

PRESS RELEASE

SUSTAINABLE MOBILITY IN SOUTHERN ITALY: WEBUILD GROUP SELECTED AS BEST BIDDER FOR €367 MLN ORSARA-BOVINO SECTION OF NAPLES-BARI HIGH-SPEED RAIL PROJECT

MILAN, June 13, 2021 – Webuild Group has been identified as the best bidder for a €367.2-million design-and-build contract for the Orsara-Bovino section of the Naples-Bari high-speed railway under development. Webuild would lead on the project with a 70% stake in the consortium, the remaining 30% being held by Pizzarotti.

Commissioned by Rete Ferroviaria Italiana (Gruppo FS Italiane), the project would create an estimated 5,000 jobs, the latest contribution to be made by the Group to the development of sustainable mobility in Italy, especially in its southern region. Under the Piano Nazionale di Ripresa and Resilienza (National Plan of Recovery and Resilience), the government is planning significant investments to modernise the country's infrastructure and create jobs also along the supply chain to help with the recovery of the economy.

Webuild recently won another sustainable mobility contract worth €1.07 billion to design and build a section of a high-capacity railway extending from the Brenner Base Tunnel between Fortezza and Ponte Gardena on the Italian side of the Alps. It is to create approximately 15,000 jobs, both directly and indirectly, as well as along the supply chain, providing a major boost to the local economy.

The Orsara-Bovino section is part of an upgrade of the Naples-Benevento-Foggia-Bari railway, which foresees a doubling of the line's capacity in order to make rail transport more competitive than road transport. The upgrade will improve the rail network in the southeast with a high-speed/high-capacity service that will increase service across the south.

The Orsara-Bovino section is to be 11.8 kilometres long and support trains travelling at speeds ranging between 200 and 250 kilometres per hour. The project will double the capacity of the existing single-rail train service along this section, passing for the most part through a tunnel of 9.871 kilometres in length. It will also comprise a temporary connection of a double-rail line with the historic one for 1.08 kilometres, supporting trains travelling at speeds of up to 90 kilometres per hour.

The Naples-Bari railway will serve as a strategic axis for the development of sustainable mobility in the region. It will reduce by about half the travel time between Naples and Bari to just two hours. It will also bring northern and southern Italy closer together, bringing the time to travel between Milan and Bari down to six hours. The construction of the line is supporting the economy and creating jobs in the region. Two other sections of the railway being built by the Group – Naples-Cancello and Apice-Hirpinia – employ more than 2,200 men and women. It involves a supply chain of approximately about 400 businesses.

The Naples-Cancello section will have a new station in the town of Napoli-Afragola. Built by Astaldi of the Webuild Group, it will serve as an interchange with regional and high-speed trains. About 15.5 kilometres long, the section will pass through the towns of Casoria, Casalnuovo, Afragola, Caivano and Acerra. The second section of the Naples-Bari line will run for 18 kilometres between Apice and Hirpinia, crossing the Apennine. This section will include a station at Hirpinia and three natural tunnels and four viaducts.

Webuild's commitment to southern Italy dates back to the 1930s. It has been involved in the construction of more than 280 projects in the region, and is currently involved in 10 public works that

involve 1,700 suppliers with combined contracts worth approximately €950 million. In Sicily, it is working on the Bicocca-Catenanuova section of the Palermo-Catania high-capacity railway. The Group is also set to make two more projects operative in the near term, one of which being the Taormina-Giampileri section of the Catania-Messina railway. The Group recently renewed its commitment by launching a programme to hire 100 young engineers to enable them to contribute to the development of their region.

Webuild, the new group born in 2020 from Salini Impregilo, is a leading global player in the construction of large, complex projects for sustainable mobility, clean hydro energy, clean water, green buildings, supporting clients in achieving sustainable development goals (SDGs). The Group is the expression of 115 years of engineering experience applied in 50 countries on five continents with 70,000 direct and indirect employees from more than 100 nationalities. Recognised 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 and 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'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 Gerald Desmond replacement 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 2020, the Group's total order backlog reached €41.7 billion, with 89% of the backlog of construction orders involving projects that support the SDGs set by the United Nations. Webuild, subject to direction and coordination by Salini Costruttori SpA, is headquartered in Italy and is listed on the Milan Stock Exchange (Borsa Italiana: WBD; Reuters: WBD.MI; Bloomberg: WBD:IM).

[More information at www.webuildgroup.com](http://www.webuildgroup.com)



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