COMPANY PROFILE

FY2023

webuild

COMPANY PROFILE

FY2023

webuild

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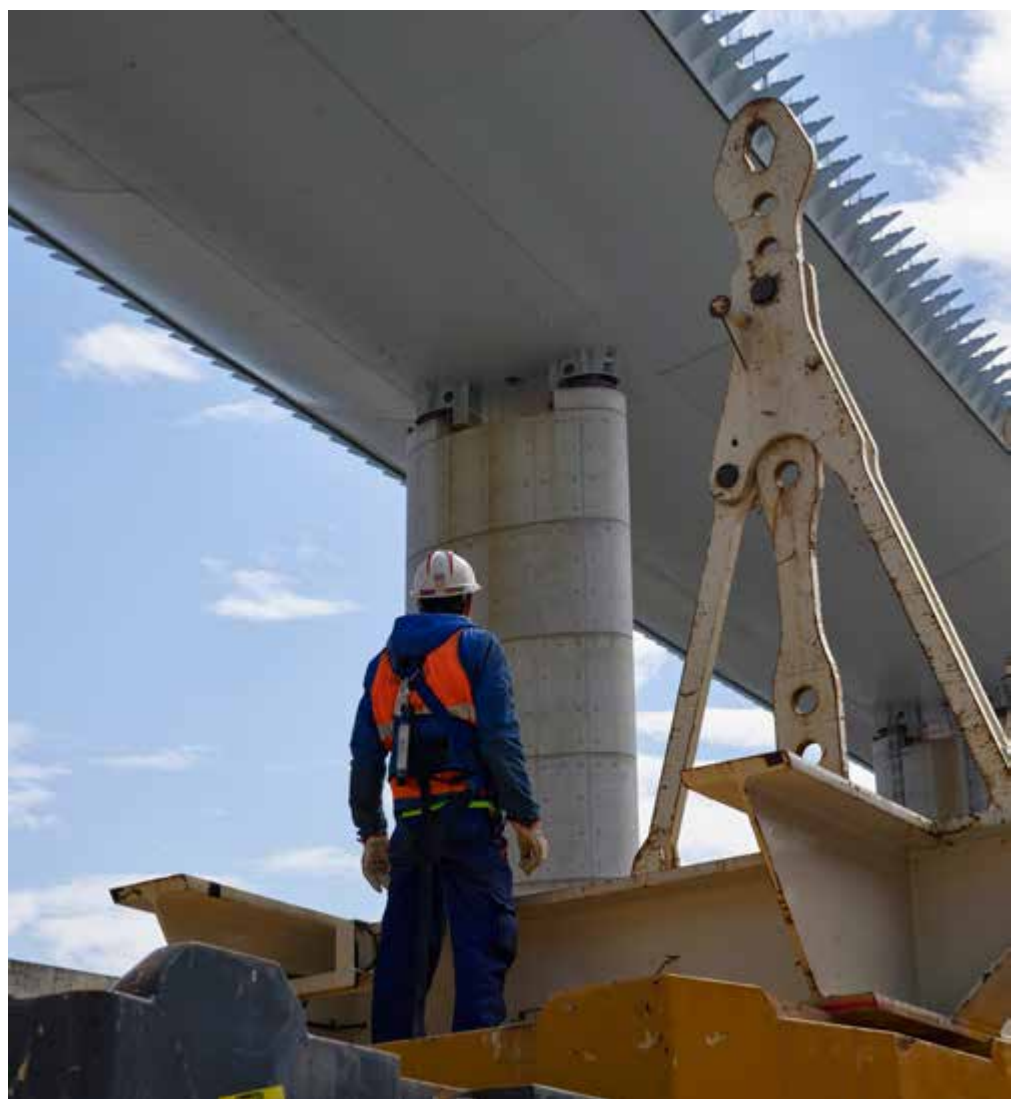
01 GROUP

GROUP

WHO WE ARE



DISCOVER EXCLUSIVE CONTENTS

Global player in the construction of large complex infrastructures, leader in the water sector, leading Italian contractor, among the 10 international top players in Australia, United States, Europe*.

For about 120 years we have contributed to the growth of the communities where we work, supporting clients in reaching their goals, with a “stay lean and go fast” approach, adopting flexible and safe solutions to satisfy our clients, **pursuing efficiency and sustainable solutions to protect and enhance the environment**, continuously delivering results in an uncertain world.

Webuild has a privileged position in the infrastructure sector as it is one of the few global operators with a strongly SDG-oriented core business directed towards the development and building of infrastructure that directly contributes to the achievement of the SDGs and transition to a low-carbon economy.

The company has a dynamic, constantly changing structure to underpin business growth in line with international best practices.

Listed on the Borsa Italiana stock exchange in Milan, the group has a qualified shareholders base, with CDP Equity and other Italian financial institutions to provide support to its development. Webuild is committed to creating value for its stakeholders, maintaining a close rapport with them through regularly meetings and communications about its activities.

Our recent integration with companies like Clough, Astaldi, Seli Overseas, Cossi and Lane gives us a sharper competitive edge on international markets as a result of the new skills they bring to the group thereby enabling it to achieve more ambitious goals. Webuild intends to cultivate its role as partner to its clients in their climate and energy transition, taking on the challenges posed by the ongoing global megatrends, such as climate change, demographic growth, urbanisation and water scarcity.

* Ranking 2023 published by Engineering News-Record (ENR)

Sustainable Mobility

- → Metros
- → High Speed Railways
- → Railways
- → Roads & Motorways
- → Bridges & Viaducts
- → Ports & Sea works

Clean Hydro Energy

- → Hydroelectric Dams & Plants
- → Pumped Storage

Clean Water

- → Desalination & Water Treatment
- → Wastewater Management Plants
- → Hydraulic works
- → Irrigation Dams

Green Buildings & Other

- → Civil & industrial buildings
- → Airports
- → Stadiums
- → Hospitals

02

KEY FIGURES

Key Figures*

€10 bn

revenues in 2023

≈120

years of engineering and construction

87,000

average direct and indirect global workforce in 2023

+110

nationalities

* FY2023

€64 bn

total backlog*

€54.9 bn

construction backlog*

>85%

construction backlog related to projects in low-risk countries*

>90%

of projects in construction backlog contribute to SDGs advancement*

03

COMMITMENT

COMMITMENT

OUR PLEDGE TO BUILD A MORE SUSTAINABLE FUTURE

CONTENTS DISCOVER EXCLUSIVE

Our rail, metro and light rail transit lines move millions of people every year, eliminating the need for cars and buses that increase pollution as well as congestion on roads and highways.

Webuild's Sustainability Strategy is embedded in the Group's business model and strategy and is underpinned by two key pillars: its contribution to global challenges and its unceasing commitment to act responsibly.

As signatory of the Global Compact, Webuild strives to play its part in supporting the global effort to reach by 2030 the Sustainable Development Goals (SDGs) set by the United Nations.

The group's pledge to work towards a more sustainable, low carbon future is reflected in its business divisions: Sustainable Mobility, Clean Water, Clean Hydro Energy, and Green Buildings & Other.

Our rail, metro and light rail transit lines move millions of people every year, eliminating the need for polluting cars and buses that increase congestion on roads and highways. Our hydroelectric dams produce energy without emitting harmful emissions. Our desalination and treatment plants can provide potable water where it is in scarce supply, and sustainable waste water treatment plants for environmental protection and pollution decrease.

The bridges and buildings we erect house the latest in sustainable technology, promoting a strong Health & Safety culture worldwide.

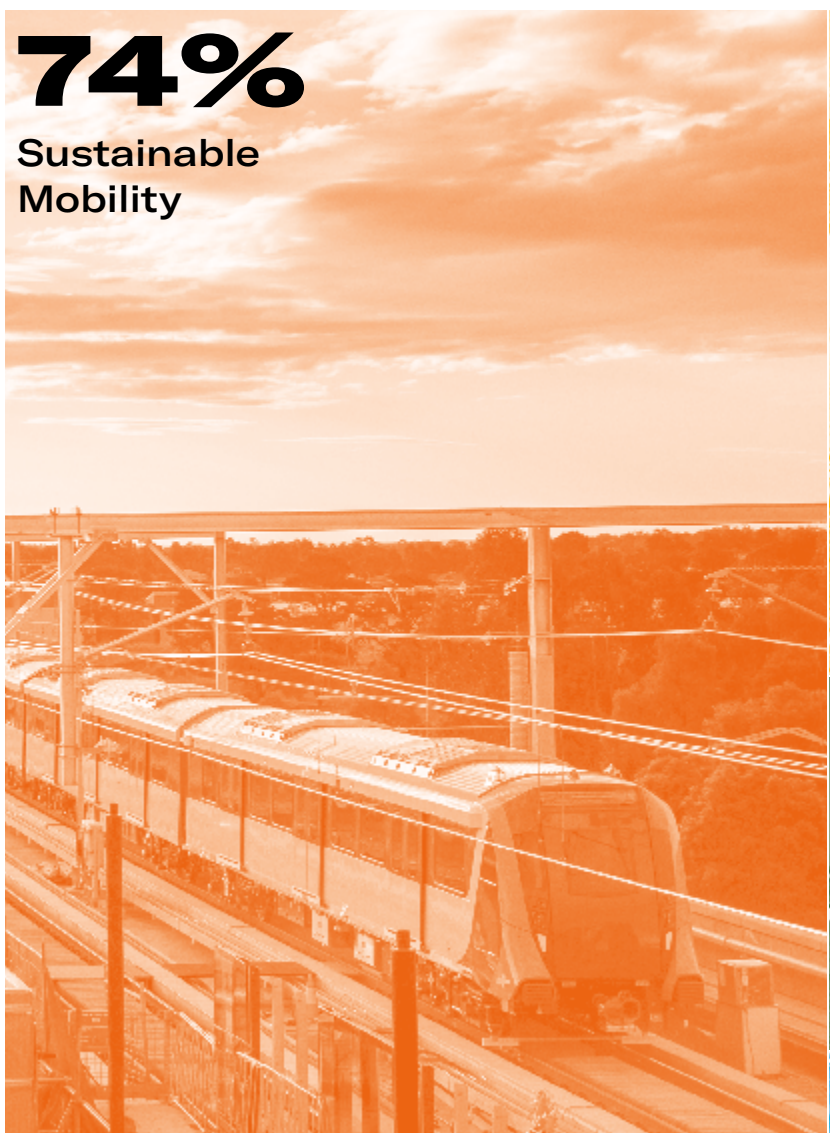
In 2023, over 90% of our construction backlog came from projects that contribute to the achievement of some of the most prominent UN SDGs.

Our contribution to the UN SDGs*

(UNITED NATIONS SUSTAINABLE DEVELOPMENT GOALS)

>90%

Construction backlog from projects that contribute to the achievement of the SDGs

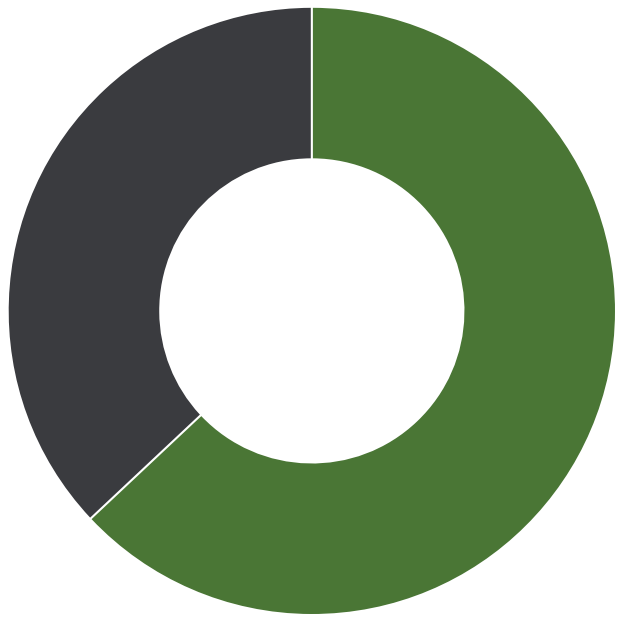


* FY2023 unless otherwise indicated

Our contribution to the fight against climate change

63%

Revenue eligible
to the EU “green” Taxonomy



≈93 million people worldwide

with the best access to water, energy, mobility and public utility infrastructures thanks to the Group’s projects currently being built

-67%
GHG emissions

Greenhouse gas emission intensity scope 1&2 (2023 vs 2017) *

13 CLIMATE ACTION

* Scope 1&2 indicate CO_2 emissions coming from the consumption of fuels (scope 1) and electricity (scope 2)


webuild

04

STRENGTHS

STRENGTHS

OUR WAY OF DOING BETTER

Operational excellence

→ Global Group focused on large-scale civil engineering projects;
→ Outstanding skills and qualifications in key segments and key iconic projects worldwide;
→ Long and successful track record dating back about 120 years;
→ Proven ability to generate shared value in local markets, working closely with all the involved stakeholders.

Effective commercial strategy

→ Innovative Commercial Plan based on Reliability & Capability assessment;
→ Strong focus on market opportunities while managing risk;
→ Ability to compete selectively, focusing on projects with the best balance between available resources and risk/reward profile;

→ Strict selection of partners/suppliers of high quality;
→ Rigorous commercial strategy and target projects selection: re-engineered bidding strategy with a 360° analysis for each selected project.

Solid financial structure

→ Highly liquid balance sheet, with great attention to operating profitability and cash generation;
→ Low net debt/equity ratio, efficient use of capital;
→ Focus on maintaining adequate financial leverage for Group strategy for organic and acquisition-led growth.

Responsible behaviour: robust ESG standards

→ Strong set of ethical principles: integrity, correctness, transparency, sustainability;
→ Framework of policies and governance systems compliant with the highest standards;
→ Rules and procedures to safeguards people, environment and society at large;
→ Clear and transparent communication towards different stakeholders;
→ Climate action and circular economy: robust framework for reducing greenhouse gas emissions and supporting circular economy
→ Labour rights protection and promotion of safe and secure working environments for all workers.

Significant geographical diversification

→ Large and long-term backlog of orders;
→ Significant presence in high-growth markets: Italy, Australia, North America, and Europe;
→ Unique track record of large size projects performed in more than 100 countries;
→ Proven ability to penetrate new markets.

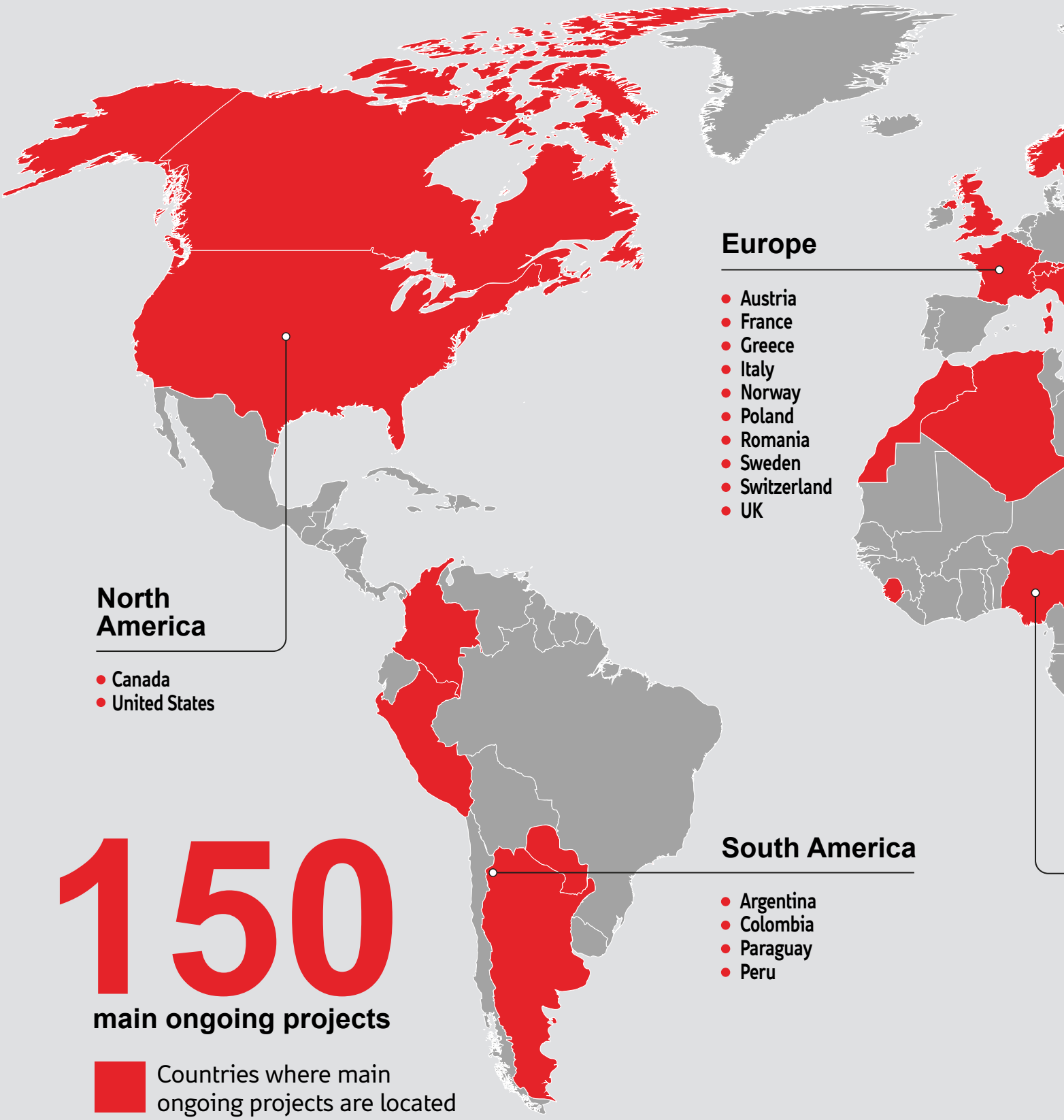
Efficient organization, change management, innovation

→ Proven M&A execution with skills integration and rationalization;
→ High level of expertise and optimized industrial processes, from the selection of potential projects to the preparation of bids, from supply chain management to contracts execution;
→ Some best in class innovation processes and products for design, planning and construction;
→ Innovative processes to increase competitiveness (cost, safety, quality, time of execution and environmental footprint).

05

FOOTPRINT

Global footprint



North America

- Canada
- United States

Europe

- Austria
- France
- Greece
- Italy
- Norway
- Poland
- Romania
- Sweden
- Switzerland
- UK

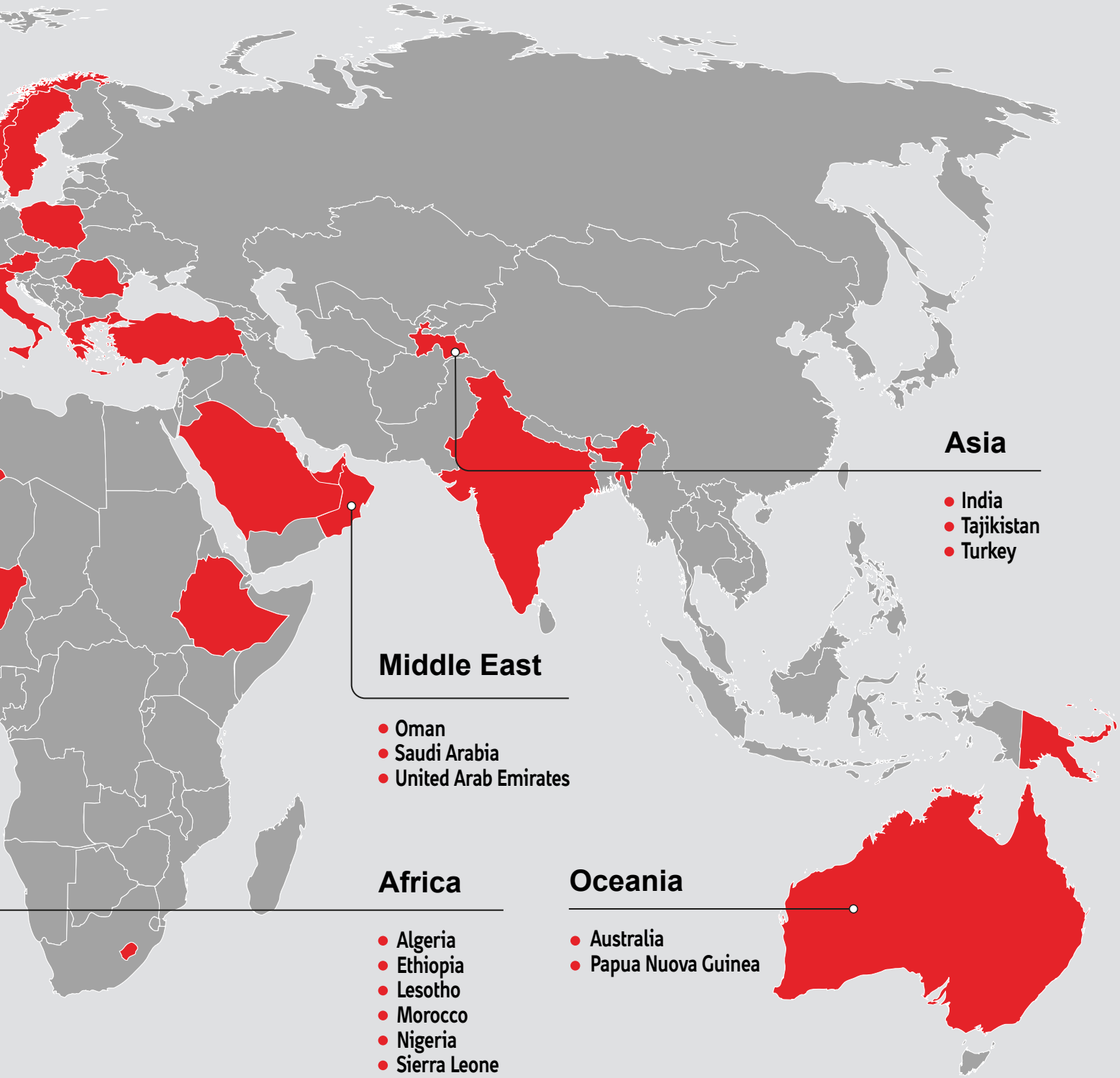
South America

- Argentina
- Colombia
- Paraguay
- Peru

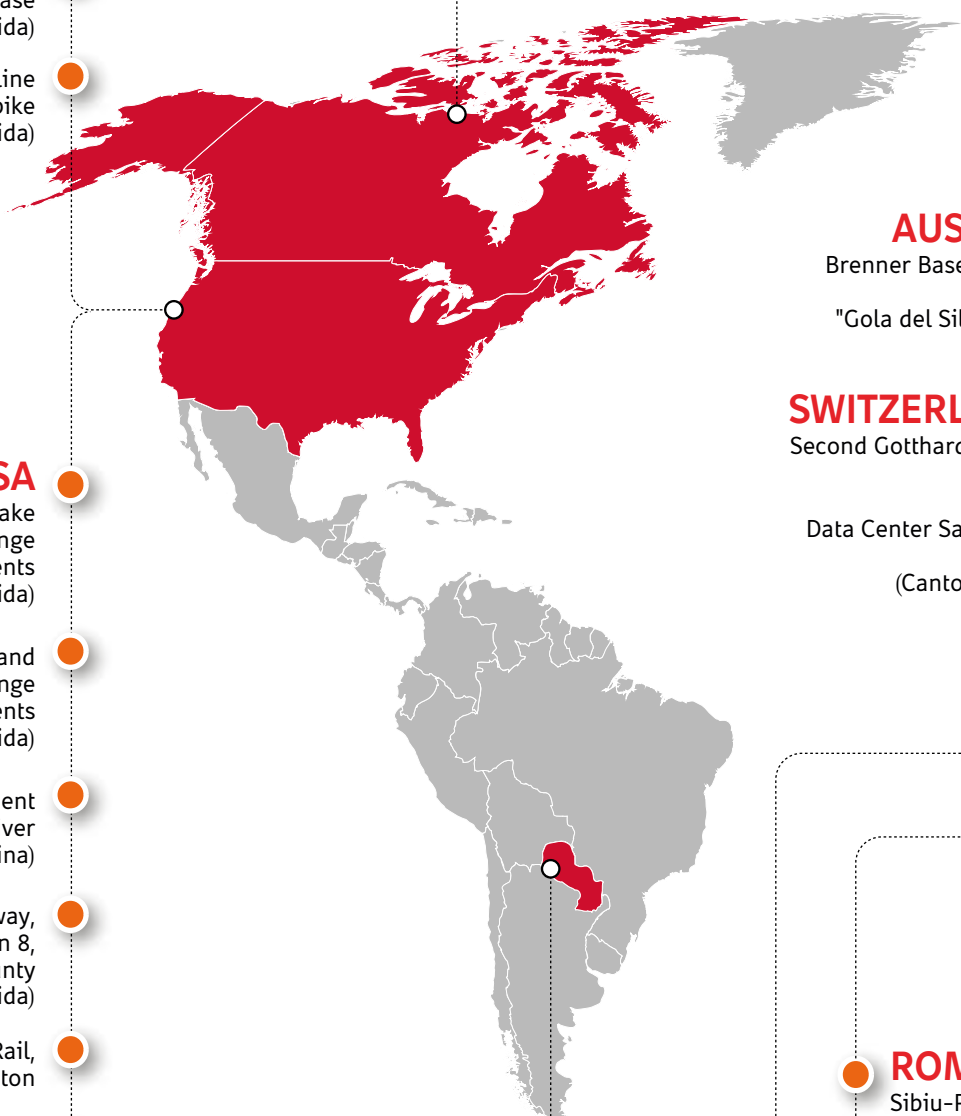
150

main ongoing projects

Countries where main ongoing projects are located


Asia
India
Tajikistan
Turkey
Middle East
Oman
Saudi Arabia
United Arab Emirates
Africa
Algeria
Ethiopia
Lesotho
Morocco
Nigeria
Sierra Leone
Oceania
Australia
Papua Nuova Guinea

Main new contracts 2021 - 2023



USA
Transurban
I-495 Express Lanes
Extension (NEXT)

Kansas City
Levees - Argentine,
Armourdale & CID

Tyndall
Air Force Base
(Florida)

Widening of Mainline
Turnpike
(Florida)

USA
I-4 and Sand Lake
Road Interchange
Improvements
(Florida)

I-4 / Apopka-Vineland
Road Interchange
Improvements
(Florida)

I-20 Bridge Replacement
over Wateree River
(South Carolina)

Wekiva Parkway,
Section 8,
Seminole County
(Florida)

Texas High Speed Rail,
Dallas-Houston

Balls Ford Road
Interchange
and Widening

I-275/I-4 Highway
Interchange, Tampa
(Florida)

CANADA
Ontario Line,
Toronto -
"RSSOM" Contract

PARAGUAY
3 Water Treatment
Plants

UK
A303 Road Project,
Stonehenge

NORWAY
Sotra Connection
PPP PROJECT

AUSTRIA
Brenner Base Tunnel
Lot H41
"Gola del Sill-Pfons"

SWITZERLAND
Second Gotthard Tunnel
Lot 243

Data Center Safe Host,
Gland
(Canton Vaud)

