

PRESS NOTE

LAYING OF FIRST STONE FOR GENOA'S NEW BREAKWATER:

WESTERN LIGURIAN SEA PORT AUTHORITY AND PERGENOVA BREAKWATER CONSORTIUM LED BY WEBUILD LAUNCH PROJECT IN PRESENCE OF ITALIAN INFRASTRUCTURE AND TRANSPORT MINISTER MATTEO SALVINI

NATIONAL STRATEGIC PROJECT TO IMPROVE ROLE OF CITY, LIGURIA AND ITALY IN INTERNATIONAL MARITIME TRADE

NEW BREAKWATER TO SUPPORT ANNUAL GROWTH IN COMMERCIAL TRAFFIC AT PORT OF GENOA BETWEEN 22-30% IN 2027-2030

- *The biggest project to develop the Italian port will be done by Webuild with Fincantieri, Fincosit and Sidra*
- *An innovative project unique in the world for its scale, engineering complexity and benefit to the city and country*
- *The new breakwater will be 6,200 metres long and its construction will create 1,000 jobs*
- *Integrated with the Terzo Valico dei Giovi-Genoa Junction, it will improve access to the port, region and Italy*

GENOA, May 4, 2023 – Genoa is set to strengthen its role as a strategic hub for the Mediterranean. The laying of the first stone for a new breakwater was celebrated today, marking the start of work on a project unique in the world for its scale, engineering complexity and economic benefit to the city and the country's economy. It is one of the biggest strategic projects to be done in Italy with funding from the National Recovery and Resilience Plan (PNRR in Italian). It is made possible thanks to a collaborative effort by the Port Authority, the region's public institutions and the national Government. With the awarding of the contract in October to the PERGENOVA BREAKWATER consortium and the start of the executive design, the laying of the first stone was conducted today, setting a milestone that confirms a respect for the timeline for projects under the PNRR with the aim to complete the first phase of the breakwater by 2026.

It will be the biggest work ever done to improve an Italian port, part of an integrated series of projects that are developing access to the Port of Genova and Liguria by road, rail and sea. The new breakwater, whose construction will employ 1,000 people directly and indirectly, will be done by the PERGENOVA BREAKWATER consortium led by Webuild with partners Fincantieri Infrastruttura Opere Marittime, Fincosit and Sidra. It is being commissioned by the Western Ligurian Sea Port Authority.

The day opened with a meeting at the institutional level held at the Compere Hall at San Giorgio Palace with a direct link to the operations that put into motion in the open sea the first pouring of gravel for the underwater foundation of the breakwater. Participants at the event included Infrastructure and Transport Minister Matteo Salvini; Deputy Infrastructure and Transport Minister Edoardo Rixi; the Commander of the Port Admiral Sergio Liardo; Liguria Region President Giovanni Toti; Genoa Mayor Marco Bucci; Paolo Emilio Signorini, President of the Western Ligurian Sea Port Authority and Extraordinary Commissioner of the project; and Webuild Chief Executive Pietro Salini.

The breakwater will consolidate the role of the port system within the Rhine-Alpine Corridor of the Trans-European Transport Network (TEN.T), of which the Terzo Valico dei Giovi, under development by Webuild, is also a part.

The innovative project entails the construction of a maritime infrastructure designed to protect the basins and port structures from climate change, acting as a bulwark at sea. Nearly all of the material from the demolition of the old breakwater will be reused in respect of the principles of a circular economy, reducing the environmental impact of its construction.

The new breakwater, unique from an engineering point of view, will be 6,200 kilometres long. In order to build the base, which will reach depths of up to 50 metres, seven million tons of rock material will be used. A hundred prefabricated, reinforced concrete caissons will be placed along the base, reaching a scale of 35 metres in width, 67 metres in length and up to 33 metres in height like a 10-storey building.

The construction of the breakwater will provide safe access to the port for modern ships known as Ultra Large, which today have limited manoeuvrability within the space of the existing basin built in the 1930s. Once completed, the port will have a turning basin of 800 metres, giving more space for freight, passenger and cruise ships. This will enable the Port of Genoa to compete on an equal footing with Europe's biggest hubs and raise its standing among those of the Mediterranean. It is estimated that the new breakwater will ensure a progressive annual growth in commercial traffic of 22-30% from 2027 to 2030, when the second phase of the project will be completed. The port authority estimates the economic benefit will be €4.2 billion in terms of greater income from container traffic, and from port rights and taxes.

To inform and welcome the participation of the public at this historic moment for Liguria and the country, a series of events have been organised by Webuild with the Port Authority. At the Port Antico, Piazzale Mandraccio, and Piazza De Ferrari, three creative installations will welcome participants with aerostatic balloons that will raise breakwater caissons reproduced to scale. The installations will remain suspended at the Porto Antico 10 metres in the air for the entire afternoon, accompanied by food and music performances. From 5:30 p.m., one of the installations will be attached to a barge that will bring it to the site of the breakwater. At 8:30 p.m., a sound and light performance will begin, culminating in firework display.

