

## **PRESS NOTE**

### **WEBUILD: CIRCULAR ECONOMY AT LA MADDALENA TUNNEL SITE COUNTERS DROUGHT TO SUPPORT LOCAL ECONOMY IN A SUSTAINABLY WAY**

- *Water from La Maddalena tunnel to be used to irrigate vineyards in Chiomonte, Italy*
- *Innovative solution to recover, reintroduce natural cycle of underground water collected at site of tunnel work*

*CHIOMONTE, Italy, July 14, 2022* – Webuild is applying the principle of a circular economy by recycling the underground water collected during its excavation of the La Maddalena tunnel in Chiomonte, the main construction site on the Italian side of the project to establish a railway between Turin and Lyon, France. For the entire period of the water crisis in Italy, the Group will supply the water for the irrigation of nearby vineyards to support the local economy in an area where the government has declared a state of emergency as a result of the drought afflicting Italy.

In agreement with the client, Tunnel Euralpin Lyon Turin (TELT), Webuild and its partners will supply on a daily basis the water to the Consorzio irriguo di Chiomonte (Chiomonte Irrigation Consortium) by means of tanker trucks to irrigate 12 hectares of vineyards, which are located on steep inclines to produce high-quality wines.

The water had been previously collected in tanks where it was treated and cooled before being poured into the Dora River. The Politecnico di Torino university had also helped research another pilot project to use the hot water to regulate the temperature at the visitors' centre to be open throughout the life of the project.

The project's reuse of a natural resource is not limited to water. Nearly 60 percent of the material being excavated will be used for the segments to be made to line the walls of the tunnel, or the foundation on which the rail lines will be laid. This recycling of rocks reduces the need to bring more material to the construction site, producing economic and environmental benefits.

At the Chiomonte site, Webuild and its subsidiary CSC Costruzioni are working on the interchange niches of the La Maddalena tunnel, the preparatory stage of the ambitious project of sustainable mobility in Europe that will connect Turin and Lyon along the Milan-Paris route, passing under the Alps with a high-speed/high-capacity railway. It is an important section of the Mediterranean Corridor of the Trans-European Transport Network (TEN-T) that will stretch for 65 kilometres and help avoid the emission of three million tonnes of CO<sub>2</sub> per year otherwise produced by vehicles.

Webuild is working on other TELT lots on the French side of the project. Lot 2 involves the construction sites of La Praz and Saint-Martin-de-la-Porte and a total of 46 kilometres of tunnels that will include two parallel tunnels forming the railway line, as well as a system of auxiliary tunnels. Lot 5 foresees the preparatory works for the construction of a safety site in Modane and for four ventilation shafts that will be at the service of the future base tunnel with the view of building a logistics hub 500 metres below the Massif of Ambin.

\*\*\*

*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 (rail, metro, bridges, roads, ports), hydropower (dams, power plants), water (treatment and desalination plants, wastewater management, irrigation dams) and green buildings (civil and industrial buildings, airports, stadiums, hospitals). It supports clients in achieving the Sustainable Development Goals (SDGs) established by the United Nations. The Group is the expression of 116 years of engineering experience applied in 50 countries with 80,000 direct and indirect employees from more than 100 nationalities.*

*Iconic projects, completed or under construction, include the M4 metro line in Milan, a section of Line 16 of the Grand Paris Express, Cityringen in Copenhagen, the viaduct and bridge for Sydney Metro Northwest in Australia, Red Line North Underground in Doha, Line 3 of Riyadh Metro and high-speed railways in Italy. Others include the Genova San Giorgio Bridge in Italy, the Long Beach International Gateway Bridge in Long Beach, California, the expansion of the Panama Canal, the Snowy 2.0 hydroelectric scheme 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. At the end of December 2021, it had a total order backlog amounting to €45.4 billion, with 92% of the construction backlog relating to projects linked to SDGs. Webuild, subject to direction and coordination by Salini Costruttori S.p.A., 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)



**Contacts:**

**Media Relations**

**Gilles Castonguay**

**Tel +39 342 682 6321**

**email: [gr.castonguay@webuildgroup.com](mailto:gr.castonguay@webuildgroup.com)**

**Media Relations (Italy)**

**Carmen Cecchini**

**Tel. +39 346 3019009**

**e-mail: [c.cecchini@webuildgroup.com](mailto:c.cecchini@webuildgroup.com)**