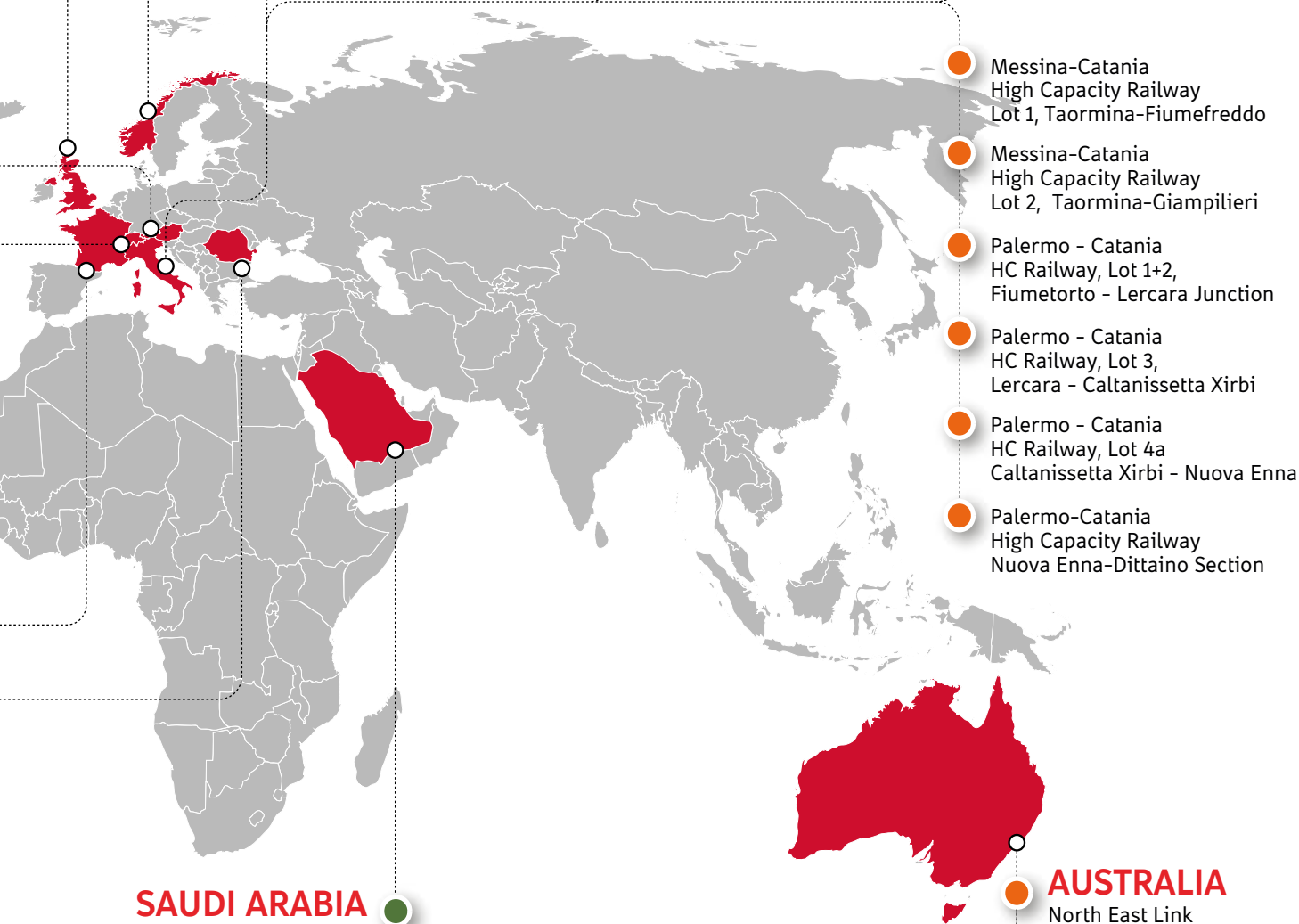
FRANCE
Turin-Lyon
HS Railway
Base Tunnel,
Lot 2

ROMANIA
Sibiu-Pitesti Highway
Lot 3

Caransebes-Timişoara-Arad
Lot 3

Caransebes-Timişoara-Arad
Lot 4

● Sustainable Mobility ● Clean Hydro Energy ● Clean Water ● Green Buildings & Other



ITALY

- Motorway maintenance work in Genoa, Milan, Bologna, Florence
- Fortezza-Ponte Gardena High Capacity Railway
- New Genoa Breakwater
- Pedemontana Lombarda B2, C Lots
- Pedemontana Piemontese Highway, Lot 1 (Sections 1-2)
- Trento Railway Bypass, Lot 3A
- Naples-Bari HS/HC Railway Line Orsara-Bovino section
- Naples-Bari HS/HC Railway Line Orsara-Hirpinia section
- Salerno - Reggio Calabria HS Railway, Lot 1A, Romagnano -Battipaglia
- Messina-Catania High Capacity Railway Lot 1, Taormina-Fiumefreddo
- Messina-Catania High Capacity Railway Lot 2, Taormina-Giampilieri
- Palermo - Catania HC Railway, Lot 1+2, Fiumetorto - Lercara Junction
- Palermo - Catania HC Railway, Lot 3, Lercara - Caltanissetta Xirbi
- Palermo - Catania HC Railway, Lot 4a Caltanissetta Xirbi - Nuova Enna
- Palermo-Catania High Capacity Railway Nuova Enna-Dittaino Section

SAUDI ARABIA

- King Faisal AirAcademy Project
- Riyadh Diriyah Square Package 2 Super-Basement Works
- NEOM Connector

AUSTRALIA

- North East Link Primary Package Melbourne
- Sydney Metro Western Sydney Airport Project
- Darwin Shiplift Facility

- Woodman Point Water Resource Recovery Facility Upgrade
- Ceres Urea Plant


webuild

06

BUSINESS

BUSINESS

WHAT WE DO

Track record

14,140 km

of railways and metros

1,020 km

of bridges and viaducts

313

dams and hydroelectric plants

3,408 km

of tunnels

82,533 km

of roads and motorways

52,900 MW

of installed capacity

BUSINESS

SUSTAINABLE MOBILITY

— Metros
— High Speed Railways
— Railways
— Roads & Motorways
— Bridges & Viaducts
— Ports & Sea works

The sustainable mobility sector is one of the most promising business areas. It is expected that passenger traffic alone will grow by 50% within 2030, to then double by 2050, while only 16% of global urban travel currently takes place using public means of transport.

Rail transport is pivotal to government plans to counter climate change.
The role played by the metro systems in urban centres is equally important. Metro systems exist in around 180 cities, transporting more than 50 billion people a year and keeping the equivalent of 133 million vehicles off the roads each day.

The metro projects under construction alone will allow the fast, efficient and sustainable transportation of roughly 5.3 million people a day on state-of-the-art infrastructure, avoiding emissions of around 3 million tonnes of CO_2 a year.
The high-speed railway projects will shorten travel times by an average of 50%, providing around 37 million people with safe, rapid and low-carbon services one ninth of the most efficient aircraft.
The ongoing railway projects will lead to an annual reduction in emissions of about 9.3 million tonnes of CO_2.

Road infrastructure works will continue to be fundamental to move goods and people both in the developed economies (where the focus is mainly on modernisation and traffic decongestion) and low-income countries (where around one billion people still lack access to an all-weather road).

Main Metros

Canada

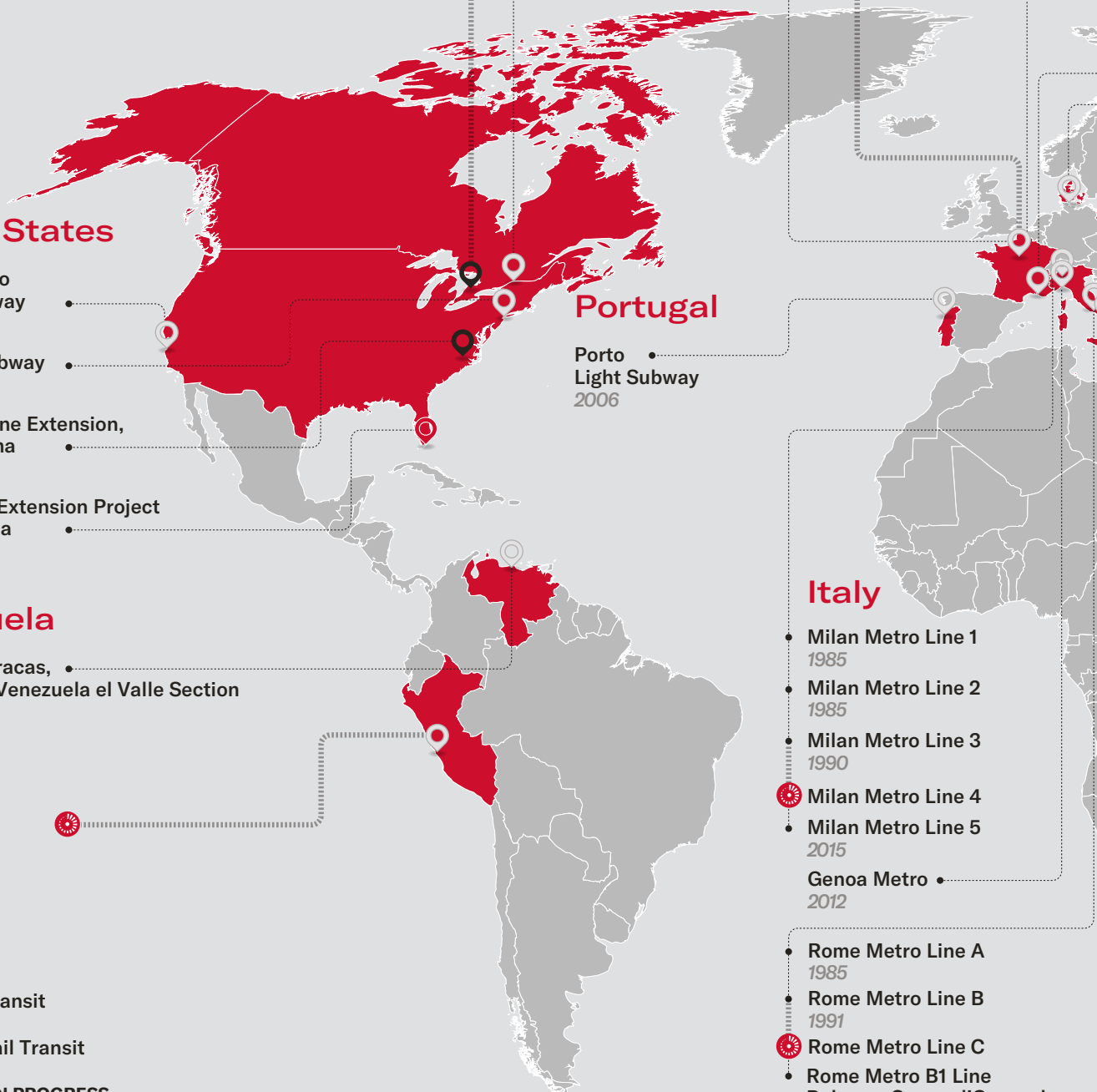
Montreal Line 1
1975

Hurontario Light Rail Transit Project

France

Paris Subway Eole and Meteor Line
1998

Grand Paris Metro, Line 16 Lot 2



United States

San Francisco Central Subway
2015

New York Subway
1984

LYNX Blue Line Extension, North Carolina
2017

Metromover Extension Project Miami, Florida
1993

Portugal

Porto Light Subway
2006

Venezuela

Metro De Caracas, Line 3 Plaza Venezuela el Valle Section
1995

Peru

Lima Metro

Italy

- Milan Metro Line 1 *1985*
- Milan Metro Line 2 *1985*
- Milan Metro Line 3 *1990*
- Milan Metro Line 4
- Milan Metro Line 5 *2015*

Genoa Metro
2012

- Rome Metro Line A *1985*
- Rome Metro Line B *1991*
- Rome Metro Line C
- Rome Metro B1 Line Bologna-Conca d'Oro and Conca d'Oro-Jonio Sections *2015*

Metros

Mass Transit

Light Rail Transit

IN PROGRESS

XXXX **COMPLETION DATE**

Denmark

- Cityringen Metro Copenhagen
  2019

Russia

- Saint Petersburg Subway
  2004

Poland

- Warsaw Metro Line 2, Rondo Daszynskiego - Dworzec Wilenski Section
  2015

Romania

- Bucharest Subway Line 4
  2017
- Bucharest Subway Line 5
  2020

Saudi Arabia

- Riyadh Metro Line 3

Qatar

- Doha Metro System “Red Line North Underground”
  2020

Turkey

- Istanbul Subway Line 4
  2012

Australia

- Forrestfield-Airport Link, Perth
  2022
- Sydney Metro Northwest
  2018
- Western Sydney Airport Project
- Melbourne Metro
  1981

Greece

- Athens Metro Line 3
  2009
- Thessaloniki Metro System

Italy

- Extension of Line 14 South to Orly Airport
  2023
- Marseille Metro Line 1
  1991
- Naples Metro Line 1
  2012
- Naples Metro Line 6
  1998
- Naples Metro, Capodichino Station

Milan Metro System, Line 4

ITALY

The world's fastest connection between an airport and a city centre (12mins)

Line 4 has a total length of approximately 15 km, with 21 stations, 30 auxiliary structures and 1 depot/ workshop, two single tracked tunnels, excavation diameter of 6.50 m in the external sections, excavation diameter of 9.15 m in the central sectoin ("Rome method"). It will create a high-speed public transport link along the east/southwest axis, crossing the historic city centre. It is a driverless, fully-automated light metro with automatic platform doors and a CBTC signaling system (Communication – Based Train Control).

TECHNICAL/PRODUCTION KPI

770,000 m³
concrete

67,800 tons
steel for reinforced concrete

1,230,000 m³
open excavations

SUSTAINABILITY KPI

86,000,000
passengers per year

-180,000
trips by car per day

-75,000 tons
CO_2 emissions estimated per year

Rome Underground, Line C

ITALY

The archeological subway of Rome: a project with a soul in the past, heading to the future

The archeological subway of Rome: a project with a soul in the past, heading to the future. The new subway line C in Rome is the first large public transport infrastructure in Italy with a fully automated system. A 25.6 km-long line including 29 stations (of which 19 km and 22 stations in operation) which crosses the city running under Rome's historic center, a UNESCO world heritage site, linking the eastern suburbs of the city to its center.

TECHNICAL/PRODUCTION KPI

900,000 m³
concrete

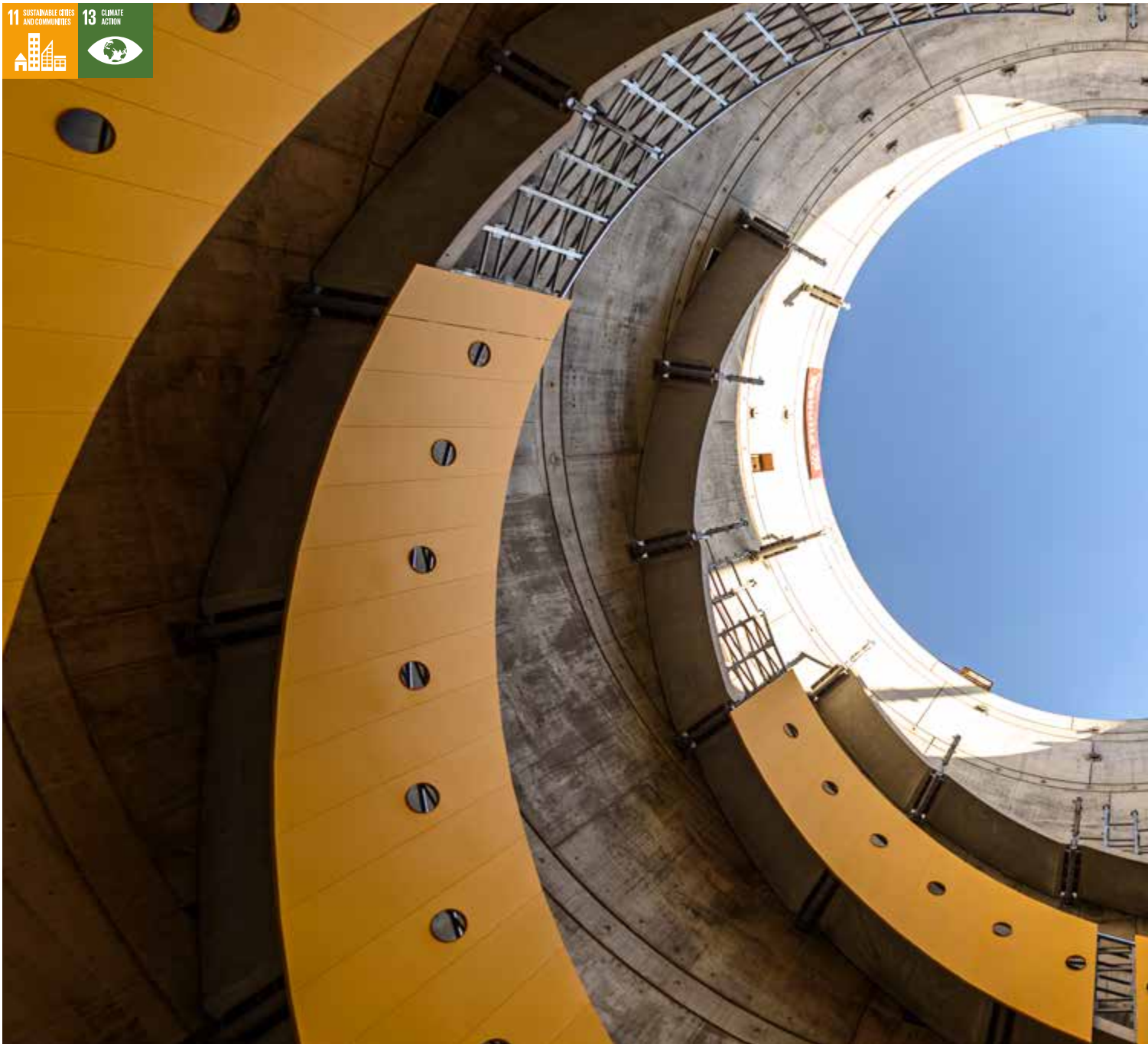
70,000 tons
steel

3,000,000 m³
underground excavations

SUSTAINABILITY KPI

585,000 m³
archeological investigations

30,000
people/year involved in events, conferences, open days

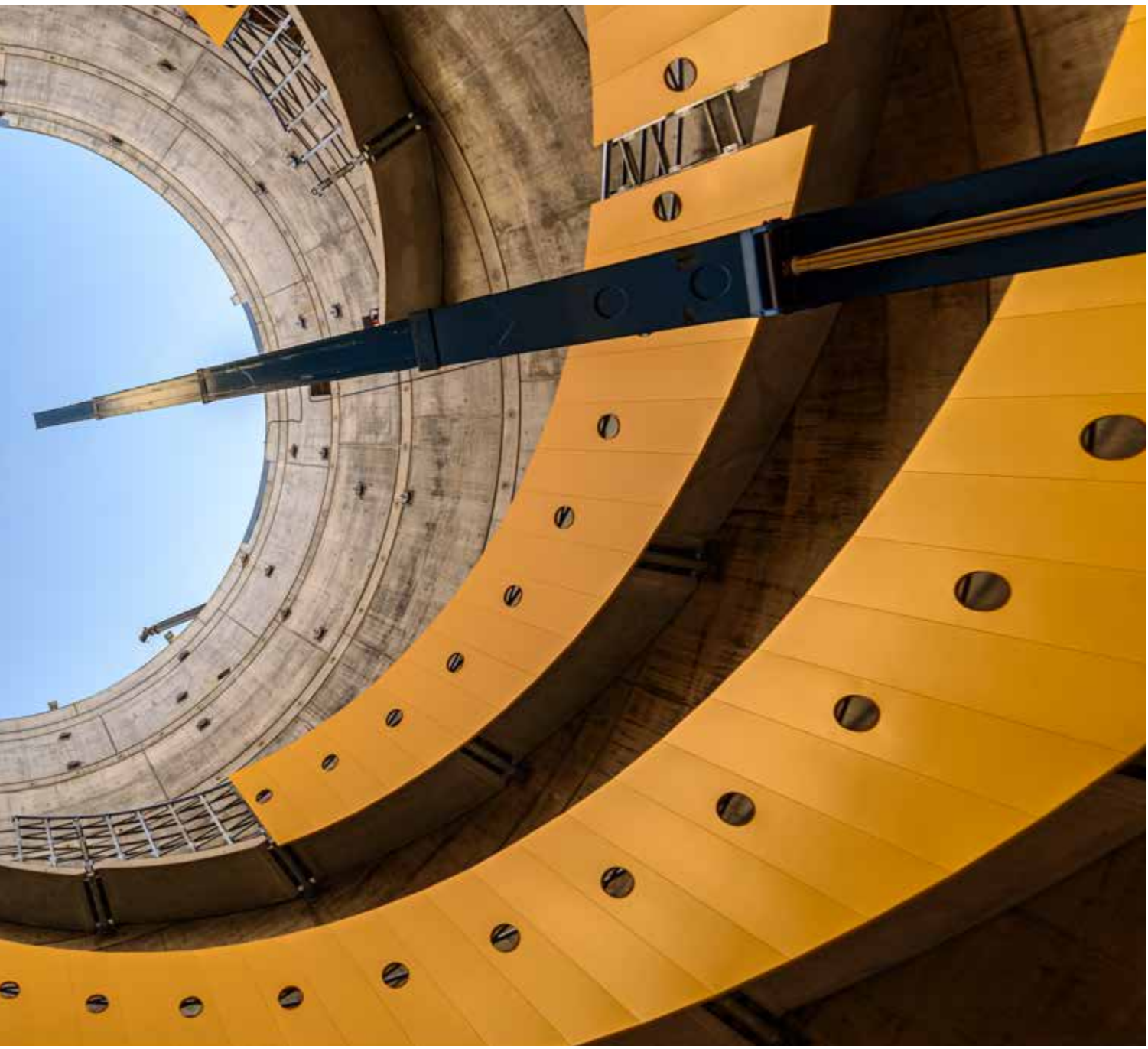


Capodichino Station (Naples Metro Line 1)

ITALY

The station that will provide Naples with a direct metro link connecting the port, airport and rail network, including high-speed lines

The project entails the construction of Capodichino Station as the planned terminus for Line 1 of the Naples Metro at Capodichino Airport. For its creation, Studio RSHP designers were inspired by St. Patrick's Well, the astonishing 54-meter-deep excavation made in Orvieto, Italy, in the 16th century. The totally underground station, when viewed from below, is shaped like a large propeller running skyward. It reaches a depth of about 50 meters, with an open atrium at road level, topped by a hangar-like building made of steel, glass and concrete. The project includes the construction of the structures, facilities and finishes, as well as three service shafts for the TBMs (Tunnel Boring Machines), two of which shall excavate the Capodichino-Poggioreale sub-section of the line and one will be used for the connection with the Di Vittorio Station of the EAV line.



TECHNICAL/PRODUCTION KPI

250,000 m³

excavations

70,000 m³

concrete poured

8,000 tons

steel used

SUSTAINABILITY KPI

≈ 100

people employed, including direct
and third-party staff (november 2023)

Riyadh Metro, Line 3

SAUDI ARABIA

The longest line of the giant sustainable project of the Saudi Arabian capital

Line 3 runs from West to East for approximately 42 km and a total of 22 metro stations, including 2 iconic stations. The new metro will reduce traffic congestion and lower pollution in a city with a population that is expected to increase from its current 6 million inhabitants to 8 million by 2030. The project adopts the LEED – Leadership in Energy and Environmental Design - standard for two stations. About 21 km of viaduct are built with prefabricated blocks erected using a total of 7 launching girders to minimize the possible impact on the city's roads. One TBM and Cut & Cover method are used for the underground section. The trains travelling line 3 will have a capacity of 267 passengers and a maximum speed of 100 km/h.

TECHNICAL/PRODUCTION KPI

1,900,000 m³
concrete

240,000 tons
steel for reinforced concrete

35,000,000
man/hours without LTI

SUSTAINABILITY KPI

5,000
passengers per hour in each direction

-80,000
trips by car per day

-100,000 tons
CO_2 emissions per year

Hurontario Light Rail Transit

CANADA

Sustainable Urban Mobility for Growing Cities

The HuLRT is an 18 km-long light rail transit system with 19 stops that runs along Hurontario Street from Port Credit in Mississauga to the Brampton Gateway Terminal. The HuLRT will operate in a separated guideway with traffic priority throughout most of the corridor, accommodating a double cycle path and becoming a people-oriented corridor connecting communities and accommodating growth anticipated over the next 30 years. The project also comprises upgrade and commissioning of third party infrastructure, road resurfacing and widening, construction, modifications and rehabilitations of bridges, traffic management and detours, road signing and lighting, parking areas and one Building for the Operations and Maintenance for the LRT vehicles.

TECHNICAL/PRODUCTION KPI

49,866 m³	**253,285 tons**	**531,143 m³**
concrete	asphalt	excavations

SUSTAINABILITY KPI

14,000,000	**-8,573 tons/yr**	**-30,000**
passengers per year	greenhouse gases (CO_2 equivalent)	trips by car per day

Grand Paris Metro, Line 16 Lot 2

FRANCE

Webuild bolsters its contribution to the Grand Paris Express, the biggest project of sustainable mobility in Europe

The future Line 16 of Grand Paris Express will serve a number of communes in the northern and eastern part of metropolitan Paris. The contract, known as Lot 2, will involve the excavation of 11.1 kilometres of tunnel and the construction of four stations at Aulnay, Sevran-Beaudottes, Sevran-Livry and Clichy Montfermeil, along with 11 related works.
Webuild will assign 20% of the value of the contract to local subcontractors and employ disadvantaged workers for 5% of the total number of hours estimated to be needed to complete its section of the metro line that will expand citizens' public transport network to reach the suburbs by 2030.

TECHNICAL/PRODUCTION KPI

810,000 m³	**2,481 m³**	**48,988 kg**
TBM excavation	traditional excavations	steel ribs

SUSTAINABILITY KPI

200,000	**-25,000**	**-25,000 tons**
passengers per day	vehicle movements a day	CO_2 emissions per year

Extension of Line 14 South to Orly Airport within Grand Paris Express Project Lot 4

FRANCE

Improving connections between Paris and Orly airport, France's second busiest airport

The project concerns one of four sections that will make up the 14-kilometre extension of Line 14 South to the airport. Lot GC04 included the excavation of a 4.1-kilometre tunnel from Pont de Rungis station to the site of a new station at Orly. The extended line will improve connections and travel times between Orly and the city by linking the airport to Line 18 of the Paris metro and a new one to be called Line 15. The contract marks not only the Group's return to France 20 years since it worked on the city's Est-Ouest Liaison Express (EOLE), but also its entry into the Grand Paris Express, a massive project that will expand the city's public transport network to the periphery by 2030.

