

PRESS NOTE

NAPLES-BARI HIGH-SPEED RAILWAY: SALINI IMPREGILO AND ASTALDI WORK ON PROJECT IN FULL RESPECT OF SAFETY PROTOCOLS

MILAN, April 10, 2020 – Work continues on the high-speed railway between Naples and Bari currently under construction and involving Salini Impregilo and Astaldi, two protagonists of Progetto Italia, a project to create Webuild, a large group able to compete more effectively on international markets. At a time of national emergency with the spread of the coronavirus (COVID-19), work on the Naples-Cancello section of the railway is going ahead with a workforce of 200 people and the support of subcontractors from various parts of Italy in full respect of the measures put in place to prevent infection.

On construction sites deemed strategic for clients and communities, like the ones for the new bridge in Genoa and the new M4 metro line in Milan, Salini Impregilo and Astaldi ensure that work proceeds uninterrupted by applying the extraordinary safety measures in the strictest way possible to protect the health of their workers, whose efforts are greatly appreciated by the Group.

The Naples-Cancello section, worth €397 million and commissioned by Rete Ferroviaria Italiana (Gruppo Ferrovie dello Stato Italiane) in collaboration with Italferr (construction supervision), is the first part of the Naples-Bari railway. Work is being done on the viaducts that will stretch for four kilometres, crossing a shopping mall, passing by the FCA plant in Pomigliano d'Arco and going over highways on steel bridges. Work is also being done on reinforced concrete diaphragm walls for the tunnels that will link the railway with the new station of Naples-Afragola.

The Naples-Bari line is a crucial project for the socio-economic development of southern Italy. As part of the Scandinavian-Mediterranean Corridor of the Trans-European Transport Network (TEN-T) - the European initiative to connect the region's railways – it will improve the competitiveness of transport services and help guarantee an integrated and sustainable system of mobility for the country and Europe.

Salini Impregilo has built some of the most strategic railways in Italy, such as the so-called Direttissima between Rome and Florence, and the more modern lines between Milan and Turin, and Bologna and Florence. It is working on the Terzo Valico dei Giovi between Genoa and Milan which, like the Naples-Bari line, will belong to a TEN-T corridor. In southern Italy, the Group is working on the Bicocca-Catananuova section of the Palermo-Catania line that will allow travel between the two cities in less than two hours.

Salini Impregilo is one of the leading global players in the construction of large, complex infrastructure for sustainable mobility, clean hydro energy, clean water, green buildings, supporting clients in achieving sustainable development goals (SDGs). The Group is the expression of 114 years of engineering experience applied in 50 countries on five continents with 50,000 direct and indirect employees from more than 100 nationalities. Recognized for five years by Engineering News-Record (ENR) as the world leader in water infrastructure (such as dams, hydraulic tunnels, water and wastewater management, and water treatment and desalination plants), it ranks since 2018 among the top 10 in the environment sector. It is also leader in sustainable mobility (especially metro and rail lines, in addition to roads and bridges). A signatory of the United Nations Global Compact, the Group also ranks among the leaders of CDP (former Carbon Disclosure Project)'s Climate Change program. The Group's expertise is displayed in projects such as the M4 metro line in Milan, Grand Paris Express, Cityringen in Copenhagen, Sydney Metro Northwest, Red Line North Underground in Doha, Line 3 of the Riyadh Metro and the high-speed railways in Italy. Other projects include the new Genoa Bridge and the new Gerald Desmond Bridge in Long Beach, California, the expansion of the Panama Canal, the Snowy 2.0 hydroelectric power station in Australia, the Rogun hydroelectric dam in Tajikistan, the Anacostia River and Northeast Boundary tunnels in Washington, D.C. and

the Al Bayt 2022 World Cup stadium in Qatar. In 2019, new orders totalled €8.1 billion, with a total backlog reaching €36.2 billion. Some 85% of the backlog for construction orders involves projects tied to the sustainable development goals of the United Nations (SDGs), while 60% concerns the reduction of greenhouse emissions. Salini Impregilo is headquartered in Italy and is listed on the Milan Stock Exchange (Borsa Italiana: SAL; Reuters: SALI.MI; Bloomberg: SAL:IM).

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