

PRESS RELEASE

SALINI IMPREGILO, FINCANTIERI TO REBUILD GENOA BRIDGE WITH NEW “PERGENOVA” COMPANY

GENOA, December 18, 2018 – Salini Impregilo and Fincantieri Infrastructure, subsidiary of Fincantieri, were awarded the contract to rebuild the bridge across the Polcevera River in Genoa according to a design by architect Renzo Piano. The two companies will work together by creating a new company called “PERGENOVA” with the aim of completing the structure in 12 months from the moment work at the site can begin following the demolition of the old bridge.

“Twelve months to help relaunch Genoa. That is the dream that we are hoping to give the Genoese before Christmas in memory of the victims of this terrible tragedy: to relaunch the city as quickly possible and send a strong message to the entire country. Public works can kickstart the economy and start to create jobs again,” said Pietro Salini, Chief Executive of Salini Impregilo, in welcoming the decision of Genoa Mayor Marco Bucci, who is also commissioner of the reconstruction effort. “We are in Genoa in the spirit of civic duty and, with Fincantieri, we are ready to help the city and its people. Many of our workers on the Terzo Valico is Ligurian and we want to be close to them after the tragedy that struck the city.”

“Fincantieri offered its assistance from the very first moment, we owed it to Genoa and Liguria,” said Giuseppe Bono, Chief Executive of Fincantieri. “Our expertise in the management of processes and complex products puts us in a position to carry out the best possible work in order to give the city a beautiful, functional and lasting public work within the expected timeframe. I am sure that the new infrastructure will be the best example of an Italy that can work to build public works that in the service of the country, when it puts its many excellences together.”

The bridge over the Polcevera is a key artery that connects the port and the wider coastal area to France. The new structure will play an important role in helping Genoa return to being an important shipping and commercial hub. The bridge will have a continuous steel deck 1,100 metres in length with 20 spans. It will have 19 elliptical piers made of reinforced concrete, the majority of which positioned 50 metres from each other. Two of the piers will be 100 metres from each other because of their location on the river and the railway. The design takes into account the fact that the bridge crosses a densely populated area.

Fincantieri will build the steel structures at its Genoa-Sestri Ponente shipyard, as well as at the Valeggio sul Mincio (Verona) facility and, if necessary, at the other yards of the group in Italy. The production of the metallic deck will be carried out in macro structural elements that will be transported to the work site, assembled and welded, completing the working of each single span on the ground. In this way, at height, operations will be reduced to a minimum. The hoisting will be carried out using mainly special equipment, called “strand jacks”, which will allow for the aligning of the deck to the main element in steel previously placed at the top of the pile using a mobile crane. In partnership with Cetena, a company within the Fincantieri Group dedicated to research and based

in Genoa, an integrated monitoring, control and inspection system of the bridge will also be provided.

The reconstruction of the bridge will represent the rebirth of a great city like Genoa and signal a new phase of development for the country. It will show that even in Italy it is possible to do infrastructure relatively quickly: from identifying the need for a public work through to its execution. The project represents an example of collaboration between two large companies that complement each other and put to the service of the city their unique expertise.

Salini Impregilo is a leading global player in the construction of large, complex civil infrastructure. It specializes in the water sector – where it is recognized as a global leader by Engineering News-Record (ENR) – as well as railways and metro systems, bridges, roads and motorways, civil and industrial buildings, and airports. The Group has more than 110 years of applied engineering experience on five continents, with design, engineering and construction operations in 50 countries and more than 35,000 employees from 100 nationalities. Salini Impregilo is a signatory of the United Nations Global Compact and pursues sustainable development objectives to create value for its stakeholders. It assists clients in strategic areas including energy and mobility, helping to drive development and well-being for current and future generations. Its leadership status is displayed in projects such as the new Panama Canal, the Grand Ethiopian Renaissance Dam in Ethiopia, the Cityringen metro in Copenhagen, the new Riyadh metro system, the Stavros Niarchos cultural centre in Athens, and the new Gerald Desmond Bridge in Long Beach, USA. In 2017, new orders totalled €6.7 billion, with a total backlog reaching €34.4 billion. Salini Impregilo Group is headquartered in Italy and is listed on the Milan Stock Exchange (Borsa Italiana: SAL; Reuters: SALI.MI; Bloomberg: SAL:IM).