TECHNICAL/PRODUCTION KPI

10,940 m³
structural concrete

2,207 tons
steel rebar

4,026 m
tunnel excavated

SUSTAINABILITY KPI

300,000
passenger trips per day

-230,000
trips by car per day

-15,000 tons
CO_2 emissions per year

Forrestfield-Airport Link (Airport Line)

AUSTRALIA

The rail line is potentially taking 15,000 vehicles off the roads every day, reducing up to 2,000 tonnes of CO_2 emissions a year.

The project comprised the design, construction and maintenance for 10 years of the Forrestfield Airport Link, to connect the eastern suburbs of Perth with the existing suburban rail network as well as the airport Completed in October 2022, the line generates 20,000 passenger trips on the network every day. It will also reduce road traffic and travelling times: travel times to reach the centre is reduced by over 50%, going from 45 to 20 minutes. Each tunnel is 8 km long for which two TBMs have been specifically designed. In 2019, Webuild received the Concrete Institute of Australia (WA) Award, in the “Excellence in the Technology and Innovation” category, for having designed and produced concrete prefabricated segments used for the Forrestfield Airport Link tunnels. In 2023 the Airport Central Station received the Award for Public Architecture (Chapter Western Australia) that recognises excellence in design and architecture and is promoted by the Australian Institute of Architects.

TECHNICAL/PRODUCTION KPI

7 m

excavation diameter

3

stations

SUSTAINABILITY KPI

-2,000 tons

$C0_2$ emissions per year

20,000

passengers per day

Doha Metro, Red Line North Underground

QATAR

The first underground metro system of Qatar to revolutionize the mobility of its capital

The Red Line North Underground forms part of the overall project to build the new infrastructural mobility system promoted by Qatar. The overall route develops entirely in an urban environment and crosses the Financial District of Doha West Bay featuring a total length of 13 km through 7 new stations. The project involved the excavation of two parallel tunnels, one in each direction, approximately 11.6 km long with an internal diameter of 6.17 m lined with reinforced fiber prefabricated segments. To build it, 4 EPB (Earth Pressure Balance Type) TBMs were used to excavate the tunnels. The project won the Qatar Sustainability Award in 2017 and in 2018 it won the RoSPA (Royal Society for the Prevention of Accidents) Silver Award for its strong health and safety performance, qualifying as one of the projects with the best practices in its sector.

TECHNICAL/PRODUCTION KPI

2,700,000 m³
excavations

530,000 m³
recovered excavation materials

725,000 m³
conventional concrete

SUSTAINABILITY KPI

-215,000
trips by car per day

-45,000 tons
CO_2 emissions per year

Bucharest Subway, Line 5

ROMANIA

A project to increase sustainable mobility in Bucharest

Lot 1 (Raul Doamnei Station-PS Opera shaft) is part of the new Line 5 of the Bucharest Subway: 12.2 kilometres (2 lines of 6.09km/each) of new line running completely underground built using a EPB TBM, along the Drumul Taberei-Pantelimon section, featuring 9 stations to guarantee a new sustainable mobility to the cizitens of the Capital.

TECHNICAL/PRODUCTION KPI

383,000 m³
concrete

34,500 tons
steel

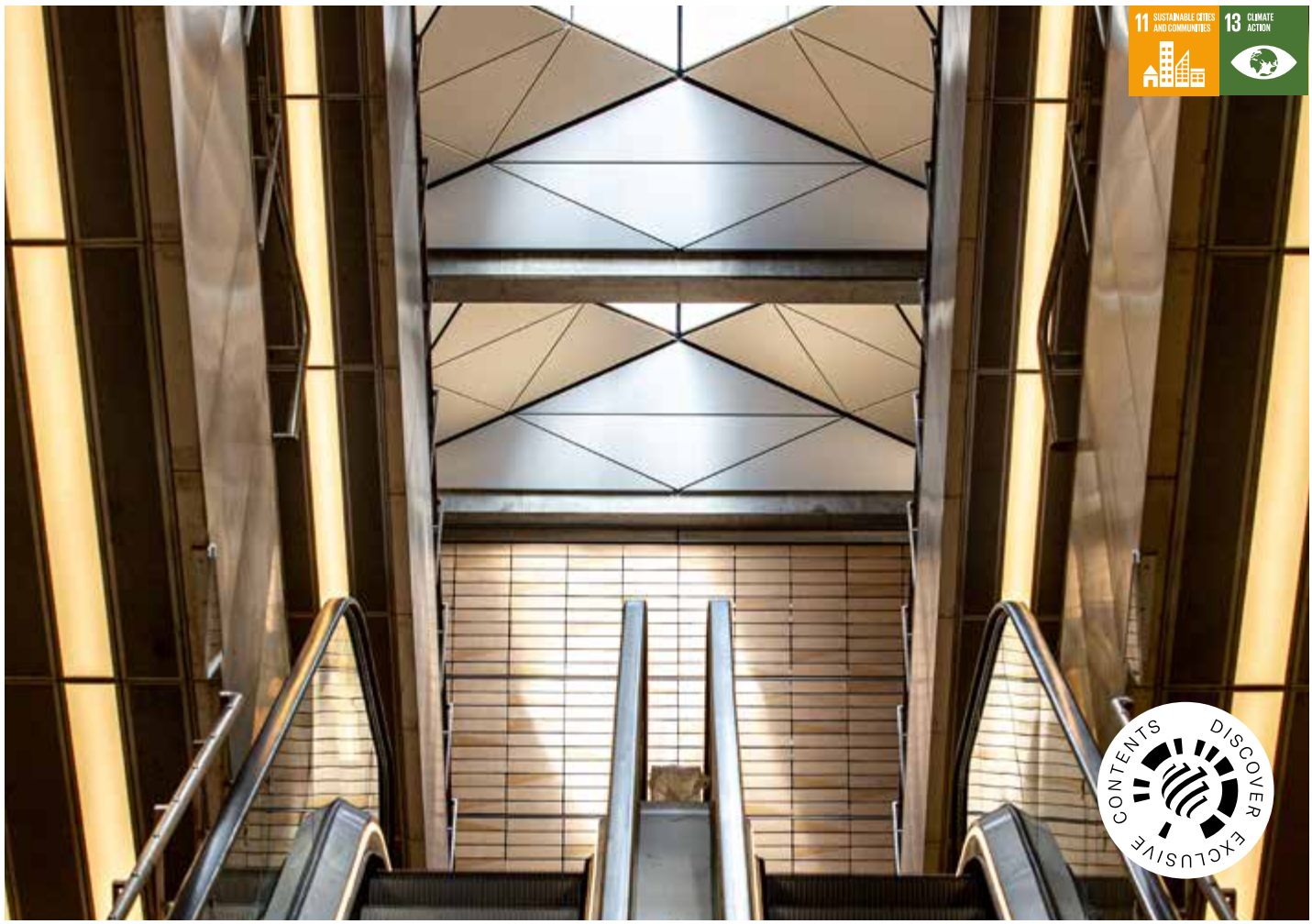
385,000 m³
underground excavations

SUSTAINABILITY KPI

-5,400 kg/day
CO_2 emissions

-293 kg/day
nox emissions

-541 kg/day
volatile organic compounds emissions



Copenhangen Cityringen Metro

DENMARK

Helping Copenhagen become one of the first carbon-neutral capitals by 2025

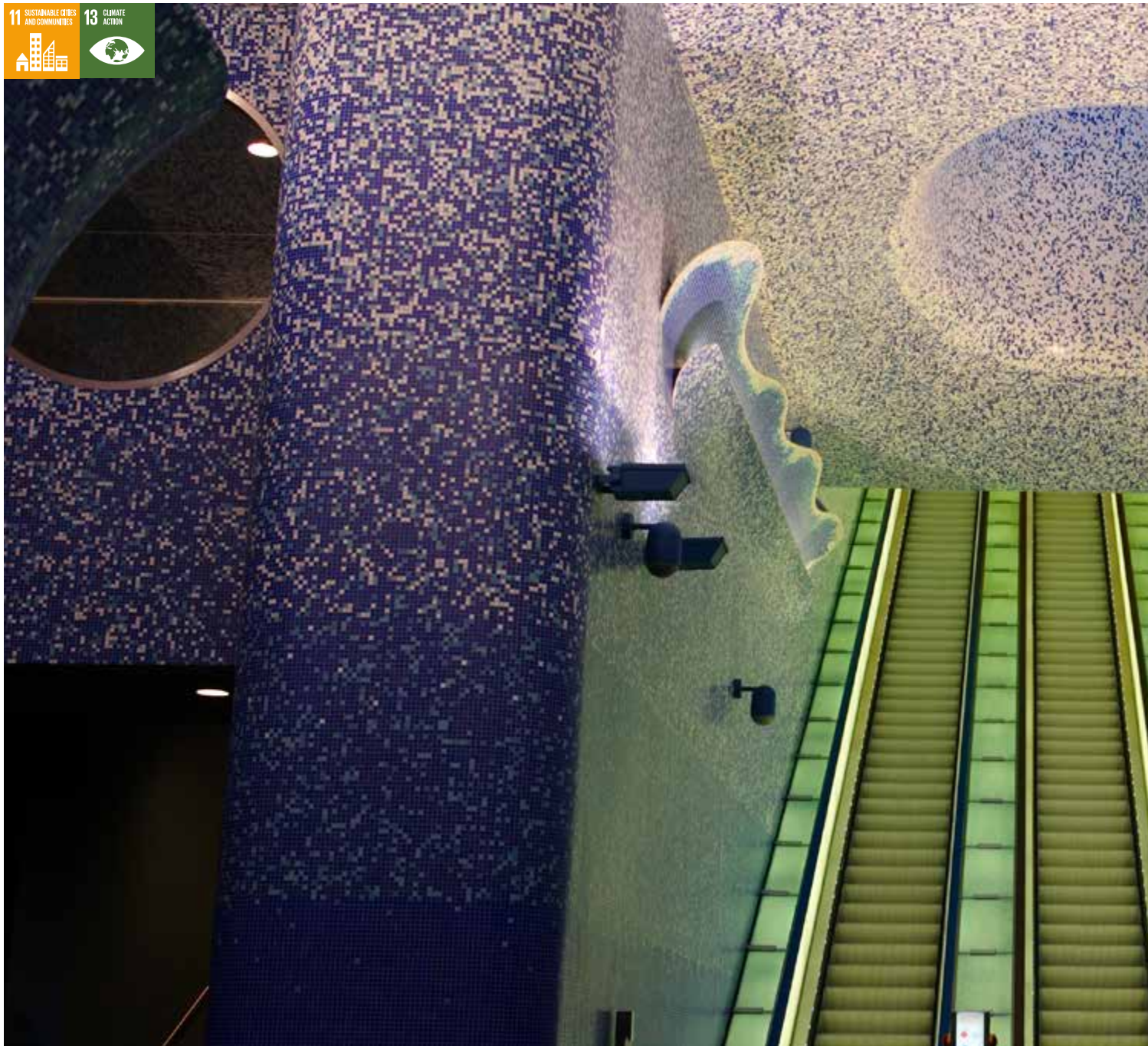
Cityringen encircles the heart of Copenhagen with two parallel 15.5-kilometre-long tunnels. It passes under highly urbanised areas where historic buildings are located. The line has 17 underground stations situated at an average of 30 metres below street level, excavated using 4 TBMs (EPB). The TBMs – tunnel boring machines - excavated 31 kilometres under the streets through different and sometimes difficult geology. The excavation was carried out using innovative techniques. Driverless and completely automatic trains pass every 100 seconds and as little as 80 seconds at rush hour.

TECHNICAL/PRODUCTION KPI

428,000 m³	**115,000 tons**	**862,000 m³**
concrete	steel	underground excavations

SUSTAINABILITY KPI

240,000	**-96,000**	**-50,000 tons**
passengers/day	trips by car per day	CO_2 emissions per year

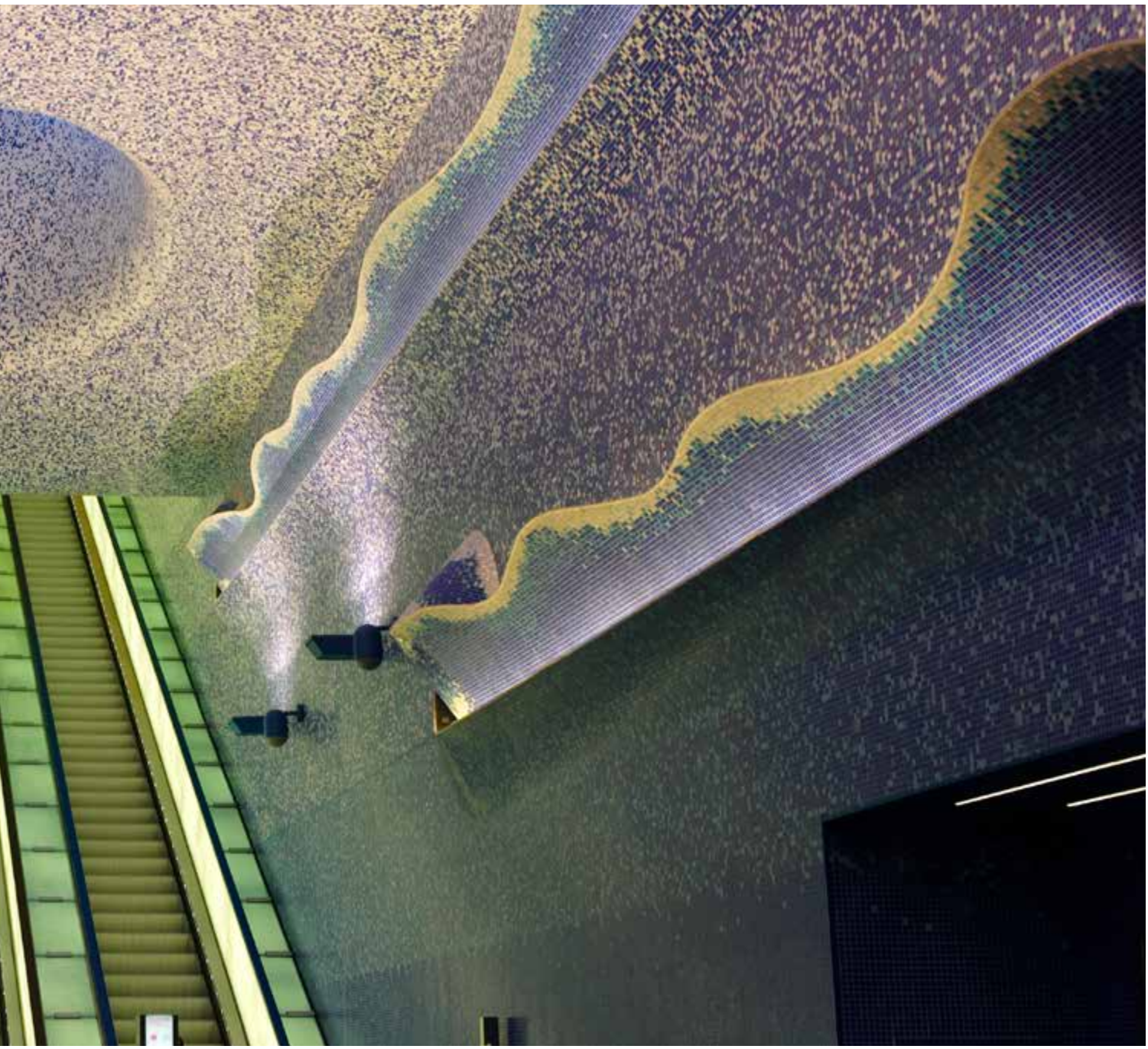


Naples Metro Line 1

ITALY

Naples' Artistic Stations, an underground museum

Line 1 of the Naple Metro, built in several stages, is part of the project to improve the underground transport system of the Municipality of Naples. The works executed by the Webuild Group include the construction of 6 stations (Toledo, Università, Materdei, Museo, Policlinico, Colli Aminei), as well as the railway line from Piscinola station to Piazza Garibaldi station. In addition, Capodichino station is currently under construction. Internationally-renowned architects and artists were involved in this project. Their creativity and rationality have transformed a drab, frenetic location, such as an underground station, into an art gallery which people willingly "descend and enter". The Naples metro also represented a challenge as regards its construction: it, in fact, stretches across a geologically and archaeologically complex area. Toledo station, opened in 2012, was designed by the Spanish architect, Óscar Tusquets Blanca. A unique project that has been on the receiving end of various prestigious awards over the years including the CNN Award acknowledging it as the most beautiful and breath-taking metro station in Europe.



TECHNICAL/PRODUCTION KPI

49 m

Toledo Station depth

7,000 m²

Toledo Station area

18 km

metro line in operation

SUSTAINABILITY KPI

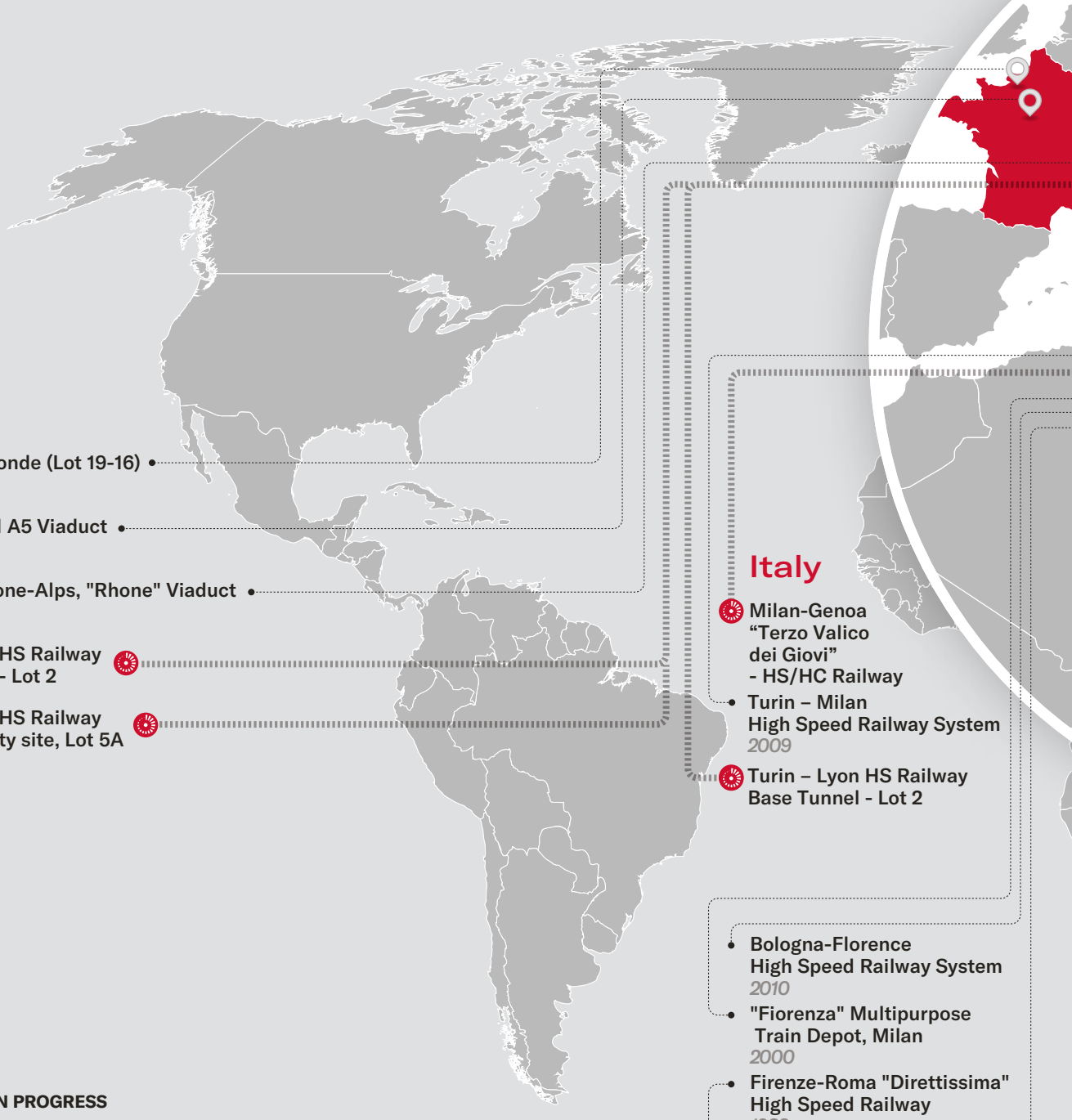
135,000

passengers/day

Main High Speed Railways

Switzerland

San Gotthard Tunnel, Bodio and Faido Lots - *2014*



France

TGV Nord Aronde (Lot 19-16)
1992

TGV Lille and A5 Viaduct
1992

TGV Line Rhone-Alps, "Rhone" Viaduct
1992

Turin – Lyon HS Railway Base Tunnel - Lot 2

Turin – Lyon HS Railway Modane safety site, Lot 5A

Italy

Milan-Genoa "Terzo Valico dei Giovi" - HS/HC Railway

Turin – Milan High Speed Railway System
2009

Turin – Lyon HS Railway Base Tunnel - Lot 2

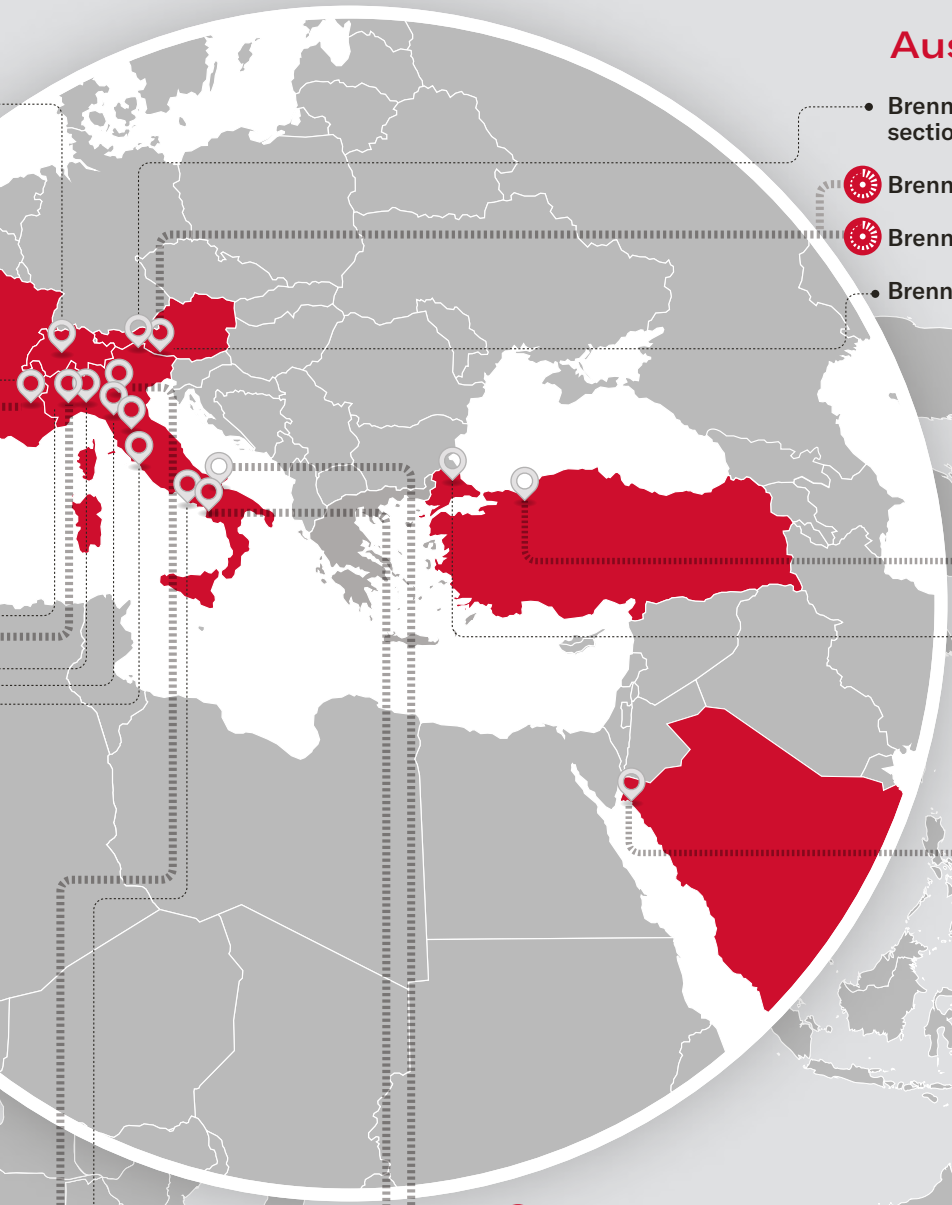
Bologna-Florence High Speed Railway System
2010

"Fiorenza" Multipurpose Train Depot, Milan
2000

Firenze-Roma "Direttissima" High Speed Railway
1983

IN PROGRESS

XXXX COMPLETION DATE



Austria

- Brenner Base Tunnel - "Isarco River Underpass" section *2023*
- Brenner Base Tunnel - Lot H61 Mules 2-3
- Brenner Base Tunnel - Lot H41 Gola del Sill-Pfons
- Brenner Base Tunnel - Lot H33 Tulfes-Pfons *2021*

Turkey

- Halkali-Kapikule High Speed Railway Line
- Kosekoy-Gebze, section of the Ankara-Istanbul High Speed Train Project *2016*

Saudi Arabia

- NEOM Connector

- Napoli-Bari HS/HC Railway Napoli-Cancello section
- Naples-Bari HS/HC Railway Apice-Hirpinia section
- Naples-Bari HS/HC Railway Orsara-Bovino section
- Naples-Bari HS/HC Railway Orsara-Hirpinia section

- Afragola High Speed Railway station *2017*
- Verona-Padua HS/HC Line
- Salerno - Reggio Calabria HS Railway, Lot 1A Romagnano-Battipaglia

Terzo Valico dei Giovi HS/HC Railway line – Genoa Junction

ITALY

A connection between the Liguria port system with the main railway lines of Northern Italy and the rest of Europe

The high-speed, high-capacity railway line will have a speed of 250 km/h and a centre-to-centre track distance of 4.50 m. The section is 53 km long, with 37 km in tunnels. The route connects with the Genoa hub railway network at the Fegino hub, before entering, in succession, the Campasso tunnel (700 m), the Valico tunnel (27 km approx.), the Serravalle tunnel (about 7 km), and finally the Pozzolo artificial tunnel (2 km approx.). The new infrastructure will make it possible to significantly increase the transport offering, improving railway links with the ports in the region of Liguria, the northern Tyrrhenian Sea ports and the north of Italy and central and northern Europe. It will also shorten travelling times between the two cities, Milan and Genoa, by 33% and will reduce pollution.