For more information about the project and the day's programme, please visit www.pergenovadigaforanea.it, www.portsofgenoa.com and www.commissario.digaforanea.genova.it



The **Western Ligurian Sea Port Authority** groups together the Ports of Genoa, Pra', Savona and Vado Ligure – branded as the Ports of Genoa – which ranks as Italy's premier port in terms of total throughput, multi-commodity diversification and economic output, and as the Mediterranean gateway port of the Rhine-Alpine Rail Freight European Corridor. The port cluster is governed by a Port Authority firmly committed to providing the highest standard of services to terminal operators and shippers alike, across a major infrastructure investment programme designed to improve maritime and land accessibility and promote an intensive use and expansion of smart port intangible assets and technology. A top priority of the Western Ligurian Sea Port Authority is to support employment and generate value added for the local and Italian economy overall. For further information: www.portsofgenoa.com

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Webuild is a global leader in the design and construction of large, complex projects in the sectors of 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 recognised leader in infrastructure for the water sector, it operates in 50 countries, generating 70 percent of its revenues from international markets. It has 83,000 direct and indirect employees from 100 nationalities, and a supply chain of more than 17,500 businesses. In its 117 years of applied engineering on more than 3,200 projects, the Group has built 14,118 kilometres of rail and metro lines, 82,509 kilometres of roads and highways, 1,018 kilometres of bridges and viaducts, 3,396 kilometres of tunnels, and 313 dams and hydropower plants. Projects include the Genoa San Giorgio Bridge, the second Panama Canal, the Lake Mead Third Intake hydraulic project near Las Vegas in the United States, the Airport Line in Perth, Australia and the Stavros Niarchos Foundation Cultural Center in Athens. Projects under construction include the Brenner Base Tunnel, Line 4 of the Milan metro system, the Terzo Valico dei Giovi-Nodo di Genova in Italy, and the North East Link of Melbourne in Australia. In 2022, the Group had revenues of €8.2 billion, total orders worth more than €53 billion, and projects that will help reduce annual CO2 emissions by 25 million tonnes. Webuild, subject to the direction and coordination of Salini Costruttori S.p.A., is headquartered in Italy and is listed on the Milan stock exchange (WBD; WBD.MI; WBD.IM). Since 2021, it is member of the MIB ESG, the index of Italian companies with the best ESG practices. For further information: www.webuildgroup.com.

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Fincantieri is one of the world's largest shipbuilding groups, the only one active in all high-tech marine industry sectors. It is leader in the construction and transformation of cruise, naval and oil & gas and wind offshore vessels, as well as in the production of systems and component equipment, after-sales services and marine interiors solutions. Thanks to the expertise



developed in the management of complex projects, the Group boasts first-class references in infrastructures, and is a reference player in digital technologies and cybersecurity, electronics and advanced systems. With over 230 years of history and more than 7,000 ships built, Fincantieri maintains its know-how, expertise and management centres in Italy, here employing 10,000 workers and creating around 90,000 jobs, which double worldwide thanks to a production network of 18 shipyards operating in four continents and with almost 21,000 employees. www.fincantieri.com

Founded on 3rd October 1905, **Fincosit** is a company that has been operating actively and successfully in maritime works for over a century. The company has been a pioneer in the construction of large-scale reinforced concrete cellular caissons and has established its leadership in this niche sector, having built over 2700 caissons to date. Since the late 1990s, the company has been strongly committed to the development of numerous civil and maritime construction and civil engineering works. To date, Fincosit has completed over 56 km of quays, over 37 km of breakwaters, and about 6 km of other maritime infrastructures such as piers, seawater intakes/outfalls, dry-docks, etc. The company has its own in-house Technical Office dedicated to the development of engineering solutions for tender participation, on-site work optimization, and change analysis during work in progress. Over time, Fincosit has developed an impressive amount of case studies and design solutions for civil engineering, especially maritime works. Clients of Fincosit benefit from a tradition of construction excellence that spans over 100 years.

Sidra S.p.A. (Società Italiana Dragaggi) belongs to the Belgian group DEME (Dredging, Environmental and Marine Engineering), a global leader in dredging, land reclamation and off-shore maritime services. The Group's subsidiaries have at their disposal an unmatched number of dredging vessels that are among the most advanced in terms of construction capabilities, installed technological systems and other services. The fleet is one of the best in the world with a large number of specialist vessels (more than 100 dredging vessels that are self-loaders and other specialties; barges; tug boats and other support vessels). All of them have highly trained crews equipped with technology of the latest generation.