Fincantieri is one of the world's largest shipbuilding groups and number one for diversification and innovation. It is leader in cruise ship design and construction and a reference player in all high-tech shipbuilding industry sectors, from naval to offshore vessels, from high-complexity special vessels and ferries to mega yachts, as well as in ship repairs and conversions, production of systems and mechanical and electrical component equipment and after-sales services. With over 230 years of history and more than 7,000 vessels built, Fincantieri has always kept its management offices, as well as all the engineering and production skills, in Italy. With over 8,400 employees in Italy and a supplier network that employs nearly 50,000 people, Fincantieri has enhanced a fragmented production capacity over several shipyards into a strength, acquiring the widest portfolio of clients and products in the cruise segment. To hold its own in relation to competition and assert itself at global level, Fincantieri has broadened its product portfolio becoming world leader in the sectors in which it operates. With globalization, the Group has around 20 shipyards in 4 continents, over 19,000 employees and is the leading Western shipbuilder. It has among its clients the world's major cruise operators, the Italian and the US Navy, in addition to several foreign navies, and it is partner of some of the main European defense companies within supranational programs. Fincantieri's business is widely diversified by end markets, geographical exposure and by client base, with revenue mainly generated from cruise ship, naval and offshore vessel construction. Compared with less diversified players, such diversification allows it to mitigate the effects of any fluctuations in demand on the end markets served. www.fincantieri.com

More info at www.salini-impregilo.com and www.fincantieri.com



CONTACTS

SALINI IMPREGILO

Media Relations International

Gilles Castonguay

Tel. +39 02 444 22 177

email: gr.castonguay@salini-impregilo.com

Media Relations Italy

Carmen Cecchini

Tel +39 346 301 9009

email: c.cecchini@salini-impregilo.com

FINCANTIERI S.p.A. – Media Relations

Antonio Autorino

Tel. +39 040 3192473

Cell. +39 335 7859027

antonio.autorino@fincantieri.it

Laura Calzolari

Tel. +39 040 3192527

Cell. +39 334 6587922

laura.calzolari@fincantieri.it

Cristiano Musella

Tel. +39 040 3192225

Cell. +39 366 9254543

cristiano.musella@fincantieri.it

Micaela Longo

Tel. +39 040 3192247

Cell. +39 366 6856280

micaela.longo@fincantieri.it

Emanuele Macaluso

Tel. +39 040 3192667

Cell. +39 344 2737019

emanuele.macaluso@fincantieri.it

ANNEX

SECTOR EXPERTISE AT SALINI IMPREGILO AND FINCANTIERI

The **Salini Impregilo Group** has built a combined 590 kilometres of bridges and viaducts as part of road, highway and railway networks covering more than 70,000 kilometres. In addition to the Sfalassà and Favazzina viaducts along the Salerno-Reggio Calabria highway, the Group was responsible for the construction of the second bridge over the Bosphorus in Turkey; the A. Max Brewer bridge in the United States; four bridges over the Paranà River; nine bridges and viaducts for a total of more than four kilometres along the Anchieta-Immigrantes highway in Brazil. The last bridge built by Salini Impregilo was the skytrain bridge and viaduct for the Sydney Metro Northwest in Australia, a curved, cable-stayed bridge that won in October in New York the Best Project of the Year award and the Global Best Project award for the railway sector from the influential U.S. trade publication, Engineering News-Record (ENR). The Group is working on a number of projects of various sizes and complexities, such as the A1 highway and S7 Expressway in Poland that includes a number of viaducts; the replacement of the Unionport Bridge in New York that serves 50,000-60,000 vehicles crossings per day; and the replacement of the Gerald Desmond Bridge in California, which will be among the tallest in the country.

Fincantieri Infrastructure is the company through which Fincantieri operates in the infrastructure sector. It was founded with the aim of drawing on the century-long and undoubted experience of the Fincantieri Group in steel processing. Fincantieri is one of the world's most important shipbuilding groups with over 10 years' experience in the management and planning of complex projects. Specialized in the design, fabrication and installation of complex infrastructure projects and with a management having considerable experience in the sector, Fincantieri Infrastructure has recently acquired a facility in Valeggio sul Mincio (Verona) which will integrate the Group's production capacity with its over 30,000 square meters. The contracts that have already been acquired both in land and sea sectors include important projects, such as the suspension bridge in Braila on the Danube River (1,975 meters long, a main span of 1,120 meters, the longest in Romania and the third in Europe); four arch bridges in Belgium over the Albert Canal with main spans of over 125 meters; works for the first phase of a sediment tank for the expansion of the Taranto Port and some military hangars in Doha.