TECHNICAL/PRODUCTION KPI

3,500,000 m^3
concrete

160,000 tons
rebar steel

136,000 tons
steel ribs

SUSTAINABILITY KPI

-33%
time of travel

-400,000 tons
CO_2 emissions per year

Brenner Base Tunnel

ITALY

A high-priority EU infrastructure project to improve mobility and reduce pollution in a crucial connection in Europe

A high-priority EU infrastructure project to improve mobility and reduce pollution in a crucial connection between northern and southern Europe. The Brenner Base Tunnel is at the heart of the new Brenner railway line that links Munich to Verona. 64 km long (including Innsbruck junction), it will be the longest underground rail connection in the world, once completed. The “Isarco River Underpass” Section is the southern segment of the Brenner Base Tunnel. This section included civil works for the two main tunnels for a total length of roughly 4.5 km, as well as two interconnecting tunnels for a total length of 1.7 km. Webuild is working on two lots of the Brenner Base Tunnel. On the Italian side, it completed Isarco and is working on Mules 2-3. On the Austrian side, it completed Tulfes-Pfons an is working on Gola del Sill-Pfons.

TECHNICAL/PRODUCTION KPI ISARCO

1,150,000 m³	**280,000 m³**	**434,000 m³**
excavated material	concrete	soil treated with Jet Grouting

SUSTAINABILITY KPI

+50%	**+80%**	**-69%**
network capacity	weight capacity	time reduction of passenger trains compared with current track

Verona-Padua HS/HC Line

ITALY

Italy in the strategic network of the Mediterranean Corridor

The Verona - Padua HS / HC Line, with a total route of 76.5 km (crossing through the provinces of Verona, Vicenza and Padua), is divided into 3 functional lots.
The first functional lot, the Verona - Bivio di Vicenza section, the longest, is 44.2 kilometres long crossing 13 municipalities. By quadrupling the existing railway, it will improve the quality of the train service and strengthen its links to a European network, helping reduce the impact on the environment as well as the number of road accidents.
The second functional lot is related to the crossing at Vicenza. This lot will run for about 6.2 km from the town of Altavilla Vicentina to the Vicenza station. It also includes the renewal of 4.8 km of the existing line.

The third lot is related to the Vicenza-Padua section (more than 26 km). This section is in the final design phase.

TECHNICAL/PRODUCTION KPI

33 km	**6.8 km**	**2.1 km**
elevations	viaducts	tunnels

SUSTAINABILITY KPI

-298,200 tons	**-50%**	**3,015,000**
CO_2 emissions/year	travel time	passengers expected/year

Naples-Bari High speed high capacity railway line Naples-Cancello, Apice-Hirpinia, Orsara-Bovino, and Orsara-Hirpinia sections

ITALY

Fast and sustainable transport between two of the largest cities in Southern Italy

Webuild is currently working on 4 sections of the Naples-Bari high speed / high capacity railway. The Naples-Cancello section covers about 15.5 km whilst the Apice-Hirpinia section covers some 18.7 km. The Apice-Hirpinia section will run between the towns of Avellino and Benevento and includes the construction of a station at Hirpinia and a stop at Apice, three tunnels and four viaducts. The Orsara-Hirpinia section of the Naples-Bari axis. This section will run for about 28 km, almost entirely in tunnels, while the Orsara-Bovino section will run for 11.8 km. These interventions are a fundamental element for the development of Southern Italy, as they will improve its economic and social integration, both in Italy as a whole and in Europe.

TECHNICAL/PRODUCTION KPI

1,436,918 m³
concrete

174,710 tons
rebar

2,206,579 m³
underground excavations

SUSTAINABILITY KPI

2 hours vs. about 4
time travel reduction

Texas High Speed Rail Project

USA

The first high-speed train project in the United States to promote sustainable mobility in Texas

The high-speed train will link Dallas and Houston in 90 minutes with a train every 30 minutes at peak times. The scope of work includes the design and build of:

→ a double railway track 235.36 miles (379 km) long, with ballasted and slab track, through earth movement on the existing ground and the construction of viaducts;
→ 3 stations: Dallas, Brazos Valley and Houston;
→ system facilities along the route, used for operation and maintenance.

It is estimated that 6+ million passengers will use the high-speed train annually.

TECHNICAL/PRODUCTION KPI

2,700,000 m³	**400,000 tons**	**18,200,000 m³**
concrete	rebar	excavations

SUSTAINABILITY KPI

-63%	**-14,630**	**-700,000 tons**
time of travel than by car	cars per day	CO_2 emissions per year

Naples-Afragola High speed railway station

ITALY

Sinuous and futuristic bridge like station for people to connect

The contract for the completion of the HSR station in Naples-Afragola was completed in 2 years, without interrupting the operation of the existing line. The new station building (400x40 m), has a smooth bridge shape to bypass the tracks serving as connection for the territory divided by the Rome-Naples railway line. The station was designed by Zaha Hadid Architects.

TECHNICAL/PRODUCTION KPI

34,000 m³	**8,800 tons**	**6,400 m²**
concrete	steel	glass walls

SUSTAINABILITY KPI

32,700	**3,000,000**	**20,000 m²**
passengers/day	people the catchment area	roofing panels for solar energy production

Turin-Milan High speed, high-capacity railway line Turin-Novara section and Novara-Milan section

ITALY

A fast connection to match growing traffic and mobility requirements

The Turin-Milan section is 125 km long. The planning and construction met the need to make the project fit a strongly anthropized environment, characterized by the presence of some protected natural areas. The new railway line, connected to the existing line through three interconnections, runs along the infrastructural corridor beside the existing highway.
The twin rail line includes bridges and viaducts for a total length of 22 km, 95.3 km of embankments, 4.3 km of trenches and 3.4 km of man-made tunnels. Works included motorway diversions, adjustments to the existing road system, worksite tracks; over 100 bypasses and overpasses for the railway, roads and motorway interchanges; approximately 40 kilometres of service tracks for civil protection; more than 200,000 m^2 of anti-noise barriers.

TECHNICAL/PRODUCTION KPI

3,239,000 m^3
concrete

289,000 tons
steel

14,866,000 m^3
open excavations

SUSTAINABILITY KPI

-47%
time of travel

Bologna-Florence High speed, high-capacity railway line

ITALY

From Bologna to Florence in just 35 minutes

Owing to the dimensions of the work, the engineering-related challenges, the sheer amount of manpower involved, the importance of the financial commitment, and the orographical and hydrogeological features of the Tuscan-Emilian Apennines, the Bologna – Florence High Speed Railway line represented a major engineering challenge for Italy and was at the time of completion one of the most important projects in Europe.
To cross the Apennine range, the 79-km route required the construction of 72 km of natural tunnels and 5.2 km of open-air works, including 4 km of embankments and 6 viaducts for an overall length of 1.2 km.

TECHNICAL/PRODUCTION KPI

3,640,000 m³
concrete

30,000 tons
steel

9,920,000 m³
underground excavations

SUSTAINABILITY KPI

-49%
time of travel

Main Railways

Canada

Canadian Pacific Railroad-Roger Pass Tunnel
1988

Canadian Pacific, Limited, CP Railroad
1983

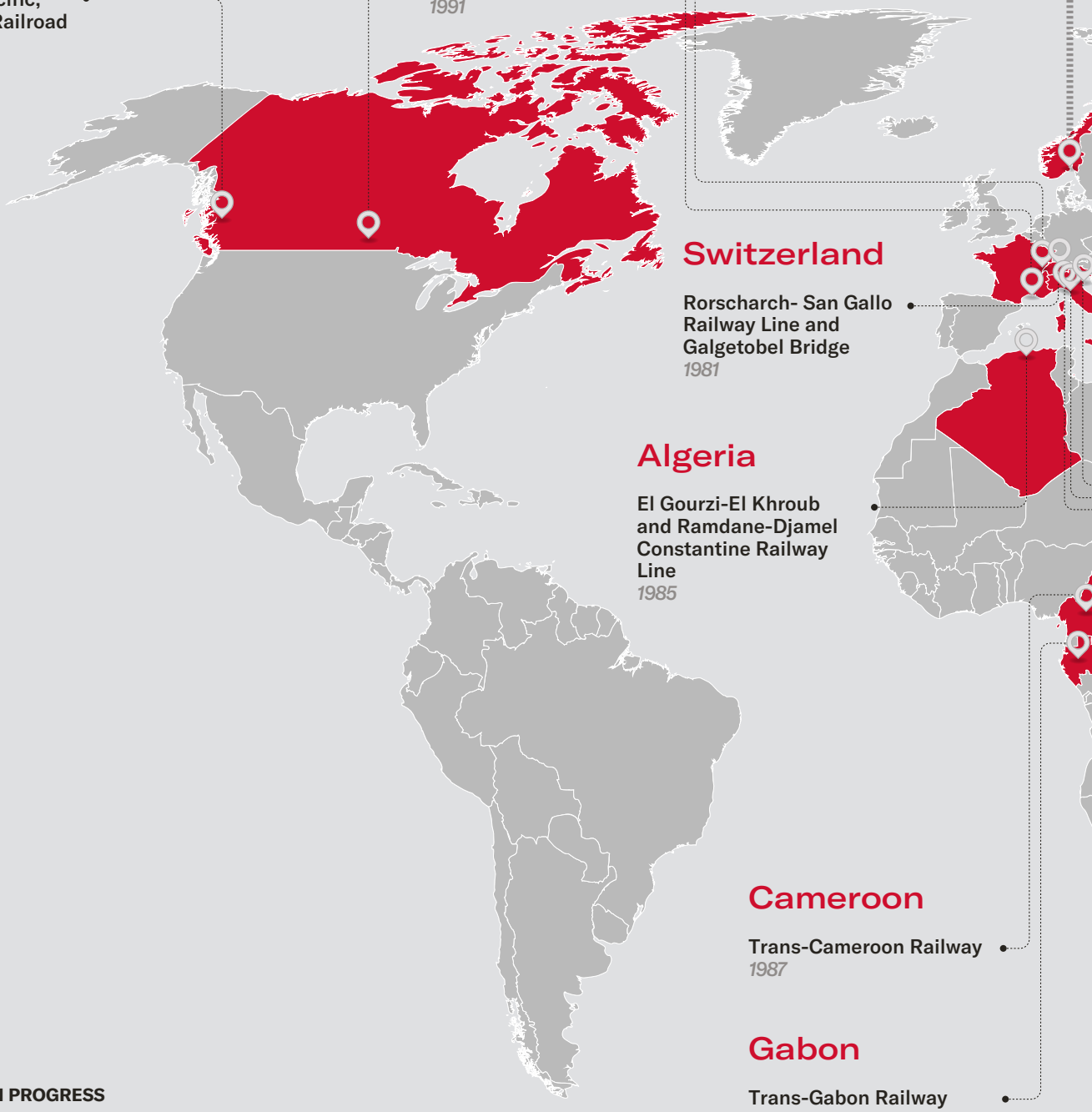
France

Simplon Railway Line
1910

Marsiglia-Ventimiglia Railway Line
1991

Norway

Nykirke-Barkaker Rail Line



Switzerland

Rorscharch- San Gallo Railway Line and Galgetobel Bridge
1981

Algeria

El Gourzi-El Khroub and Ramdane-Djamel Constantine Railway Line
1985

Cameroon

Trans-Cameroon Railway
1987

Gabon

Trans-Gabon Railway
1986

IN PROGRESS

XXXX COMPLETION DATE

Poland

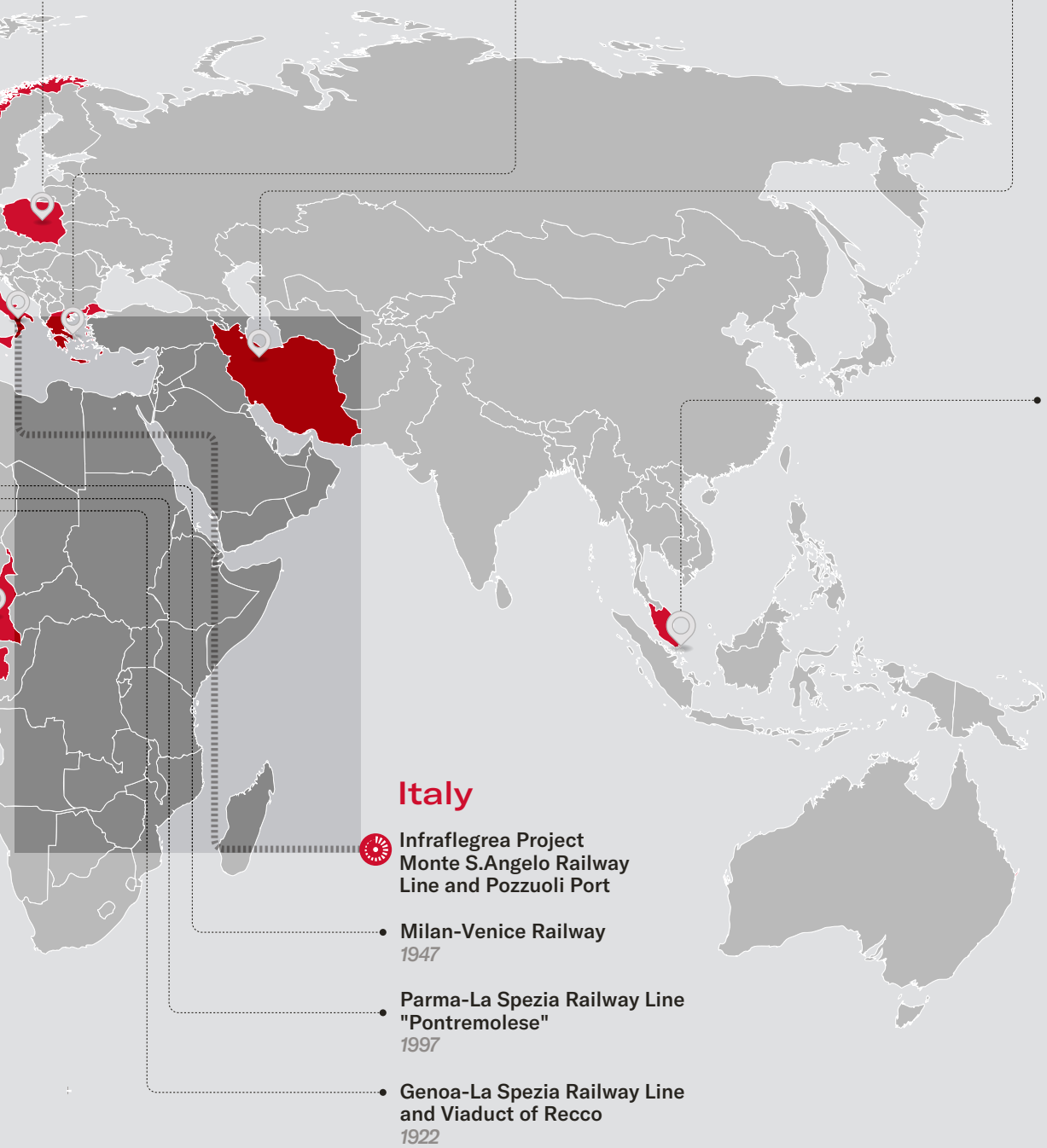
Łódź-fabryczna Station
Warsaw-łódź Railway Line
2016

Greece

Greater Athens Tramway Project
2004

Iran

Trans-Iranian Railway
1936



Singapore

The Singapore MRT
1987

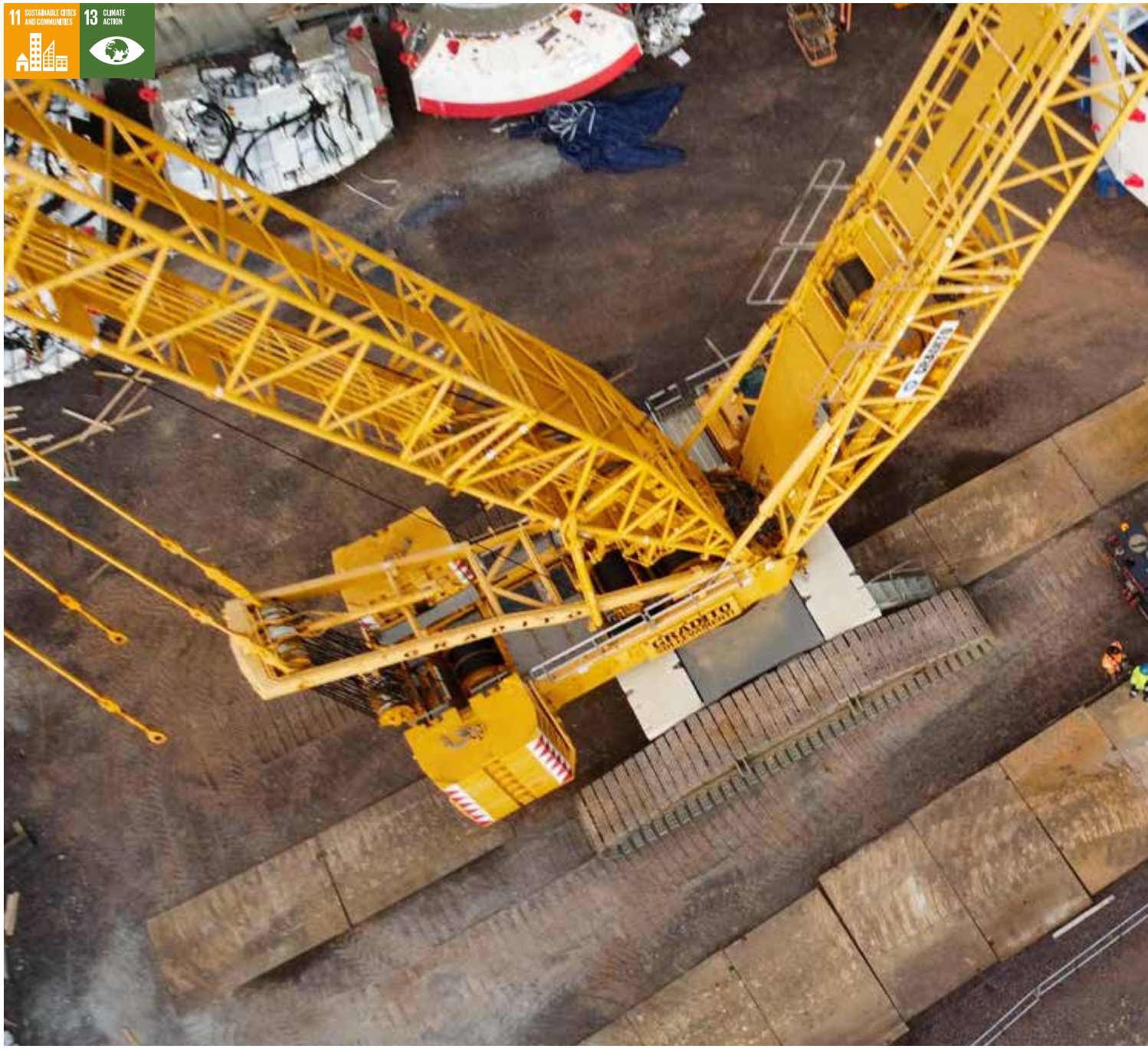
Italy

Infraflegrea Project
Monte S.Angelo Railway
Line and Pozzuoli Port

Milan-Venice Railway
1947

Parma-La Spezia Railway Line
"Pontremolese"
1997

Genoa-La Spezia Railway Line
and Viaduct of Recco
1922



Messina-Catania High Capacity railway line Fiumefreddo-Taormina/Letojanni and Taormina-Giampilieri sections

ITALY

Project that supports the development of sustainable mobility and provide work for the local supply chain

On the Messina-Catania railway line, Webuild is building Lot 1 Fiumefreddo-Taormina/Letojanni and Lot 2 Taormina-Giampilieri. The Fiumefreddo-Taormina/Letojanni section will run for 15.4 km, including the connection to Letojanni station. The route includes about 11 km of tunnels (excavated partly by using TBM), the Taormina station (totally underground), two stops, and new viaducts, 928 m long and has a 120-meter arch span. The Taormina-Giampilieri section will run for about 28.3 m and the route is developed almost entirely in tunnels.

TECHNICAL/PRODUCTION KPI

28.3 km

new double-track line

7

viaducts

6

double-bore tunnels

SUSTAINABILITY KPI

30’ less than current travel times

between Messina and Catania

Nykirke-Barkaker Rail Line

NORWAY

A new line to facilitate fast and sustainable transport along the east coast of Scandinavian country

The project consists in the upgrade of 13.6-kilometer section of a rail line between the towns of Nykirke and Barkaker, south of Oslo. A double-track line, including two bridges, three tunnels (two in drill&blast, one in cut&cover) and a station near the town of Skoppum. The project concerns a section of the so-called Vestfold Line, which is being modernized to reduce travel times and increase railway passenger capacity. Norway has as one of its priorities the establishment of a continuous double-track rail line between Oslo and Tønsberg by 2024. Once it is upgraded, travel time between the two cities will be about an hour, with a frequency of up to four trains an hour in either direction. The project will also favour economic development beyond the Norwegian capital.

TECHNICAL/PRODUCTION KPI

87,719 m³
concrete

39,314 tons
steel reinforcemennt

1,482,354 m³
open air excavation

SUSTAINABILITY KPI

-20%
time of travel between Oslo and Tønsberg

-35%
time of travel between Skien and Oslo

Palermo-Catania High Capacity railway line Bicocca-Catenanuova, Fiumetorto-Lercara junction, Lercara-Caltanissetta Xirbi, Nuova Enna-Dittaino, and Caltanissetta Xirbi-Nuova Enna sections

ITALY

A new line to facilitate sustainable mobility in Sicily

Webuild is building five sections of the Palermo-Catania high capacity railway line: Bicocca-Catenanuova, Fiumetorto-Lercara junction, Lercara-Caltanissetta Xirbi, Nuova Enna-Dittaino, and Caltanissetta Xirbi-Nuova Enna. The Bicocca-Catenanuova section will run for about 38 km. It is an important building block for enhancing rail connections to the ports of Catania, Augusta, and Palermo, and to the airports of Palermo and Catania. The Fiumetorto-Lercara junction section will run for 30 km including 20 km of tunnels, more than 2 km of viaducts, 7 km of connecting roads, 3 stations. The Lercara-Caltanissetta Xirbi section involves 47 km of new line, including 22 km of tunnels (including interconnections). The Caltanissetta Xirbi-Nuova Enna section will run for 27 km.

TECHNICAL/PRODUCTION KPI

214,800 m³
concrete

1,450,000 m³
excavations

24,000 tons
steel

SUSTAINABILITY KPI

60' less than current travel times
between Catania and Palermo

Main Roads & Motorways

United States

I-95 Express Lanes, Virginia
2014

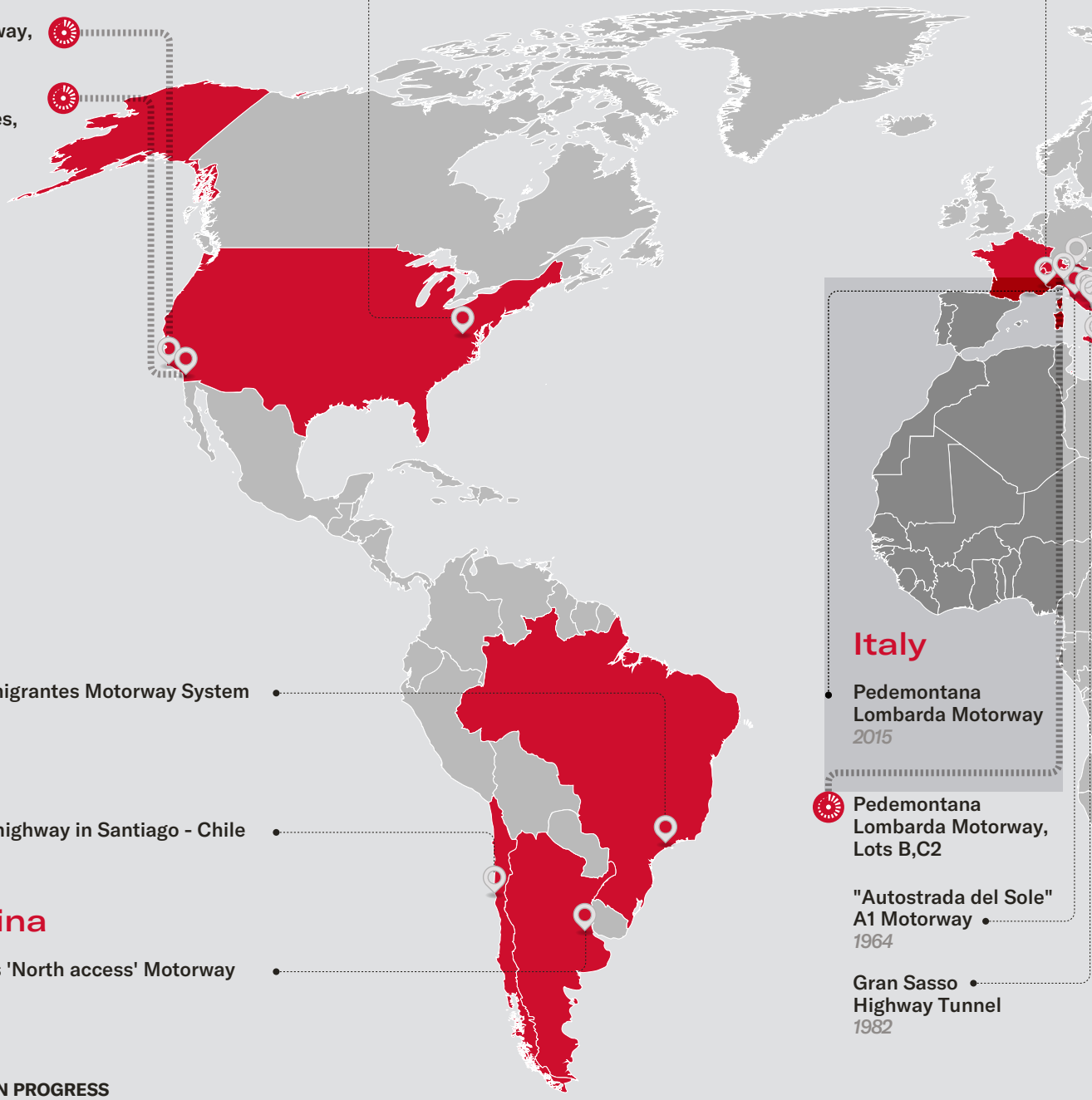
I–495 Capital Beltway Express Lanes, Virginia
2013

