cost in the building of the described project overcoming geographical and climatic difficulties in the area as well as the assembly pathway in coordination with the rolling train traffic so that the circulation could meet their operating schedules affecting the minimum possible to the construction yields. The presence of rocky material required the use of blasting for practically the whole project.

Coordination with running trains was one of the most complicated tasks that required the performance of night work with extremely difficult demands for performance and timing in order to ensure maintenance of the rail service.

Achievements

- Construction of Tunnel in Viris term despite failure through an extremely complicated.
- Construction of the viaduct E4.9 saving a valley with extreme access difficulties.
- Connecting the rails built with the current rail in time and manner

Segment Manager

August 2006 - March 2008 (1 year 8 months)

Cuenca, Spain

Line Madrid – Valencia section Arcas - Fuentes, Spain

Contract Value \$ 113 million

Project Description

The project consisted of the construction of 12,5 km platform including running a tunnel 1,5 km, 4 cut and cover, a viaduct, 6,5 million m³ of excavation requiring the use of explosives and the construction 32 cross drainage works.

The complicated topography with the presence of gypsum rocks alternated with marl complicated excessively the execution of the work.

Construction highlights

- 6.5 m³ million of excavations (15% of which was rock).
- 2.5 m³ million of embankment.
- 1 push viaduct 380 m.
- Tunnel of 1,5 km.
- 4 cut and cover of 760 m length.

Role

Antonio was responsible for the implementation of the 32 cross drainage structures and earthmoving managing relations with the municipalities affected by the work to achieve the harmony required by the project. During this period Antonio worked next to the project manager sharing a great deal of project tasks as part of a continuous process of training always present in Ferrovial and its employees.

Earthworks Site Manager

December 2004 - July 2006 (1 year 8 months)

Albacete, Spain

Line Madrid – Alicante Section Villalgordo del Júcar – La gineta, Spain

Contract Value \$ 65 million

Project Description

The project involved the construction of 17 km platform for high speed with a tunnel of 680 meters, a cut and cover of 200 m, a 600 m pushed viaduct in length, 2.5 million cubic meters of excavation, 13 crossover and numerous cross drainage works.

The stretch went through karst terrain requiring the implementation of special treatments for the correct terrain foundation of embankments.

Construction highlights

- 2.5 m³ million of excavations.
- 1 m³ million of embankment.
- 1 pushed viaduct 600 m.
- Tunnel de 680 m.
- 1 cut and cover 200 m.
- 12 km columns of jet grouting.

Role

Antonio was commissioned to design the earthmoving, finding new loans of grounds due to the lack of good work materials by establishing appropriate relationships with local communities. He was also responsible for the

implementation of field treatments to achieve sufficient bearing capacity required by the banks.

Quality and Technical Office Manager

June 2004 - November 2004 (6 months)

Lérida - Spain

Axle Madrid – Barcelona Section Lérida - Alcover

Contract Value \$ 36 million

Project Descriptions

- Installation of 75 km of double track high speed rail.

Role

Antonio developed different quality functions, technical office, etc. directed to his professional training within the company.

Education

IESE Business School

PDD · (April 2023)

Escuela Técnica Superior de Ingenieros de Caminos, Canales y Puertos de La Coruña

Civil Engineer and Master on Science, Engineering · (1995 - 2003)

Universidad de Cantabria

Master: Build and Design Bridges, Engineering · (2010 - 2011)

Esade

GMP, Business Administration and Management, General · (2017 - 2017)

AEDIC

Master, Project Finance · (2012 - 2013)

Activity

05/03/2022, Luke Jones added candidate to Private Project

04/07/2026, Peter Anderson added candidate to Project Director HSR

04/21/2026, Viewed by Peter Anderson