I-405 Motorway, California

I-10 Corridor Express Lanes, California

France

Frejus Highway Tunnel
1980



Brazil

Anchieta - Imigrantes Motorway System
2002

Chile

East – West highway in Santiago - Chile
2005

Argentina

Buenos Aires 'North access' Motorway
2001

Italy

Pedemontana Lombarda Motorway
2015

Pedemontana Lombarda Motorway, Lots B,C2

"Autostrada del Sole" A1 Motorway
1964

Gran Sasso Highway Tunnel
1982

IN PROGRESS

XXXX COMPLETION DATE

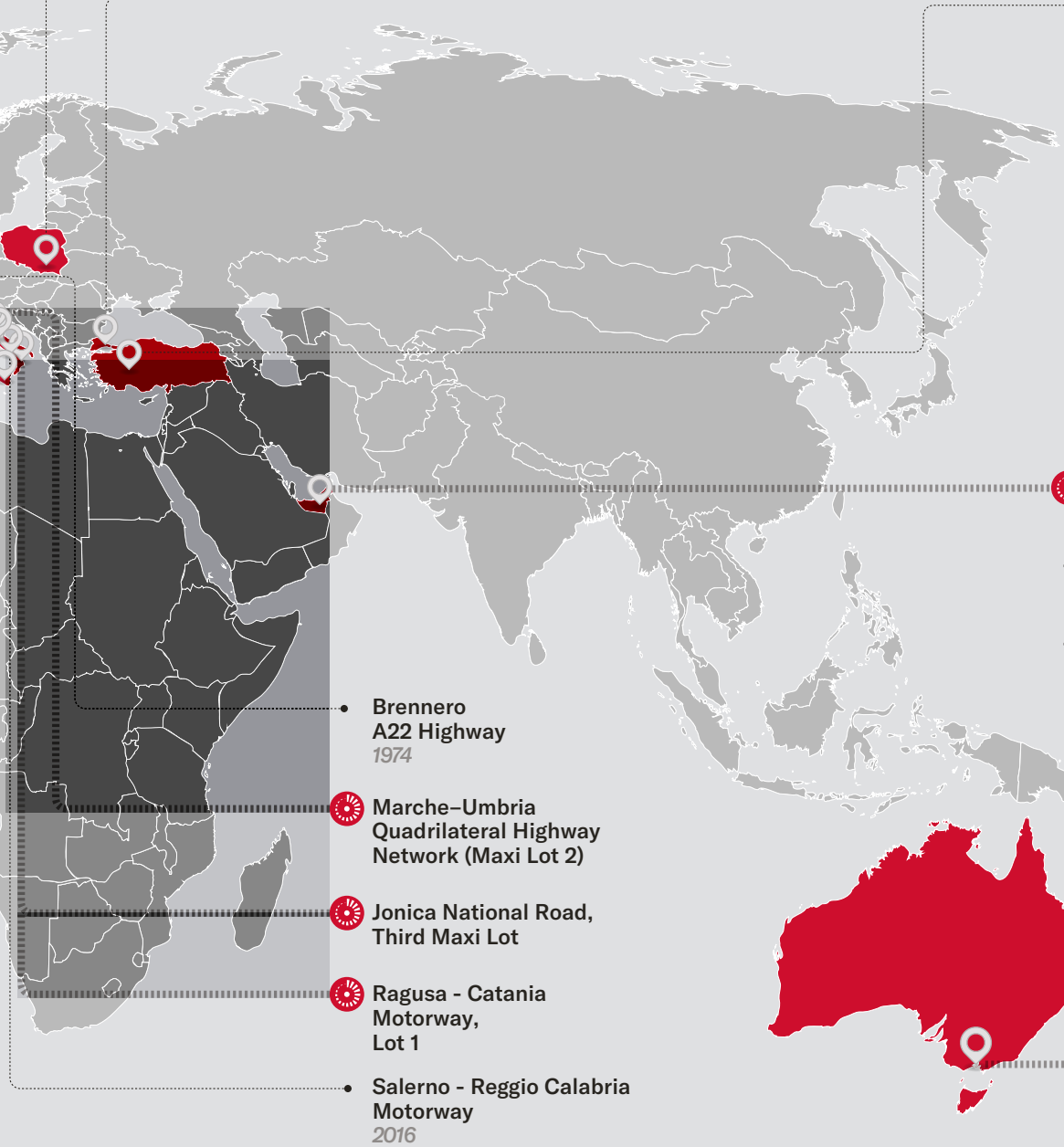
Poland

S–7 Expressway,
Naprawa–Skomielna Biała
Section and Zakopianka Tunnel

Turkey

Northern Marmara
Motorway
2018

Anatolian Motorway
2010



United Arab Emirates

Umm Lafina Link Road

Dubai Parallel Roads
2013

Ras Al Khor Interchange
- Dubai
2012

Brennero
A22 Highway
1974

Marche–Umbria
Quadrilateral Highway
Network (Maxi Lot 2)

Jonica National Road,
Third Maxi Lot

Ragusa - Catania
Motorway,
Lot 1

Salerno - Reggio Calabria
Motorway
2016

Australia

North East Link
project (NEL)
- Melbourne

I-10 Corridor Express Lanes, Contract 1, CA

USA

A new infrastructure to respond to population growth in San Bernardino County

The I-10 Corridor serves on average 265,000 daily local, commuter, and interstate travelers, and is a critical link within the Inland Empire. It also serves as a major trucking route between Southern California and the rest of the country.
The project includes the design and construction of 11 miles of two express lanes in each direction of I-10 from the Los Angeles/San Bernardino County line to east of the I-10/I-15 interchange.
The project includes the widening of the existing highway, partial pavement rehab, bridge and drainage works, utilities.

TECHNICAL/PRODUCTION KPI

570,000 tons
PCCP concrete

200,000 tons
structural concrete

2,177,450 tons
earthmoving

SUSTAINABILITY KPI

50%
time of travel during peak hours

Improved speed and reliability for drivers

Meeting the expected growth in population and employment through 2040

Marche-Umbria Quadrilateral Highway Network (Maxi Lot 2)

ITALY

One of the major road infrastructure projects in Italy

The contract covers the upgrading and extension works of the Perugia-Ancona section route (approximately 31 kilometers in total, on dual carriageways, of which 22 kilometers of tunnels), as well as the construction of the new Pedemontana delle Marche road (approximately 36 total kilometers, single lane, including 5 kilometers of tunnels).

TECHNICAL/PRODUCTION KPI

1,016,201 m³	**9,124,809 m³**	**89,985 tons**
concrete	earthworks	steel

SUSTAINABILITY KPI

+20%	**-4,000**	**-30/80%**
time savings on the Perugia-Ancona route (Freeway)	traffic reduction of vehicles/day on existing ordinary road	reduction of pollution in inhabitated areas

Pedemontana Lombarda Highway, B2 and C sections

ITALY

A smart road to ease traffic flow
in Varese-Como-Bergamo-Milan quadrant

The project entails the executive design and construction of approximately 30 kilometres of highway and related routes to improve improve east-west axis along TEN-T Corridor 5: Section B2 between Lentate sul Seveso and Cesano Maderno, and Section C between Cesano Maderno and Milan's A51 eastern beltway. Webuild leads the consortium with a 70% stake, with Pizzarotti as partner.
The sections will deploy smart technology that will help with the maintenance of the infrastructure, among other features. The solutions developed by Webuild will have installed Cooperative Intelligent Transport Systems (C-ITS) that will make the highway ready to receive self-driving vehicles. They will have installed a diagnostic system to monitor potential weaknesses, weight loads, vibrations and temperatures.

TECHNICAL/PRODUCTION KPI

1,100,000 m³
concrete

90,000 tons
steel for concrete

9,100,000 m³
excavations

SUSTAINABILITY KPI

Innovative solutions to install road applications to reduce air and noise pollution

Ionian motorway (Mega Lot 3)

ITALY

A strategic Express Road for Southern Italy

The project, part of the Trans-European Transport Network (TEN-T) involves the construction of the section of the SS-106 road in a new location, which from Sibari reaches Roseto Capo Spulico (Km 400 + 000), in Calabria. This section, 38 kilometres long, will run about one kilometre from the historic route, connecting the Ionian coasts of Calabria, Basilicata, and Puglia, while also providing a link with the A2 motorway and Puglia.
Once completed, it will take only 20 minutes to cover the route between Sibari and Capo Spulico as opposed to the 36 minutes required today.
The first 18 kilometres of the route runs along the Sibari plain, while the remaining 20 must cross the Apennines and requires the excavation of 11 kilometres of tunnels and the construction of 6 kilometres of viaducts with piers over 40 metres high and spans up to 120 metres long.

TECHNICAL/PRODUCTION KPI

13,536,670 m³
excavations

11,429,033 m³
embankments

1,533,462 m³
concrete

SUSTAINABILITY KPI

99%
waste recovery index in 2022

North East Link project (NEL)

AUSTRALIA

It is the largest private–public partnership (PPP) for an infrastructure project in Australia

Part of the State of Victoria's Big Build infrastructure investment programme, it is the state's biggest road project. In addition to the tunnels, the project will include interchanges at the M80 Ring Road, Grimshaw Street, Lower Plenty Road, Manningham Road and Bulleen Road. There will be Melbourne's first dedicated bus lane with express lanes along the Eastern Freeway. Up to 135,000 vehicles will use the North East Link every day, reducing congestion in the city's north-east while maintaining local roads for local trips and the environmental impact.

TECHNICAL/PRODUCTION KPI

6.5 km

twin tunnels

SUSTAINABILITY KPI

+25 km

walking and cycling path

15,000

trucks off roads per day

Dubai Parallel Roads

UAE

The project has made heavy traffic to the central area smoother, and is a vital artery to the financial heart of Dubai

The project involved the construction of two road sections in Dubai: the first near the World Trade Center connecting Second Zabeel Road to Sheikh Rashid Road; the second consisting of a series of roads and bridges to improve traffic flow in the "Jumeirah Lake Towers" area.
The construction of the 24 bridges stipulated by the two contractual lots required special solutions, including the use of launching gantries with an innovative "Combo" methodology for the first lot in order to finish the work quickly, and reduce traffic disruption.
The project also included the construction of new roads, the expansion of existing ones, the construction of access ramps and installation of vertical and horizontal signs, street lighting and the repositioning of a high number of sub-services.

TECHNICAL/PRODUCTION KPI

100,000 m³
concrete for Parallel Roads

250,000 m²
paving

Main Bridges & Viaducts

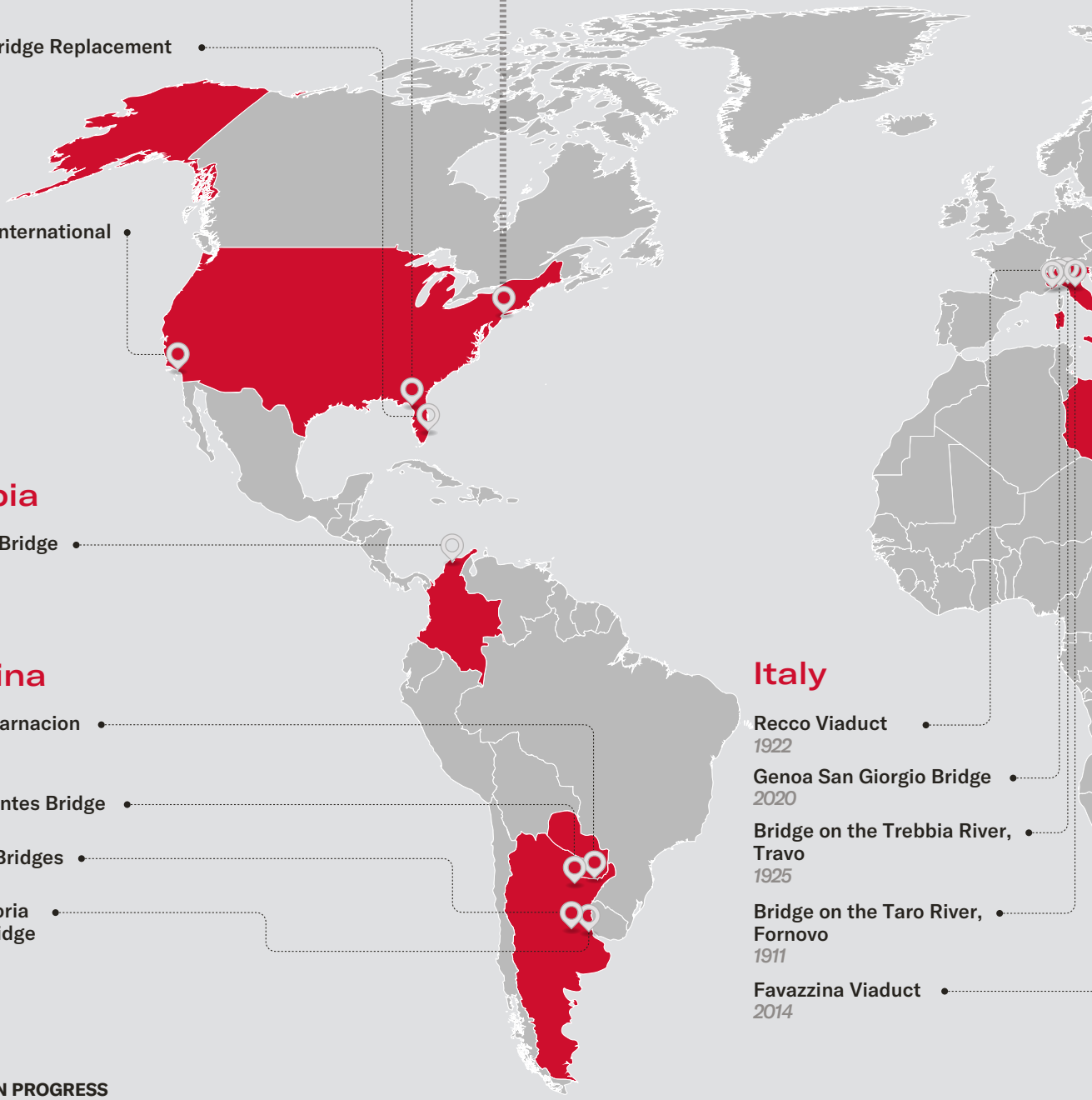
United States

Unionport Bridge, New York

Max Brewer Bridge Replacement
2013

Halls River Bridge Replacement
2017

Long Beach International Gateway
2020



Colombia

Barranquilla Bridge
1974

Argentina

Posadas-Encarnacion Bridge
1990

Chaco Corrientes Bridge
1973

Brazo Largo Bridges
1976

Rosario-Victoria Motorway Bridge
2003

Italy

Recco Viaduct
1922

Genoa San Giorgio Bridge
2020

Bridge on the Trebbia River, Travo
1925

Bridge on the Taro River, Fornovo
1911

Favazzina Viaduct
2014

IN PROGRESS

XXXX COMPLETION DATE

Russia

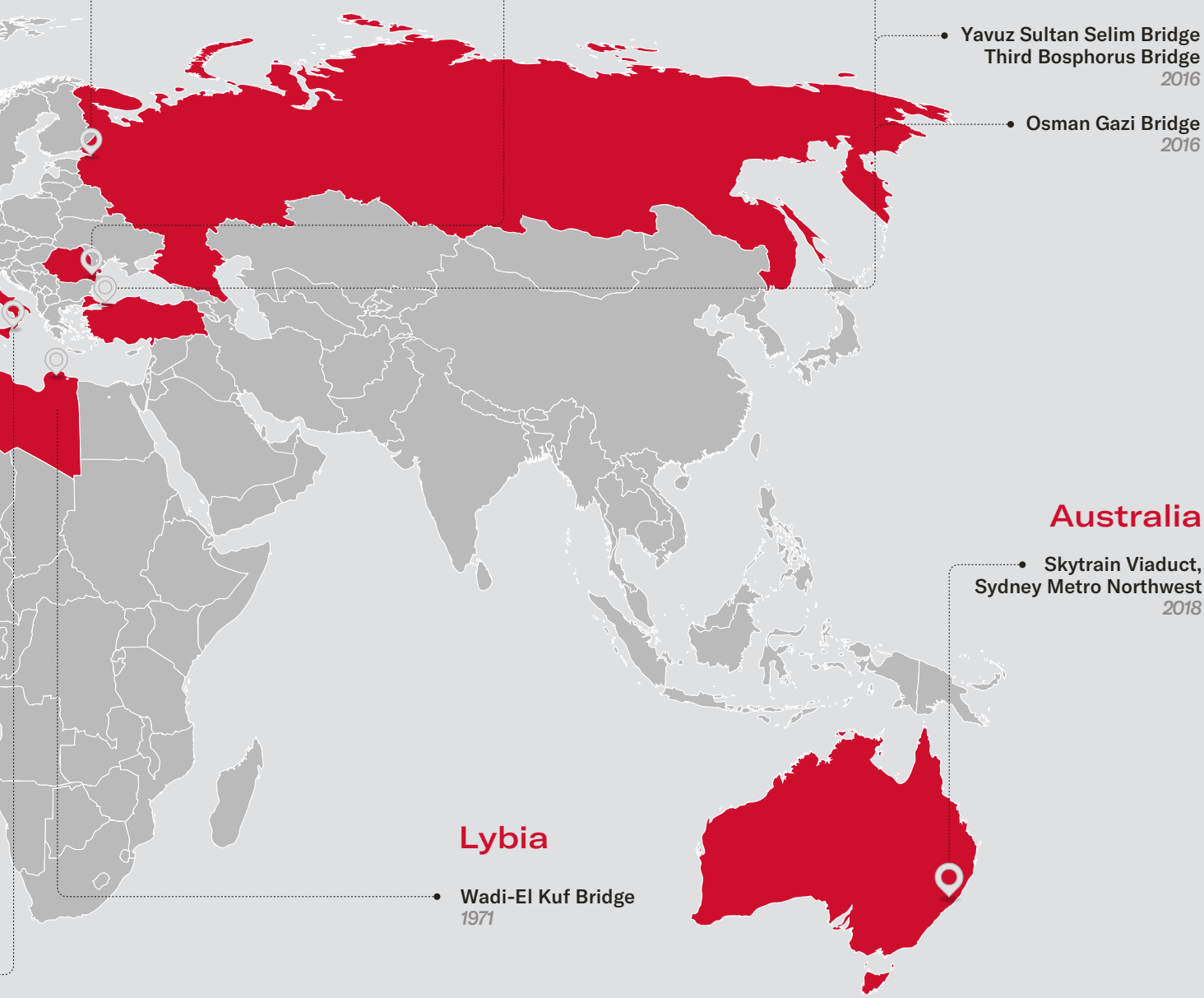
- Petrovski Bridges, WHSD Project
  2016
- Korabelny Bridges, WHSD Project
  2016

Romania

- Bridge over the Danube river in Braila
  2023

Turkey

- Second Bosphorus Bridge
  1994
- Haliç Metro Crossing Bridge
  2014
- Yavuz Sultan Selim Bridge
  Third Bosphorus Bridge
  2016
- Osman Gazi Bridge
  2016



Australia

- Skytrain Viaduct,
  Sydney Metro Northwest
  2018

Lybia

- Wadi-El Kuf Bridge
  1971

Genoa "San Giorgio" Bridge

ITALY

A smart and sustainable bridge for connections and transport in Liguria and Italy

The bridge has a continuous steel deck 1,067 metres in length with 19 spans supported by 18 elliptical piers made of reinforced concrete, the majority of which positioned 50 metres from each other.
The collection of sunlight through its photovoltaic solar panels will allow the structure to produce the energy required for the night and day operation of all its systems, such as lighting, sensors and plants.
The high quality of the structure of steel and cement will guarantee its longevity while maintaining the highest levels of safety thanks to a special system that will dehumidify the inside of the structure to avoid condensation and corrosion.

TECHNICAL/PRODUCTION KPI

67,000 m³
concrete

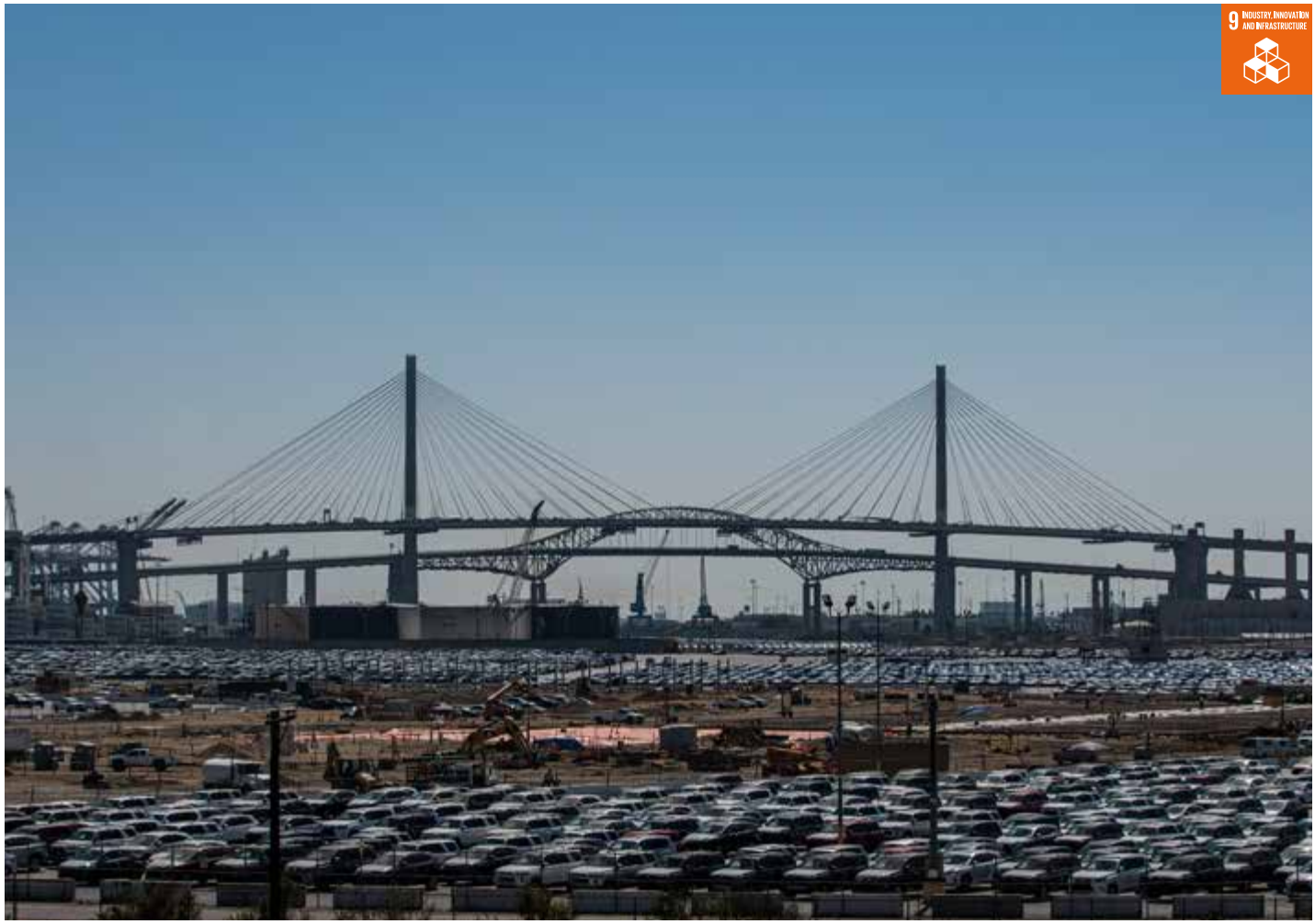
24,000 tons
steel

80,000 m³
open excavations

SUSTAINABILITY KPI

100%
reused excavation waste

95%
the energy needed for the functioning of the bridge's system is produced by photovoltaic solar panels



Long Beach International Gateway, CA

USA

An icon for the City of Long Beach, it will improve traffic flow, reduce traffic delays and decrease safety hazards

The new Long Beach International Gateway cable-stayed bridge is a strategic hub for links to the city and the port that redefines the Long Beach skyline. The project involved:

→ 352 foundation piles with a diameter of 2.5 m, 1.6 m and 1.5 m, up to 50 m deep and cast on site;
→ a 2,700 m (8,800 feet) cable-stayed bridge with two main octagonal hollow towers, about 160 m high, with a central span of 330 m, and two side spans about 150 m long.

The project was particularly complex from a technical and organizational point of view because it involved keeping road and shipping traffic to and from the port open throughout the duration of the project.

TECHNICAL/PRODUCTION KPI

7,650 tons
structural steel

23,500 tons
reinforcing steel

190,000 m³
reinforced concrete

SUSTAINABILITY KPI

1,200
vehicles per hour

100 yrs
life span

Access to the Port area for the newest generation of cargo ships

Northern Marmara Motorway and Yavuz Sultan Selim Bridge – Third Bosphorus Bridge

TURKEY

Europe and Asia getting closer thanks to the bridge of records

The construction of 150 km of the Northern Marmara Motorway stretch included the Third Bosphorus Bridge (now named Yavuz Sultan Selim Bridge) which is:

→ the world's longest and widest hybrid bridge (width of 59 m and main span of 1,408 m);
→ the first bridge designed to host an 8-lane highway and a double-track railway all at same level;
→ the bridge with the highest tower in the world, above 320 m.

TECHNICAL/PRODUCTION KPI

241,000 m³
concrete

65,000 tons
steel

897,000 m³
open excavations

SUSTAINABILITY KPI

39,000,000
people in the catchment area

3.5%
energy consumption driven from renewable energy sources (during operation phase)

Bridge over the Danube river in Braila

ROMANIA

A spectacular suspension bridge over the Danube river, the second longest suspension bridge in mainland Europe

A four-lane suspension bridge totalling 1,975 m in length, with a main span of 1,120 m and two side spans of 490 m and 365 m long, respectively, with two access viaducts of 90 m in length each. Construction works also include 23 km of connecting roads.

TECHNICAL/PRODUCTION KPI

297,000 m³
concrete

52,360 tons
steel

19,000 m²
diaphragm walls, 1m thick

SUSTAINABILITY KPI

120 yrs
life span

7,000
vehicles/day

Main Ports & Sea works

Italy

Pozzuoli Port
2006

New Genoa Breakwater

Olbia Industrial Port and Isola Bianca Dock
1999

Porto Torres Port Technical Upgrading
2007

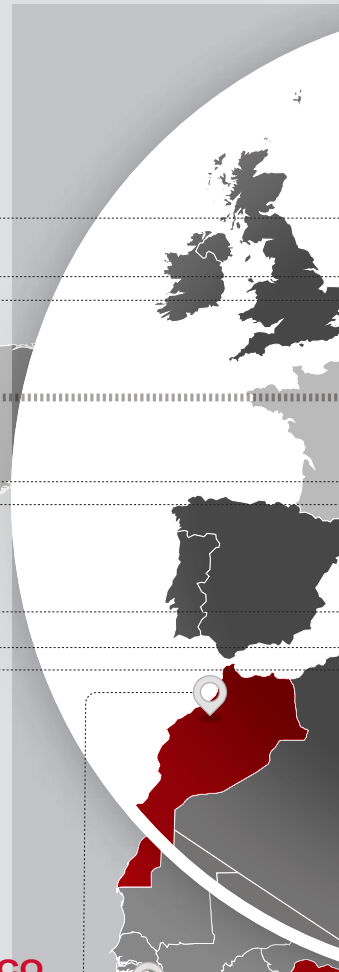
Santa Teresa di Gallura Harbour (Sassari)
1999

Palermo Port
1948

Gioia Tauro Port
1987

Naples Port
1996

Civitavecchia Port Cruise Ships Quay
2000



Morocco

Mohammedia Port extention works
1985

Honduras

San Lorenzo Port
1979

Panama

The New Panama Canal
2016

Guinea

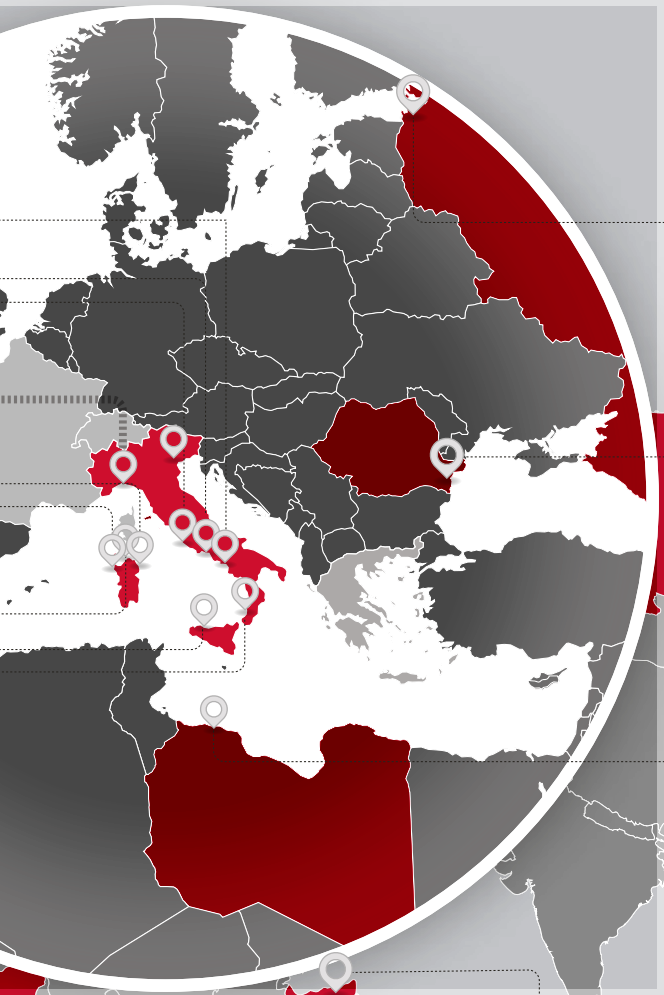
Kamsar Port
1973

Nigeria

Apapa Port - Second Wharf extension
1966

IN PROGRESS

XXXX COMPLETION DATE



Russia

Seaworks for
Western High-Speed Diameter (WHSD)
2015

Romania

Costantza Port
2001

Lybia

Homs Port
1987

Papua New Guinea

Lombrum Naval Base

Australia

Darwin Ship Lift

Somalia

Ras Sif Deep Water
Harbour (Mogadishu)
1977

Bosaso Harbour
1990

Republic of the Congo

New Quay of Pointe Noire Port
2001

The New Panama Canal

PANAMA

Redrawing global shipping routes saving and reusing water

With 74 million cubic metres of excavations, 5 million cubic metres of concrete, 1.6 million tons of cement and 7.1 million cubic meters of dredging, the Third Set of Locks Project is the biggest feat of engineering to take place in several decades. A complex system of interconnected basins guarantees minimum impact on the environment, reducing the dispersion of fresh water flowing in the artificial basins, to the minimum. The New Panama Canal is a revolution for global trade. The approximately 12 thousand ships that currently cross it each year, will be connected to 1,700 ports belonging to 150 countries and to 144 maritime routes.

TECHNICAL/PRODUCTION KPI

290,000 tons

reinforced steel

3,300 tons/hr

concrete aggregates production

1,240 m³/hr

concrete production

SUSTAINABILITY KPI

60%

water saving thanks to the innovative Water Saving Basins system

hundreds

species typical of the tropical habitat were rescued during the construction

-16,000,000 tons

CO_2 emissions per year by enabling Post-Panamax ships to cross America instead of sailing round the continent

New Genoa Breakwater

ITALY

One of the deepest breakwaters worldwide to enable large cargo ships to dock at Ligurian port

The Genoa Breakwater is a barrier to protect the port from rough seas. It will be longer and larger than the existing one and is designed to improve access to the port of Genoa and to allow access to the port for the latest generation of container ships with lengths reaching 400 metres.
The breakwater will be a unique project due to its scale and engineering complexity.
It will be built offshore, leaving port activities uninterrupted. It will rest on an underwater foundation, whose varying depth will be up to 50 metres sitting on a structure of 100 prefabricated caissons of reinforced concrete.

TECHNICAL/PRODUCTION KPI

50 m

depth

6,200 m

total length (Phase A + Phase B)

SUSTAINABILITY KPI

Excavated material will be recovered, reused and transformed

BUSINESS

CLEAN HYDRO ENERGY

— Hydroelectric Dams & Plants
— Pumped Storage

Hydropower's great reliability and flexibility are key to the global energy transition as it can balance and stabilise the energy injected into the grid by other intermittent renewable sources like wind and solar power. Hydropower is one of the renewable sources with the lowest unit cost, which makes it particularly suitable for those areas of the world where most of the population still does not have electricity, like some of the emerging economies.

The ongoing hydropower projects will have capacity of more than 14,000 MW and will provide low-cost clean energy to the equivalent of over 23 million residents around the world, especially in the Horn of Africa (Ethiopia and surrounding countries), Central Asia (Tajikistan and adjacent countries) and Australia. This should avoid emissions of roughly 13 million tonnes of CO2 a year.

Webuild has strong experience in the various construction methods and environmental contexts as it has carried out projects in Europe, North and South America, Africa, Asia and Oceania.

By operating in full compliance with international social and environmental standards our works are a global benchmark.

Main Hydroelectric Dams & Plants

Canada

James Bay Hydroelectric Power Project
1982

Iceland

Karahnjukar Hydroelectric Plant
2008

Switzerland

Val di Lei Dam
1960

Italy

Valdo Hydroelectric Plant
1922

Morasco Dam
1940

Toggia Dam
1932

Mignano Dam
1933

Colombia

Sogamoso Hydroelectric Project
2015

Peru

Huanza Hydroelectric Project
2013

Mantaro Hydroelectric Project
1968

Paraguay

Yacyretà Hydroelectric Project
1998

Yaciretà Hydroelectric Power Plant (Brazo Aña Cuá Project)

Ghana

Akosombo Hydroelectric Plant
1966

Uganda

Bujagali Hydropower Plant
2013

Zambia

Kariba Hydroelectric Plant
1960

Zimbabwe

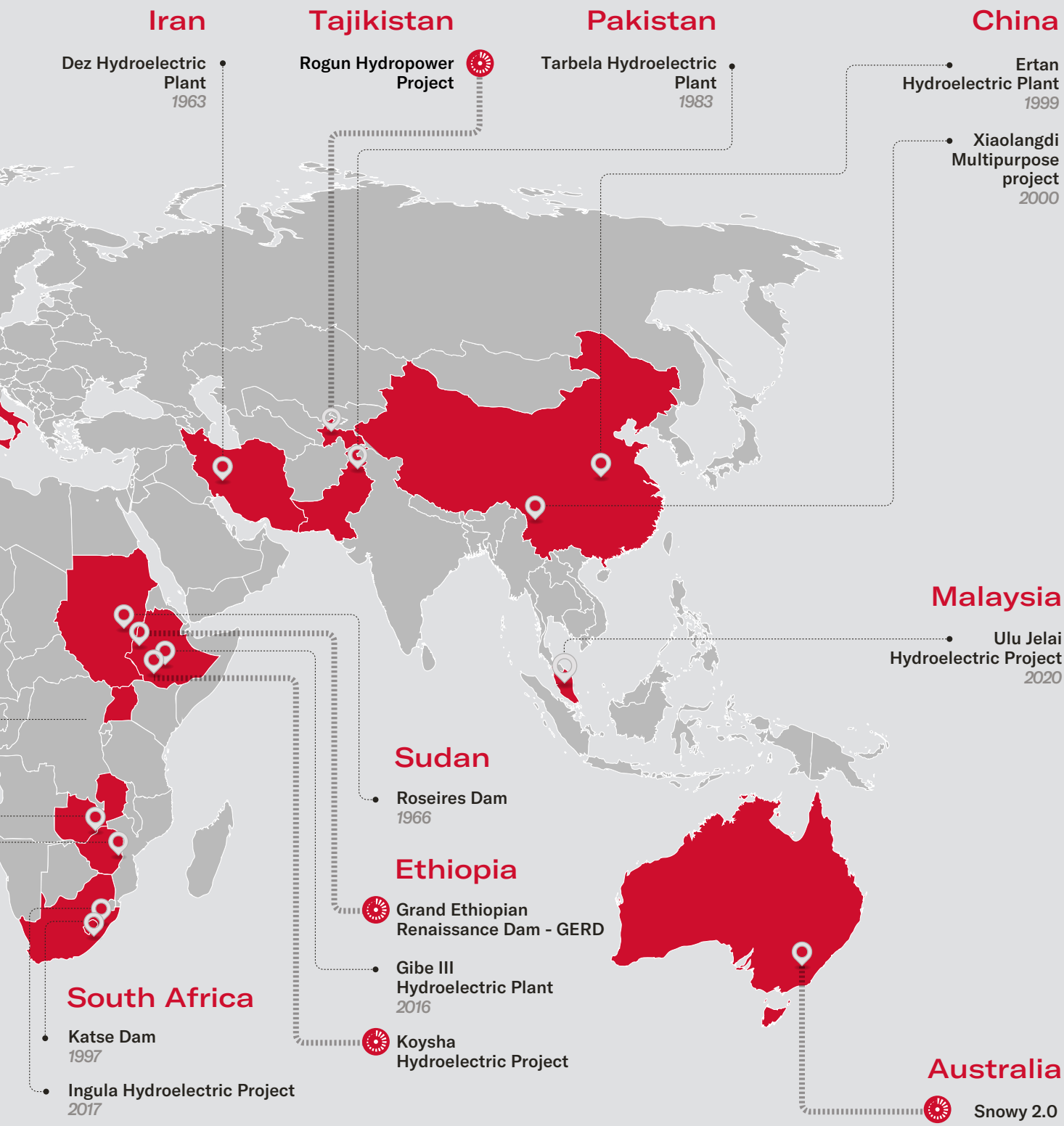
Osborne Dam
1994

Chile

Chacayes Hydroelectric Power Plant
2012

IN PROGRESS

XXXX COMPLETION DATE


Iran
Dez Hydroelectric Plant
1963
Tajikistan
Rogun Hydropower Project
Pakistan
Tarbela Hydroelectric Plant
1983
China
Ertan Hydroelectric Plant
1999
Xiaolangdi Multipurpose project
2000
Malaysia
Ulu Jelai Hydroelectric Project
2020
Sudan
Roseires Dam
1966
Ethiopia
Grand Ethiopian Renaissance Dam - GERD
Gibe III Hydroelectric Plant
2016
Koysha Hydroelectric Project
South Africa
Katse Dam
1997
Ingula Hydroelectric Project
2017
Australia
Snowy 2.0

Snowy 2.0

AUSTRALIA

A project to stream water through 29 km of tunnels working as a giant battery to produce and store hydro energy

Snowy 2.0 is a Pumped Storage Scheme. It is the largest committed renewable energy project in Australia. Snowy 2.0 will underpin the nation's secure and stable transition to a low-carbon emissions future at the lowest cost for consumers.
The project involves linking two existing dams, Tantangara and Talbingo, through 29 km of tunnels and building a new underground power station with pumping faciiities.
Snowy 2.0 will increase by 2,200 megawatts (MW) the generating capacity of the Snowy Mountains Hydro-electric Scheme currently producing more than 4,000MW.

TECHNICAL/PRODUCTION KPI

29 km
TBM Tunnel excavation

485,000 m³
Power House Complex excavation

3,000,000 m³
earthworks

SUSTAINABILITY KPI

500,000
houses served by the energy produced by the plant

-10,000,000 tons
CO_2 emissions per year

Rogun Hydropower Project

TAJIKISTAN

The tallest dam in the world to double the Tajikistan's energy production

The project consists of the construction of a 335-metre-high rockfill dam, the tallest in the world, on the Vakhsh River. The dam will be located in Pamir, one of Central Asia's main mountain ranges. Once completed, the plant will have 6 turbines of 600 MW each with a total installed capacity of 3,600 MW (the equivalent of three nuclear power plants).
The Project foresees an early generation stage, today already concluded, with the activation of the first two turbines and the putting into operation of the following four within 2026.

TECHNICAL/PRODUCTION KPI

74,000,000 m³
dam embankment

2,600,000 m³
open excavations

100,000 m³
underground excavations

SUSTAINABILITY KPI

-1,200,000 tons
CO_2 emissions per year

Ulu Jelai Hydroelectric Project

MALAYSIA

A sustainable hydro-project to improve the energy production of the country

The Ulu Jelai plant is part of a programme that was promoted to develop hydroelectric energy in five sites, so that Malaysia can increase its hydroelectric capacity from its current 1,900 MW to more than 3,000 MW by 2020.
Solutions to optimize the project's environmental impact were developed, and energy production efficiency also greatly improved: according to a UN report, Ulu Jelai generates a great quantity of energy with a reservoir with limited dimensions.

TECHNICAL/PRODUCTION KPI

4,037,000 m³
excavation and earth moving

729,000 m³
volume of RCC dam

950,000 m³
underground rock excavations

SUSTAINABILITY KPI

-250,000 tons
CO_2 emissions per year

Sogamoso Hydroelectric Project

COLOMBIA

Improving the quality of life of the residents with an important role in generating the annual average of energy requirement

The Sogamoso hydroelectric dam rises far above the eponymous river, using its waters to turn its massive turbines to produce about 10% of the country's electricity. Inaugurated in 2015, it is the fourth largest dam in Colombia with 820 megawatts of installed capacity. The operation involved the construction of a dam, 190 m high and 300 m long, of an underground power station that houses three turbines, of two diversion tunnels approximately 870 metres long, and the building of the system of access roads and tunnels for the underground power station.

TECHNICAL/PRODUCTION KPI

493,000 m³
concrete

20,200 tons
steel

8,350,000 m³
dam embankment

SUSTAINABILITY KPI

10%
total production of Colombia's electricity

Gibe III Hydroelectric Plant

ETHIOPIA

A project to boost the national energy production by 85%, meeting the growing demand for energy

The works involved the design and construction of the tallest RCC dam in the world at the time of completion, and an open-air power plant with 10 Francis turbines, which have a total installed power of 1,870 MW and an expected energy output of 6,500 GWh per year. The project also involved three diversion tunnels and two twin adduction tunnels, two intake structures, two horizontal tunnels, four vertical shafts and two distributors. The project is the natural extension of the biggest complex along the Gilgel Gibe River with the two other hydroelectric dams Gibe I (completed and operational since 2004) and Gibe II (operational since 2010).

TECHNICAL/PRODUCTION KPI

6,214,000 m³

Roller Compacted Concrete (RCC)

1,270,000 m³

excavation of river diversion tunnel (x3)

1,500,000 m³

tunnel excavation twin adduction tunnels

SUSTAINABILITY KPI

-2,500,000 tons

CO_2 emissions per year

Kárahnjúkar Hydroelectric Plant

ICELAND

Clean hydro energy from the glacial waters

Located less than 200 km from the Arctic Circle, the Kárahnjúkar concrete-faced rockfill dam, with its 193 m in height, is the tallest dam in the Nordic region and the first of its kind in Europe. It receives the glacier waters of the Jokulsa a Dal River and transfers them to a 690 MW underground powerhouse. The headrace tunnel system, with a total length of around 50 km, was excavated with three TBM's.

TECHNICAL/PRODUCTION KPI

254,000 m³
concrete

8,870,000 m³
dam's rockfill embankment

396,000 m³
open excavations

SUSTAINABILITY KPI

Iceland's major hydro plant,
contributing to maintain the country
a world leader in renewable energy

Yaciretà Hydroelectric Project and Power Plant

PARAGUAY

Upgrading the existing plant on the Río Paraná

The existing dam, completed in 1998, measures nearly 70 km in length and stretches for 18.7 km across the Argentinian and Paraguayan sides of the Paraná river. The dam's reservoir of this bi-national project has a surface area of 1,600 km^2, and a total volume of water of 21 billion m^3. The powerhouse currently houses 20 Kaplan turbines for a total installed capacity of 3,200 MW capable of providing approximately 60% of Argentina's hydroelectric energy, and 22% of the national energy demand.
The new ongoing contract includes all civil works and some electromechanical works for the installation of three additional Kaplan Turbines. Once completed, the plant will register an increase in installed power of 270MW and will have an average energy production of 1,700GWh per year. The works for this upgrade will be mainly carried out in Paraguay.

TECHNICAL/PRODUCTION KPI

265,000 m^3
concrete

11,500 tons
steel

1,386,000 m^3
open excavations

SUSTAINABILITY KPI

9%
increased installed capacity

-265,000 tons
$C0_2$ emissions per year

James Bay Hydroelectric Power Project

CANADA

An extremely challenge construction site for the major hydro project in Canada

The James Bay is a complex project to exploit the water resources of the rivers to the east of James Bay to produce electrical power. The system produces around 83 billion kWh electricity each year.
The most critical element in the overall project was having to deal with the extreme climatic conditions during the long winters. Along with China and Brazil, today Canada is one of the world's leading producers of hydroelectric power (with an export quota of as much as 30%). The James Bay system is the largest hydroelectric complex in the country with a combined generation capacity of 16,021 MW.

TECHNICAL/PRODUCTION KPI

160 m
height

25,000,000 m³
dam volume

2,896 m
spillway channel length

SUSTAINABILITY KPI

50%
total consumption of Quebec satisfied by the clean energy produced by the plant

BUSINESS

CLEAN WATER

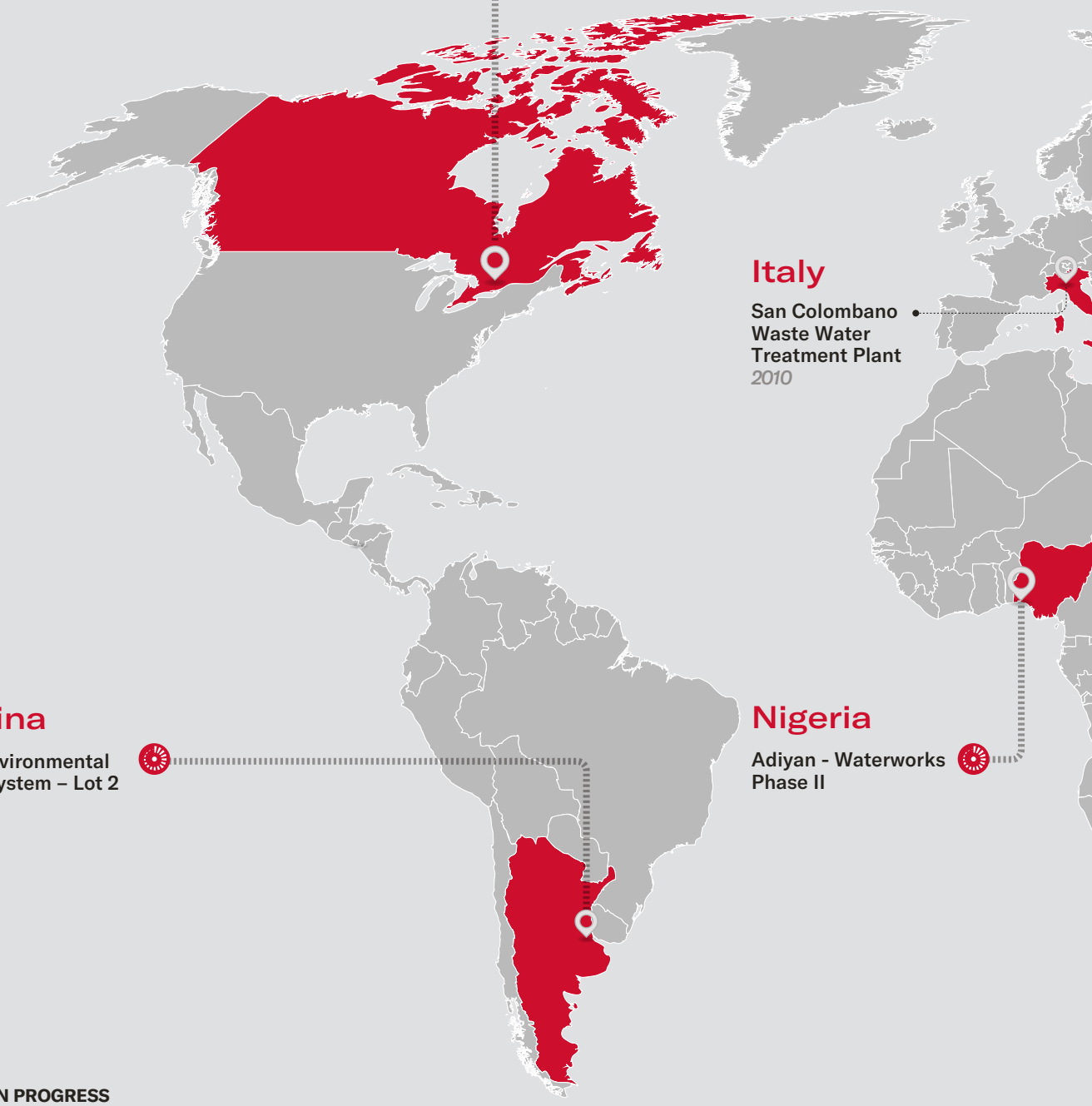
— Desalination & Water Treatment
— Wastewater Management Plants
— Hydraulic works
— Irrigation Dams

The Group is a global leader in the water infrastructure sector and active in the entire water cycle, from supply to drinking water to irrigation and the final treatment of wastewater.
Thanks to the group company Fisia Italimpianti, which leads the desalination, drinking water and water treatment sector, the Group is a strategic partner for public and private sector customers in areas subject to water stress like the Middle East where it builds essential water infrastructure for millions of people.

Webuild also has immense experience in building water storage for drinking water and/or irrigation, environmental recovery projects and works to upgrade urban wastewater management infrastructure to make it more resilient to the increasingly frequent extreme weather events, protecting areas affected by flooding and preventing the pollution of the receiving water bodies.

Every day, more than 20 million people are served by just the desalination plants built by Fisia Italimpianti while another approximate 16 million people will benefit from the hydraulic infrastructures currently being built by the Group.

Main Desalination & Wastewater



Canada

Ashbridges Bay Treatment Plant Outfall

Italy

San Colombano Waste Water Treatment Plant
2010

Argentina

Riachuelo environmental restoration system – Lot 2

Nigeria

Adiyan - Waterworks Phase II

IN PROGRESS

XXXX COMPLETION DATE

Turkey

Atakoy Water Treatment Plant
2018

Yenikapi Waste Water Treatment Plant

United Arab Emirates

Jebel Ali M1,M2,M3
2012

Jebel Ali L2
2008

Jebel Ali L1
2006

Taweelah B Ext
2007

Takreer Desalination Plant for CBDC Project, Abu Dhabi
2017

Saudi Arabia

Shoaiba 3 Expansion II
2019

Qatar

Ras Abu Fontas B2
2018

Ras Abu Fontas A1
2010

Oman

Salalah Independent Water Project

Jebel Ali M Desalination Plant

UAE

A great project to produce water for drinking and other domestic uses for Dubai's population

Jebel Ali M is an icon among the desalination sector: the project was the largest desalination plant in the UAE at the time of its completion. Built by Fisia Italimpianti, part of Webuild Group, it produces 636,400 m^3 of water every day thanks to its eight desalination units.

TECHNICAL/PRODUCTION KPI

8x17.5 MIGD
unit

9
perf. ratio

112°C
top brine temperature

SUSTAINABILITY KPI

636,000 m³
water per day produced

2,500,000
people served

TURKEY

Atakoy Wastewater Treatment Plant

A plant which can process a total of 20,000 cubic meters of water a day, serving a district of some one million people

Located in the south western part of Istanbul, on the European side, the plant uses advanced biological methods to treat the wastewater before discharging it into the Marmara Sea. Fisia Italimpianti, of the Webuild Group, completed in 2018 the extensive revamping works for the first phase and the construction of the additional second phase. Additionally a new section of 20,000 cubic meters per day based on Membrane Bio Reactor (MBR) technology – an innovative solution for Turkey – was added to allow for the reuse of the treated water for street cleaning and garden irrigation.

TECHNICAL/PRODUCTION KPI

100,000 m²

total area

240,000 m³/d

capacity biological stage of the Activated Sludge Plant

SUSTAINABILITY KPI

20,000 m³

wastewater treated / day

1,000,000

people served by the plant

Ashbridges Bay Treatment Plant Outfall

CANADA

The largest and most significant water quality improvement plant undertaking in Toronto

Ashbridges Bay Treatment Plant (ABTP), in Toronto, calls for construction of a new discharge line for treated water in Ontario Lake. ABTP is one of the largest and oldest wastewater treatment plants in Canada. The contract includes an onshore well 85 m deep and 16 m of internal diameter, next to the coast line; a 3.5 km-long tunnel (internal diameter of 7 m), built by the bottom of the well and through the rock, beneath Lake Ontario's lakebed using a Tunnel Boring Machine; 50 risers, installed in line with the tunnel, for water discharge into the lake; a new canal that will transport treated water from the ABTP to the well.
Once complete, the improved outfall will be able to handle up to 3,923 megaliters per day.

TECHNICAL/PRODUCTION KPI

~49,465 m³
total concrete to be poured

212,480 m³
open excavations

538,510 m³
underground excavations

SUSTAINABILITY KPI

+23%
improved outfall capacity

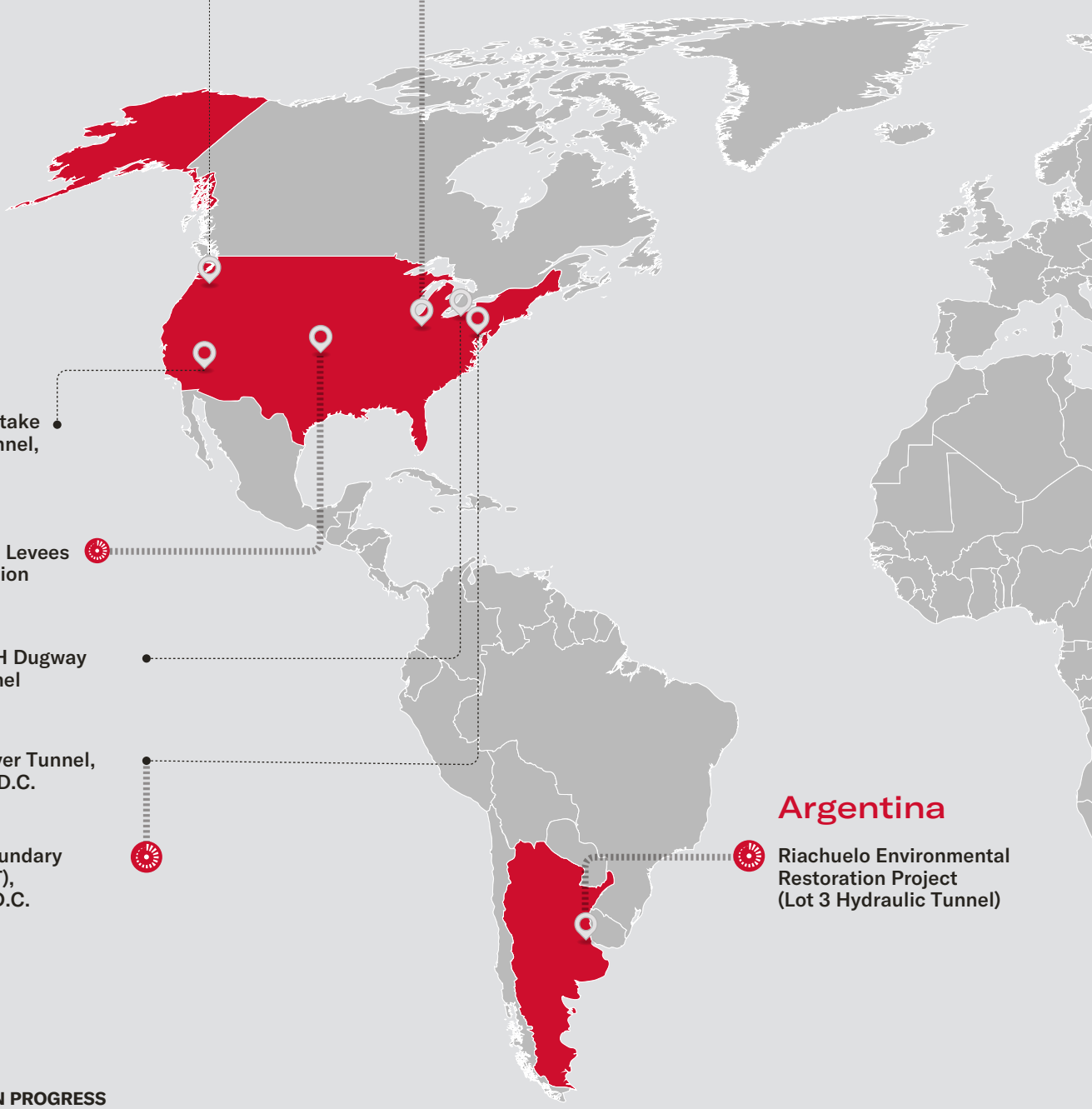
1,400,000
people served by the plant

Main Hydraulic works

United States

Three Rivers Protection & Overflow Reduction Tunnel, Fort Wayne (Indiana)

West Side CSO Tunnel Project Portland
2006



Lake Mead Intake Hydraulic Tunnel, Las Vegas
2016

Kansas City's Levees Flood Protection Project

Cleveland, OH Dugway Storage Tunnel
2020

Anacostia River Tunnel, Washington, D.C.
2018

Northeast Boundary Tunnel (NEBT), Washington D.C.

Argentina

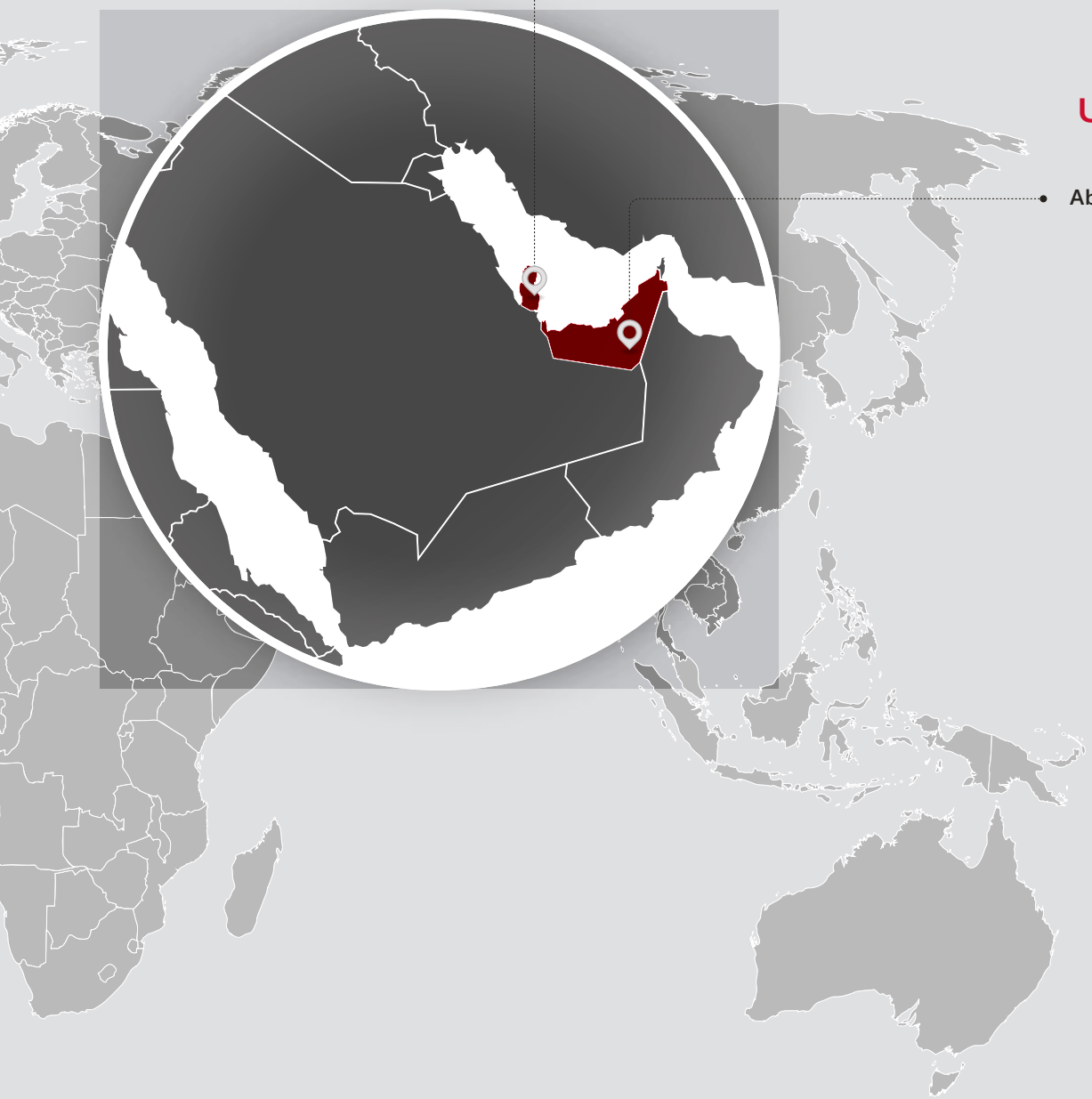
Riachuelo Environmental Restoration Project (Lot 3 Hydraulic Tunnel)

IN PROGRESS

XXXX COMPLETION DATE

Qatar

- **Abu Hamour Hydraulic Project**
  2018



United Arab Emirates

- **Abu Dhabi Deep Sewer Tunnel**
  2014

USA

Northeast Boundary Tunnel (NEBT)

The biggest component of DC Water's Clean Rivers Project in Washington, D.C.

NEBT - the biggest component of DC Water's Clean Rivers Project in Washington, D.C. - is a sewer tunnel that will increase the capacity of the District's sewer system, significantly mitigating the frequency, magnitude and duration of sewer flooding and improving the water quality of the Anacostia River.
The NEBT will run 26,700 feet (8.2 km). It also includes the construction of ventilation control facilities, stormwater inlets, and green infrastructure.

TECHNICAL/PRODUCTION KPI

8.2 km
tunnel length

27-54 (15-48) m
depth

SUSTAINABILITY KPI

-86%
chance of flooding in the areas it serves per year

-98%
untreated sewage and stormwater runoff (combined sewage) discharged to the Anacostia River per year

Anacostia River Tunnel

USA

A multi-awarded project to clean Washington, D.C. rivers

The Anacostia River Tunnel project, part of the “Clean Rivers” project of DC Water Authority, involved the construction of a 3.8 km-long hydraulic tunnel which, connected to the district’s network, contributes to reducing the volume of wastewater and runoff that flows into the Anacostia River by 98%. The TBM was fully assembled on the surface and then lowered to the bottom of the shaft by means of an overhead travelling crane and hydraulic jacks, for a total of about 650 tonnes. This solution allowed the machine assembly work to be carried out while other critical processes are under way, thus saving time and resources. In 2017, the project received the Award for Sustainability Initiative of the Year from the “International Tunneling and Underground Space Association”. The use of concrete segments only reinforced with fibres is an innovation for the US, as are several solutions used for the TBM (the vacuum erector system) and the spoils (the overhead travelling crane and electro hydraulic bucket). Innovative gaskets for the precast tunnel lining segments, directly anchoring to the precast segment during casting, therefore saving materials and labour usually needed for post-casting installation.

TECHNICAL/PRODUCTION KPI

3.8 km
tunnel length

6
shafts from 9 to 22m in diameter and approximately 30m deep

1
soft ground tunnel with a minimum internal diameter of 7m

SUSTAINABILITY KPI

-86%
chance of flooding in the areas it serves per year

-98%
untreated sewage and stormwater runoff (combined sewage) discharged to the Anacostia River per year

Riachuelo Environmental Restoration Project, Lots 2 and 3

ARGENTINA

A sanitation project to ensure a sewer network for more than 4 million people

The Riachuelo system in Buenos Aires is a mega infrastructure and engineering project for the reduction of organic pollution in the Rio de la Plata, where the most contaminated river in Argentina, the Riachuelo river, flows. At 12 kilometres, the project ranks among the 10 longest sub-fluvial tunnels worldwide. The sub-fluvial tunnel will allow for the diffusion of wastewater treated at a new plant and will serve to improve the quality of the water. The tunnel will be connected hydraulically to the river by means of 34 vertical risers to be executed by means of an innovative technology named “Riser Concept". In correspondence of each diffuser, or “Riser", a pair of special rings have been installed to allow in a second phase the vertical jacking of the Riser itself from inside the tunnel. In 2021, the Riser Concept won a prestigious ITA Tunnelling Award as the Technical Innovation of the Year.

TECHNICAL/PRODUCTION KPI

314,000 m³
concrete

19,000 tons
steel

900
employees

SUSTAINABILITY KPI

4,300,000
people in the area

2,300,000 m³/day
wastewater treated

Lake Mead Intake Hydraulic Tunnel

USA

The tunnel beneath the lake that provides Las Vegas with fresh water

The project represents one of the greatest challenges in underground works: to quench the thirst of Las Vegas with 4,500,000 m^3 of drinking water and water for domestic use to the urban area of Las Vegas. Water supply is guaranteed even in the case of severe drought.
The work comprised an access shaft, excavated out of the rock on the shore of the lake, about 200 m deep and with an internal diameter of 9.15 m. A tunnel has been constructed at the bottom of the shaft, under the lake bed, approximately 4,600 m long and with an excavation diameter of 7.22 m. The intake structure is located at the end of the tunnel, approximately 100 metres below the surface of the lake, made from a structure in reinforced concrete with a pipe-shaped tubular steel structure on top, with a diameter of 6 m, 30 m high and weighing about 1,250 tonnes.

TECHNICAL/PRODUCTION KPI

4.6 km
tunnel length

30,000 m^3
underwater excavations

7.22 m
tunnel excavation diameter

SUSTAINABILITY KPI

90%
Southern Nevada's water comes from Lake Mead

25,000,000
people in Nevada, Arizona, and California supplied by Lake Mead water

Main Irrigation dams

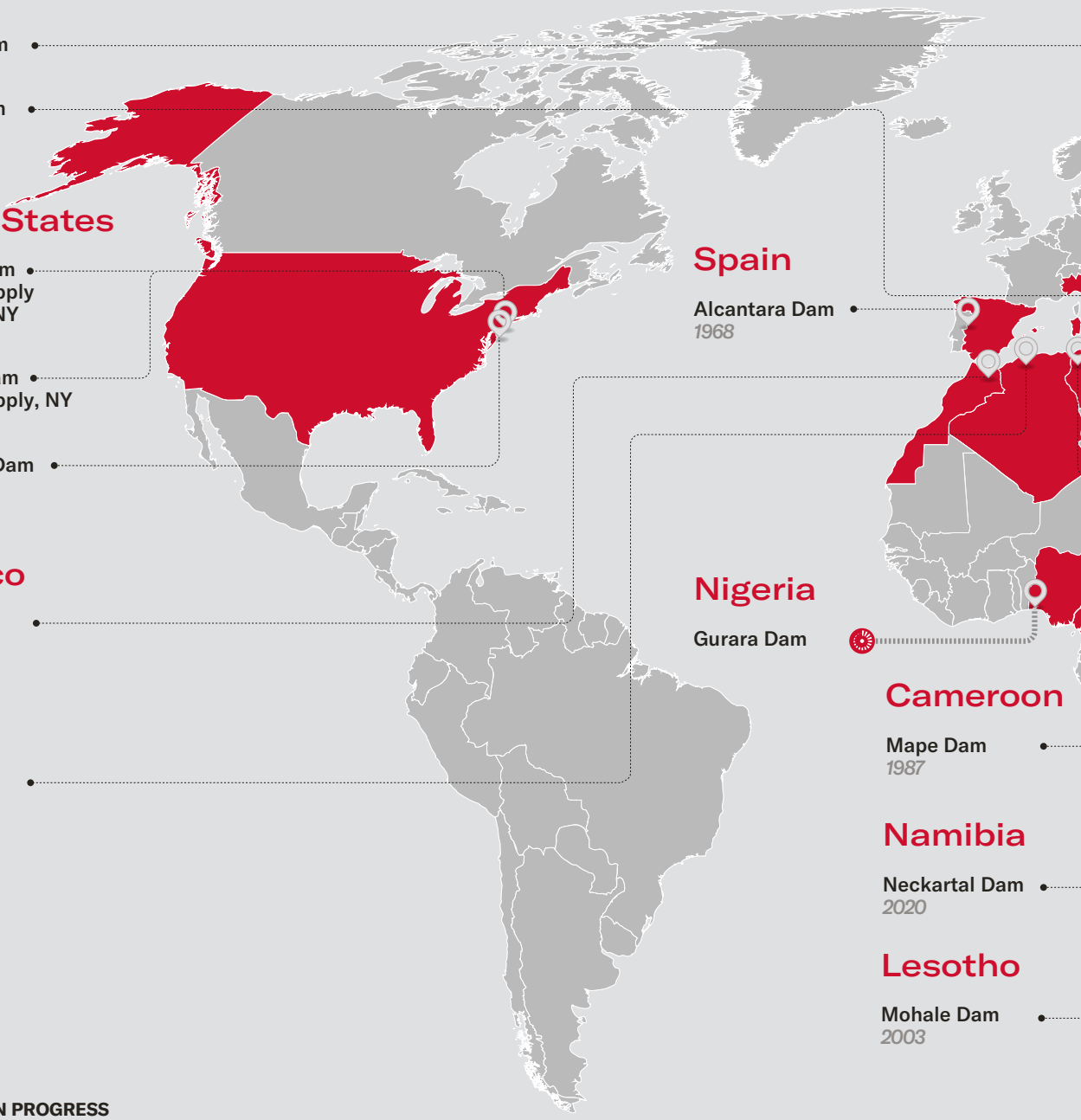
Italy

Gela Dam, Caltanissetta
1948

Ancipa Dam, Enna
1952

Ridracoli Dam
1989

Mignano Dam
1933



United States

Merriman Dam for Water Supply Lackawack, NY
1950

Neversink Dam for Water Supply, NY
1950

Manasquan Dam
1990

Spain

Alcantara Dam
1968

Morocco

Asfalou Dam
2000

Algeria

Kramis Dam
2005

Nigeria

Gurara Dam

Cameroon

Mape Dam
1987

Namibia

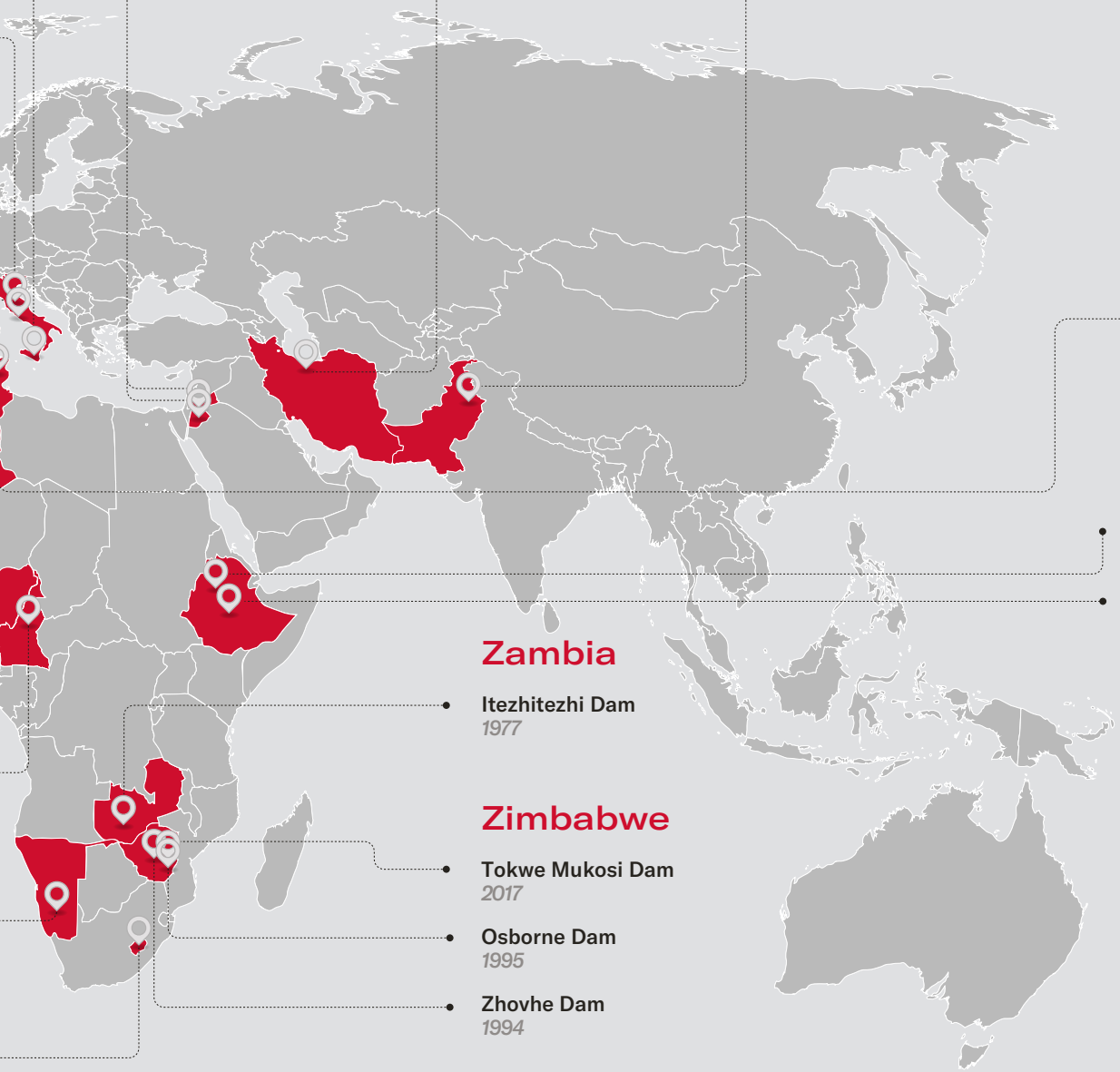
Neckartal Dam
2020

Lesotho

Mohale Dam
2003

IN PROGRESS

XXXX COMPLETION DATE



Jordan

- Karameh Dam
  1997
- Kafrein Dam
  1996

Iran

- Lar Dam
  1981

Pakistan

- Indus Basin Project
  Rasul barrage
  on Jhelum River
  1968

Tunisia

- Siliana Dam
  1987

Ethiopia

- Tana Beles Project
  1992
- Legadadi Dam
  1971

Zambia

- Itezhitezhi Dam
  1977

Zimbabwe

- Tokwe Mukosi Dam
  2017
- Osborne Dam
  1995
- Zhovhe Dam
  1994

Neckartal Dam

NAMIBIA

Namibia's largest dam to irrigate land for agricultural development

Located in the Karas region along the Fish River in the south of the country, the project is the first phase of the Neckartal Irrigation Scheme. Made from roller-compacted concrete (RCC), 78.5 metres high, 518 metres long and with a volume of 850,000 cubic metres, the Neckartal dam is aimed to harness water from the Fish River to produce energy and create a reservoir with a capacity of 857 million cubic metres, which will irrigate 5,000 hectares of land for the agricultural development of the area.
The project included a crossing 13 km downstream of the dam, 360 metres long and 9 metres high, as well as a pumping station with corresponding intake structures. The water will flow through an 8.7 km steel pipe with a diameter of 1,100 mm to reach a reservoir with a capacity of 90,000 cubic metres, also part of the project.

TECHNICAL/PRODUCTION KPI

78.5 m
dam height

850,000 m³
dam volume

857,000,000 m³
reservoir storage capacity

SUSTAINABILITY KPI

5,000 hectares
land irrigated for the agricultural development of the area

Tokwe Mukosi Dam

ZIMBABWE

The tallest dam in Zimbabwe

The dam, rising 90 m above its foundation, is the tallest in the country and it creates the largest artificial lake in Zimbabwe. It has a capacity of 1.8 billion cubic meters and the artificial basin is over 40 km in length. The dam, which will be mainly used for irrigation purposes, will irrigate approximately 25,000 hectares of farmland, in the downstream areas, contributing to agricultural development and to the agro-food industry in one of the poorest areas of the country. The project involved the construction of a Concrete Face Rockfill Dam (CFRD). The intake structure comprises a 35-m tower fitted with grilles that directs the water to a 6 m diameter concrete lined tunnel excavated along the left abutment (350 m long) equipped with a regulating tower and two service gates. The water is released into the riverbed throughout two 2 m diameter steel pipelines. There are two morning glory spillways, near the left and right abutments, with a concrete lined outlet tunnel, 6 m in diameter and about 200 m long. Webuild introduced a dedicated Plunge Pool with the aim to increase and guarantee the safety and stability of the dam toe.

TECHNICAL/PRODUCTION KPI

1,800,000,000 m³
reservoir storage capacity

1,390,505 m³
main dam excavation

95,000 m³
concrete

SUSTAINABILITY KPI

~25,000 hectares
farmland irrigated contributing to agricultural development and to the agro-food industry

BUSINESS

GREEN BUILDINGS & OTHER

— Civil & Industrial buildings
— Airports
— Stadiums
— Hospitals

The Group has built all kinds of buildings: civil, institutional, commercial, industrial, cultural, public health, sporting and religious buildings. It has extensive experience in Eco-design & Construction systems, which allow a reduction in the works' environmental footprint over their life cycle.

Its projects include iconic works such as the Stravos Niarchos Foundation Cultural Centre in Athens, the Al Bayt Stadium in Doha, the new ENI offices recently completed in San Donato Milanese (Milan) many of which obtained LEED certification as well as many hospitals built according to the most advanced environmental and sustainability criteria.

The construction of green buildings, i.e., buildings with certifiable sustainability valuation systems (e.g., Leadership in Energy and Environmental Design - LEED) allows both a reduction in the environmental footprint during construction, thanks to the use of low-environmental impact raw materials and optimisation of production and logistics processes, and maximisation of the building's environmental performance during its lifetime as a result of lower energy and water consumption and less emissions.

The environmental advantages of using Eco-design & Construction systems are measured by comparing them to environmental performances obtained using standard design and construction methods. The Group has found that green buildings generate lower environmental impacts of between 30% and 50%, which can increase if on-site energy generation systems using renewable sources are used. This is one of the reasons why the Group's projects have garnered important accolades at international level for their innovative and environmental sustainability characteristics.

Main Green Buildings & other

Italy

Milan Metro
Line 4 - Stations (n.7 stations and n.1 depot)

New Eni's Headquarters, Milan
2023

Palazzo Lombardia, Milan
2006

Milan Expo Fair Centre in Rho-Pero
2005

New Hospital in Venezia-Mestre ("Ospedale dell'Angelo")
2008

New Auditorium, Rome
2002

New Hospital in Naples ("Ospedale Del Mare")
2015

Afragola High-Speed Railway Station
2017

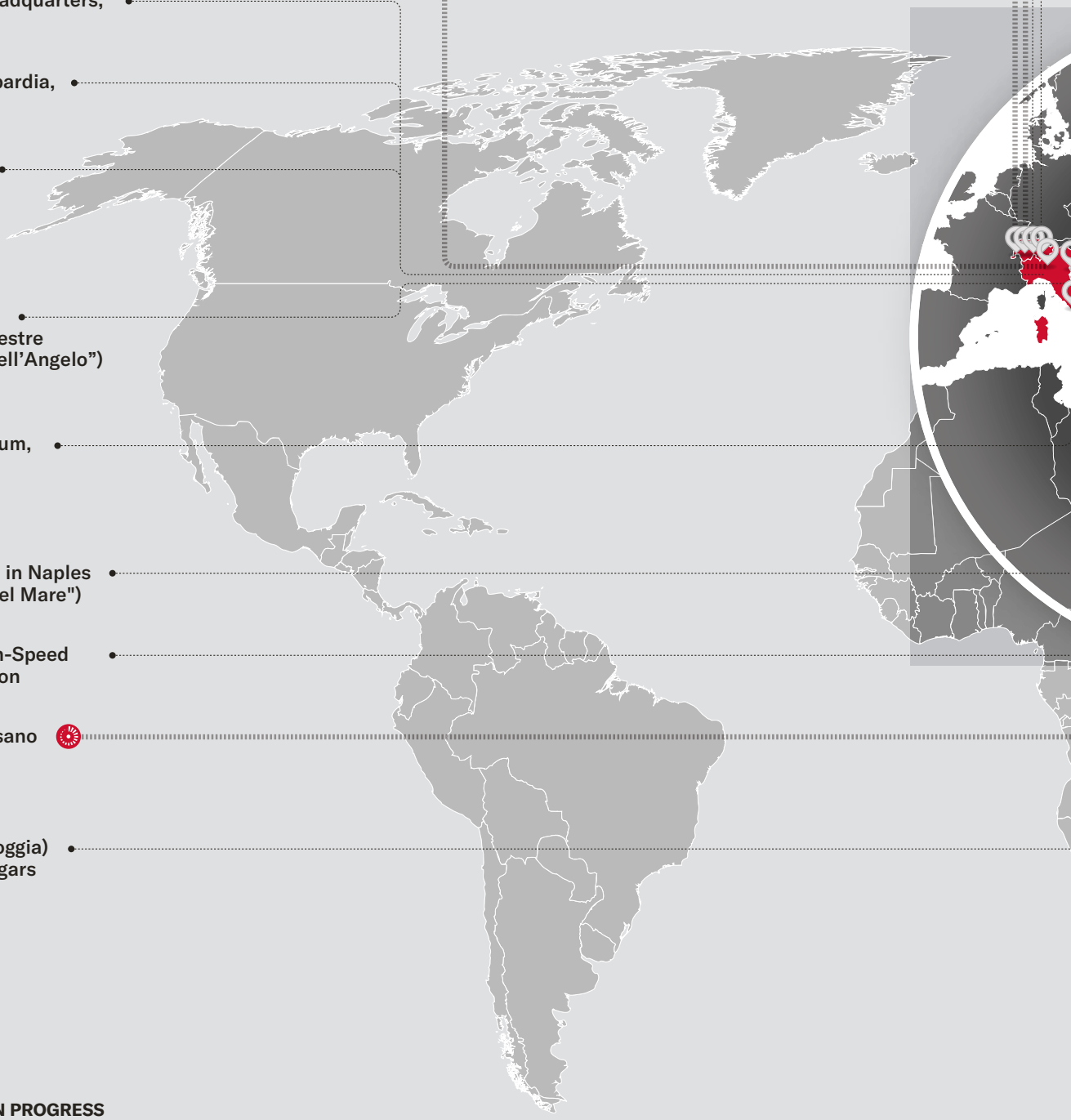
Monopoli-Fasano Hospital

Amendola (Foggia) Air Base Hangars
2015

Switzerland

United Nations Offices, Geneva

Le Bolle Residence, Agno



IN PROGRESS

XXXX COMPLETION DATE

Poland

- Parc du Simplon, Lausanne *2022*
- Gucci Logistic Center, Canton Ticino *2013*
- Waste-To-Energy Plants in Rzeszow, Bydgoszcz and Danzica
- John Paul II International Airport in Cracow-balice *2016*

Greece

- Stavros Niarchos Foundation Cultural Center, Athens *2016*

Qatar

- Doha Red Line North Underground Stations (n.7 stations) *2020*
- Al Bayt Stadium *2020*

Saudi Arabia

- Riyadh Metro Line 3 Stations (n.2 stations and n.1 depot)

Australia

- Ceres Urea Plant
- Waitsia Gas Development Project, Stage 2
- Forrestfield-Airport Link Stations (n.3 stations) *2022*
- Tallawarra Stage B Project

Al Bayt Stadium

QATAR

A hyper-technological and sustainable “tent” in the desert

A tent in the desert, capable of seating 60,000 spectators. This is the great vision behind the construction of Qatar’s Al Bayt Stadium: one of the most innovative structures, from an architectural and technical point of view, to host the 2022 FIFA Football World Cup matches.
The stadium, located in Al Khor, 40 km north of Doha, just a few kilometres off the coast, is currently considered to be one of the largest sports projects in the world.
It is constructed to have both commercial and recreational activities, making its development sustainable in “non-event” mode. The stadium’s shape, with its almost completely encasing roof, avoids sound being dispersed into the air. Sound is held within the stadium, amplifying fans’ chants.

TECHNICAL/PRODUCTION KPI

286,000 m³

total concrete volume

52,000 tons

total steel for reinforced concrete

30,000 tons

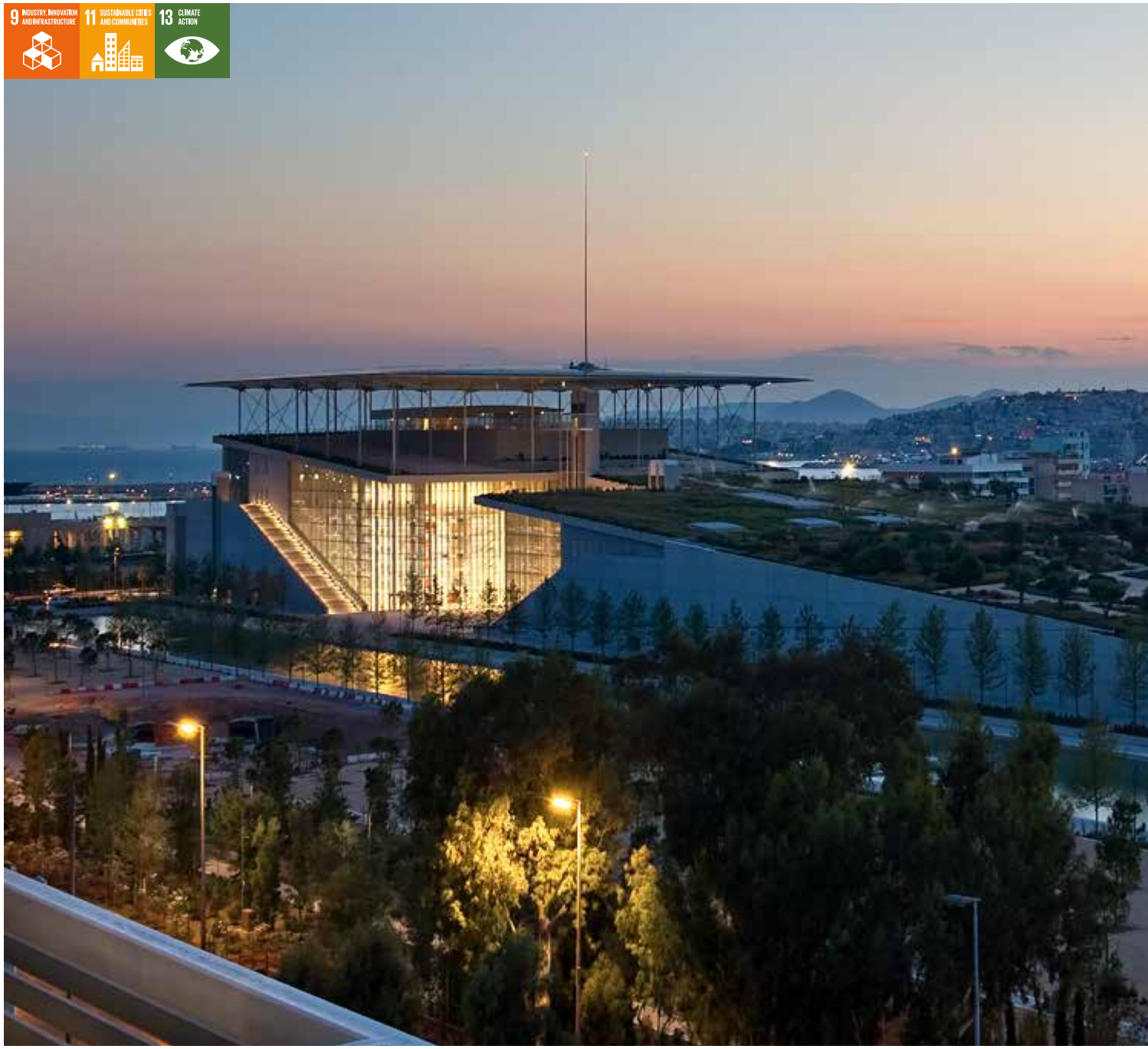
total steel for covering

SUSTAINABILITY KPI

Low-impact construction materials used

Low energy consumption due to tent-shape design

The project recived a Class A* rating from GSAS, Global Sustainability Assessment System



Stavros Niarchos Foundation Cultural Center

GREECE

An environmentally sustainable cultural center

Designed by the Renzo Piano Building Workshop (RPBW), the Stavros Niarchos Foundation Cultural Center is an ecologically sustainable multifunctional centre over a total area of 210.000 m^2, largely devoted to a public park.
The Center's roof is without any doubt a key element of the project: an architectural, engineering masterpiece but also so, for the building techniques used. The structure consists of two ferro-cement slabs, which are just a few centimetres thick and that form a kind of shell. It extends over a 10,000 m^2 area. It weighs 3,500 tons and is supported by 30 steel columns with a maximum diameter of 30 cm.
The project ambitiously aims at becoming a cultural and artistic reference point in the Greek scenario, but also at a global level.

TECHNICAL/PRODUCTION KPI

230,000 m²

total area

10,000 m²

energy canopy surface

SUSTAINABILITY KPI

-1,500 tons

tons of CO_2 emissions per year

-40%

energy saving compared to similar buildings

5,560

photovoltaic panels

New ENI Headquarters, Milan

ITALY

An efficient, innovative and environmentally friendly building

The complex consists of three interconnected buidings for a total gross leasable land of 65,000 square metres or a net 57,000 square metres. Three buildings are connected to one another by so-called sky-bridges, 85-metre-long structure weighing a total of 600 tonnes. The project applied standards of energy efficiency and environmental sustainability to meet Gold Leadership in Energy and Environmental Design (LEED), one of the most popular green building certification programs in the world.

TECHNICAL/PRODUCTION KPI

65,000 m²

gross leaseble land

SUSTAINABILITY KPI

Designed to reach LEED Gold certification

High energy efficiency performance

Monopoli-Fasano Hospital

ITALY

Integration with Italian landscape to give value to a new human dimension hospital

The construction contract of the New Hospital in Monopoli-Fasano (Nuovo Ospedale del Sud-Est Barese), includes all the civil works and all the systems in a new healthcare facility in the Region of Puglia, with 299 beds, 9 surgery rooms and 743 parking places over a total floor space covering 178,000 m^2.
The new hospital area is surrounded by historical dry stone walls and 956 trees creating a wide "filter" strip of agricultural landscape designed to merge the new building in its environment.

TECHNICAL/PRODUCTION KPI

55,000 m^3
concrete

157,000 m^3
open excavations

6,500 tons
steel

SUSTAINABILITY KPI

236,000
people in the catchment area

299
hospital beds

199
centuries-old trees re-planted in the project Area

ITALY

Palazzo Lombardia, Milan

A project whose guiding principles are quality, aesthetic appeal and energy saving

Palazzo Lombardia, the new seat of the Lombardy Regional Authority, is a large complex of curvilinear, nine-storey buildings and a 161m, 39-storey central tower. The project, which successfully combined design, innovation and environmental sustainability, was recognized by the Council of Tall Buildings and Urban Habitat of Chicago as the Best European Skyscraper for 2012.

TECHNICAL/PRODUCTION KPI

94,000 m³	**19,000 tons**	**272,000 m³**
concrete	steel	open excavations

SUSTAINABILITY KPI

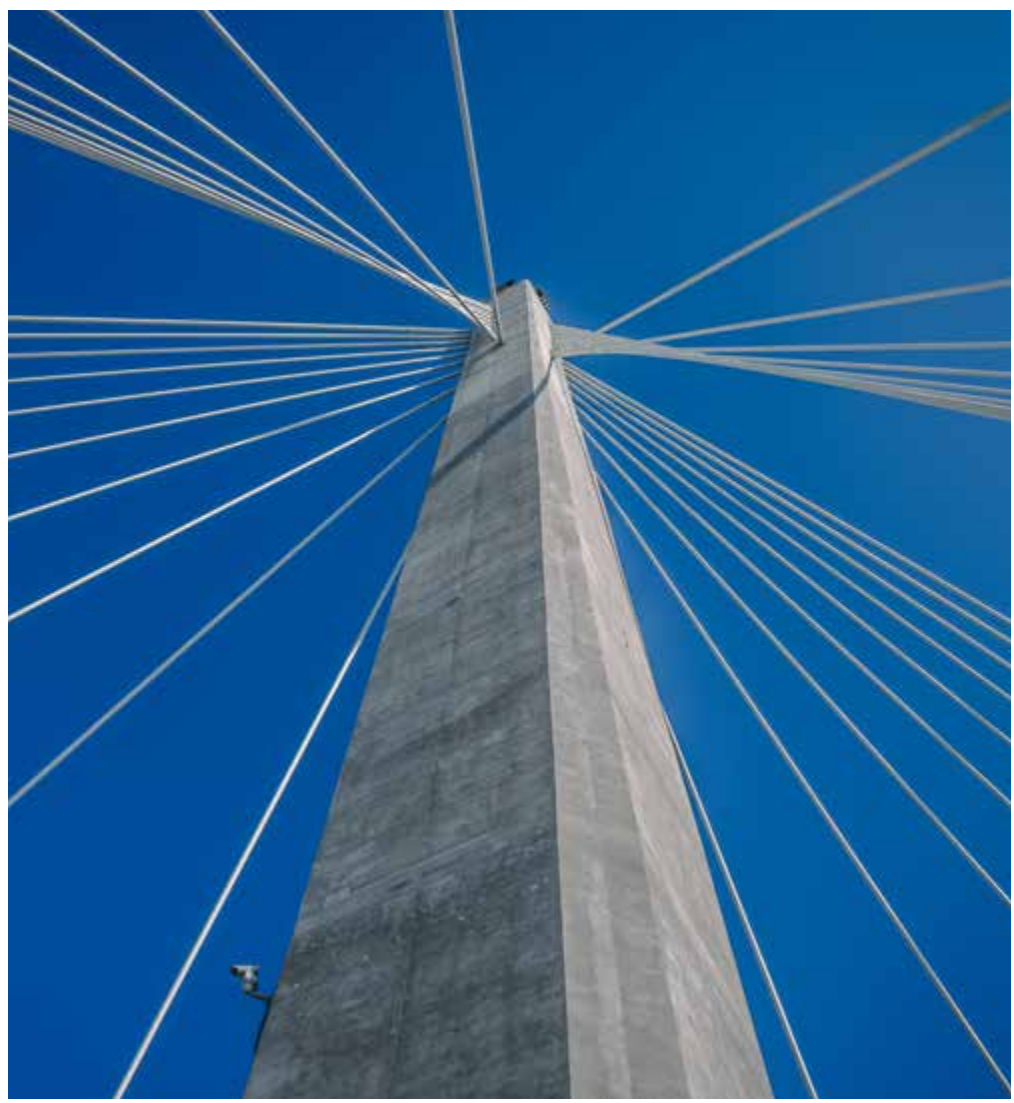
6,000 m²	**100%**	Reduction of emissions thanks to photovoltaic systems on facades and roofs
green areas	heating with ground water	

07

INNOVATION

INNOVATION

OUR DRIVERS



— Construction efficiency improvement
— Project-specific challenges overcoming
— Construction risks reduction
— Environmental and safety improvement
— Open innovation through supply chain
— Core processes efficiency boosting

Innovation is the key we use to face global challenges in a sustainable way. Webuild develops technological, contractual and managerial innovations in order to be able to offer high added value services, meeting the global environmental challenges and help its customers move towards sustainable solutions. In 2022, Webuild designed the first Innovation Centre in Lecce (Puglia), aimed at researching and developing multiple complex solutions based on "disruptive" technologies, with the main objective of improving efficiency, sustainability and safety.

Supply chain

Webuild is investing resources in Open Innovation, to promote the innovation strategy through interaction with external innovation environment, like start-ups, universities and the most innovative companies. Our supply chain, managed through a dedicated Platform, consists of:
→ **+19,400 suppliers** from 80 countries,
→ **High quality supply base** with average vendor rating index 80/100
→ **High innovative suppliers involved in Supplier Meetings** to boost potential innovative proposals within the Group's projects.

Construction techniques

The Group applies the Lean Construction principles to re-engineer its processes, with a continuous focus on planning and monitoring to improve performance. In recent years the Group worked on some best in class innovative processes/ products, from tunnelling to special works. While contributing to improve the Tunnel Boring Machines techniquearound the world with high-pressures/high-grades/ highly-connected TBMs, Webuild is continuing to innovate the tunneling industry developing, for example, innovative methods to install vertical pipes underwater such as the so-called Riser Concept applied in the Matanza – Riachuelo catchment basin in Argentina, or a robotised factory to design, manufacture and position tunnel segments using highly efficient robotic technology that integrates solutions for innovation, efficiency, circular economy, currently serving the railway lines being built in Sicily.

Digitalization

As a key component of the Group's innovation strategy, digitalization processes entail the development of innovative tools using artificial intelligence (AI) and the

Internet of Things (IoT) to facilitate the processing of big data and making summarized and detailed outputs available in real time throughout the organization. Starting from 2022, the Tunnel WeView system, to assist management, monitor a project's production, safety and environmental aspects and its impact by the real-time collecting, processing, and viewing of operating, energy and environmental data, has been applied in the Snowy 2.0 project.

BIM & VDC

The development of Building Information Modeling (BIM) and Virtual Design and Construction (VDC) approaches, processes and tools allowed the company to implement innovative ways to foresee and optimize construction processes, relying on collaborative, multi-dimensional models shared across the different disciplines involved. In this scope, recent Research & Development activities include AI application to project data, construction *Big Data*, advanced construction simulations, and on-site virtual and Augmented Reality.

Innovative materials

Research on materials is aimed at improving structures' performance, operational efficiency while reducing costs and environmental impacts. In recent years such studies entailed the development of optimized concrete mixes, the development of advanced admixtures and the substitution of high emission cement with equivalent low-carbon materials. Main environmental improvements associated with such innovations include:
→ more than 220,000 tons of cement saved;
→ lower transport costs and associated environmental impacts;
→ more than 320,000 tons of CO_2 avoided.

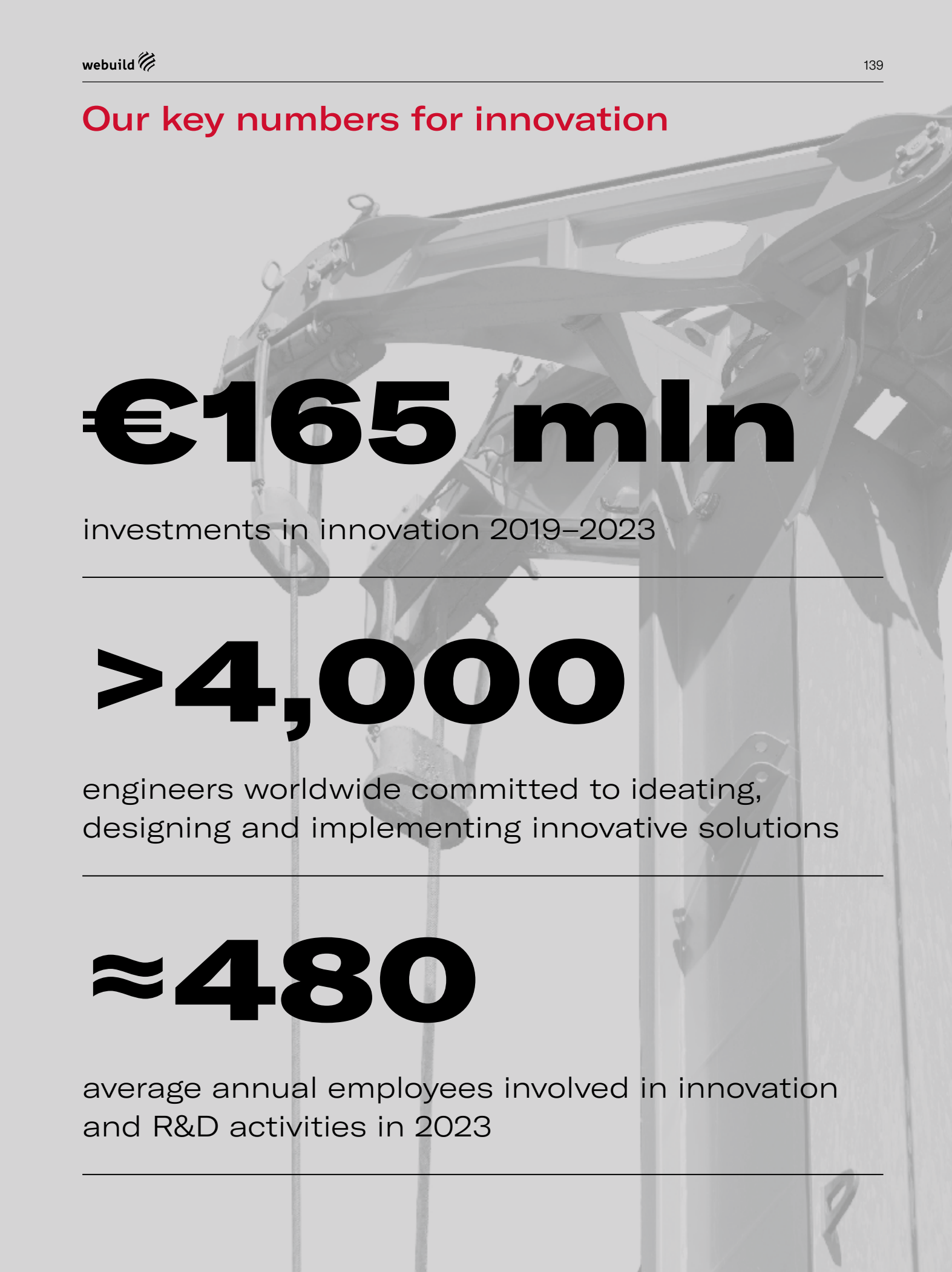
Energy efficiency

The Group is investing increasing resources in innovating its energy-intensive processes both through specific projects such as the "Construction 4.0" electrical systems that allows to monitor work sites' electrical parameters and improve energy performances, and by replacing high-consumption processes with more eco-friendly ones. An example is the innovative high capacity conveyer belts developed in Tajikistan for the automated transportation of construction materials, that allows to increase transportation rates while avoiding the use of trucks, so reducing safety risks, fuel consumptions and emissions.

HSE innovation

Webuild, with the aim of continuously improving its safety performance, is also investing in Health and Safety innovation. New technologies and devices, currently already present in other sectors, are also being applied in the construction sector, allowing an increase in security levels, also through a greater perception and awareness of risks. In Genoa, for example, new technologies and devices, currently already present in other sectors, are also being applied in the construction sector, allowing an increase in security levels, also through a greater perception and awareness of risks. On the "San Giorgio" Bridge construction site as well as the Genoa – Milan HS/HC site, integrated Smart Safety systems were tried out and tested in the human-machine interaction, hazardous area perimeter, and suspended load fields.

Our key numbers for innovation



€165 mln

investments in innovation 2019–2023

>4,000

engineers worldwide committed to ideating, designing and implementing innovative solutions

≈480

average annual employees involved in innovation and R&D activities in 2023

08

PEOPLE

PEOPLE

OUR MAIN ASSET

— Leadership and Development
— Health and Safety
— Diversity and Inclusion
— New Recruits and Professional Training

Leadership and Development

The Group promotes a culture of leadership with the aim of imbibing a sense of responsibility in every employee and cultivating the next generation of managers. By enabling people to grow, it fosters the necessary skills for the Group to meet its goals. The managerial skills and behaviors required to meet effectively the Group strategical targets are stated in the Group Leadership Framework, which represents a concrete guideline to refer to during daily work and a a benchmark for Recruiting and Developing people, according to Company values. Besides, the Group promotes its people's growth through specific development instruments, such as assessment activities, coaching and mentoring and training programs on leadership and managerial skills, such as its internal Global Managerial Academy, a training path, aiming at sustaining and promoting the development of resources in key roles or in growing positions in the whole Group also to build up a strong and consistent Succession Plan to guarantee the business continuity.

Health and Safety

Focus on occupational health and safety is one of Webuild's core values and part of our DNA.
Starting from a clear commitment, the Group has implemented effective management and cultural change programmes to ensure the protection and well-being of its employees, both office staff and workers on site.
The Employer and downstream (in line with the Organization Chart and the related proxy system) the managers, supervisors and workers ensure that the health and safety management measures are in place.
Specialist teams supports and oversee the implementation of the measures in each operating unit.
Particular attention is given to employee training on specific duties and operating controls over work processes, performed either directly by the Group's employees or subcontractors' staff.

Valyou
Our Health and Safety Way

The roll-out of the Safety Builders Program, launched in December 2017, and continuously implemented in all new Projects, aims to encourage a strong corporate safety culture, based on

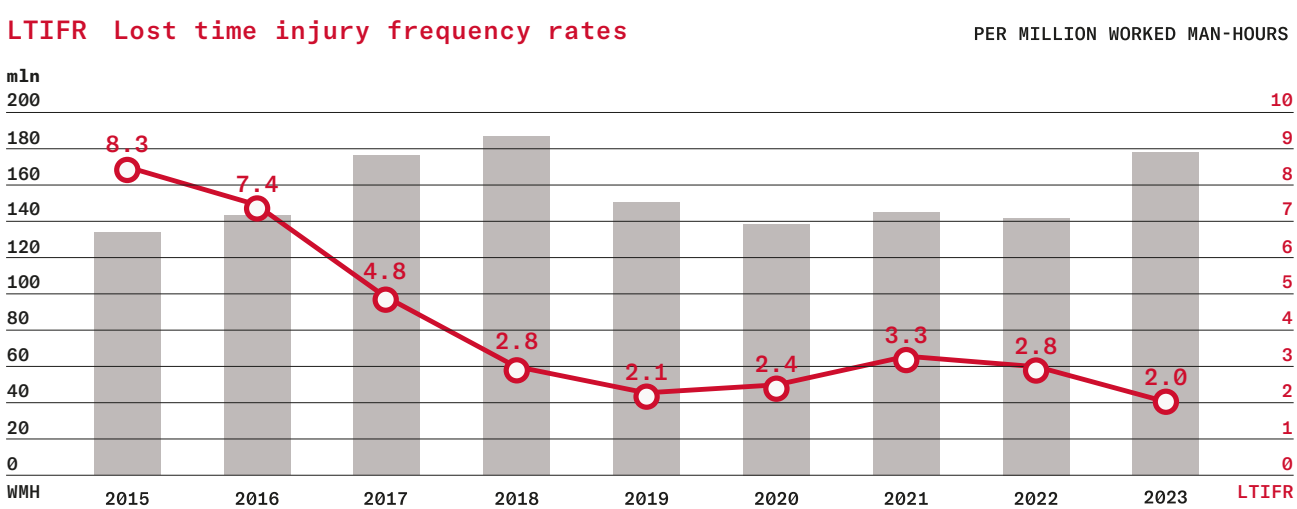
strengthening leadership abilities at all management levels. A Safety Culture where everyone has the right and the responsibility to intervene, where there is no fear in speaking up. Speaking up is expected, both to correct unsafe behavior and to provide positive feedback on safe behaviour.
It is part of Webuild's more wide-reaching communication strategy, the "Valyou - Our Health and Safety Way" project, recognised in 2020 with Gold Award by RoSPA (Royal Society for the Prevention of Accidents).
As an integral part of the Valyou - Our Health and Safety Way, Webuild continues to promote its "Lifesaving Rules" a set of operating and management rules devised to integrate the cultural change process commenced with the Safety Builders Program and to encourage active involvement.
From 2020 to 2023, over 2 million training hours on occupational safety were provided.

The Company's main workplaces celebrate the World Day for Safety and Health at Work ("WSD") on 28 th of April, starting from 2016 and in line with the International Labour Organisation (ILO).

Safety performance

The Group's safety performance trend is continuously improving.
In 2023, the Group achieved the injury reduction target set by the ESG Plan of -40% compared to 2017.

Over 90% of the 2023 construction backlog of the Group contributed to reaching the sustainable development goals (SDGs) set by the United Nations.
And among the other results, at the end of 2023, the Group managed to reduce the level of its emissions (Scope 1&2) by 67% compared to the 2017 baseline.



ValYou
Our Health and Safety Way

valyOu
Our Health and Safety Way

Safety Builders Program 2018–2023

- → 58 worksites and offices
- → 677 workshops and training sections
- → 11,800 managers and supervisors involved
- → +45,000 training hours

World Safety Days 2016–2022

- → +34,000 participants
- → 220 worksites
- → +2,000 photos
- → ~250 videos

valyOu
Our Health and Safety Way

Internal communication 2018-2023

- → 50 countries
- → +31,500 employees reached
- → 18 released videos
- → +16,000 delivered communication materials
- → 133 collected stories of Valyou
- → 10 languages

#1

among European peers based on 2019 LTIFR data

618,000

hours of health and safety training in 2022

-58%

of the LTIFR index (2023 vs 2017)

11,800

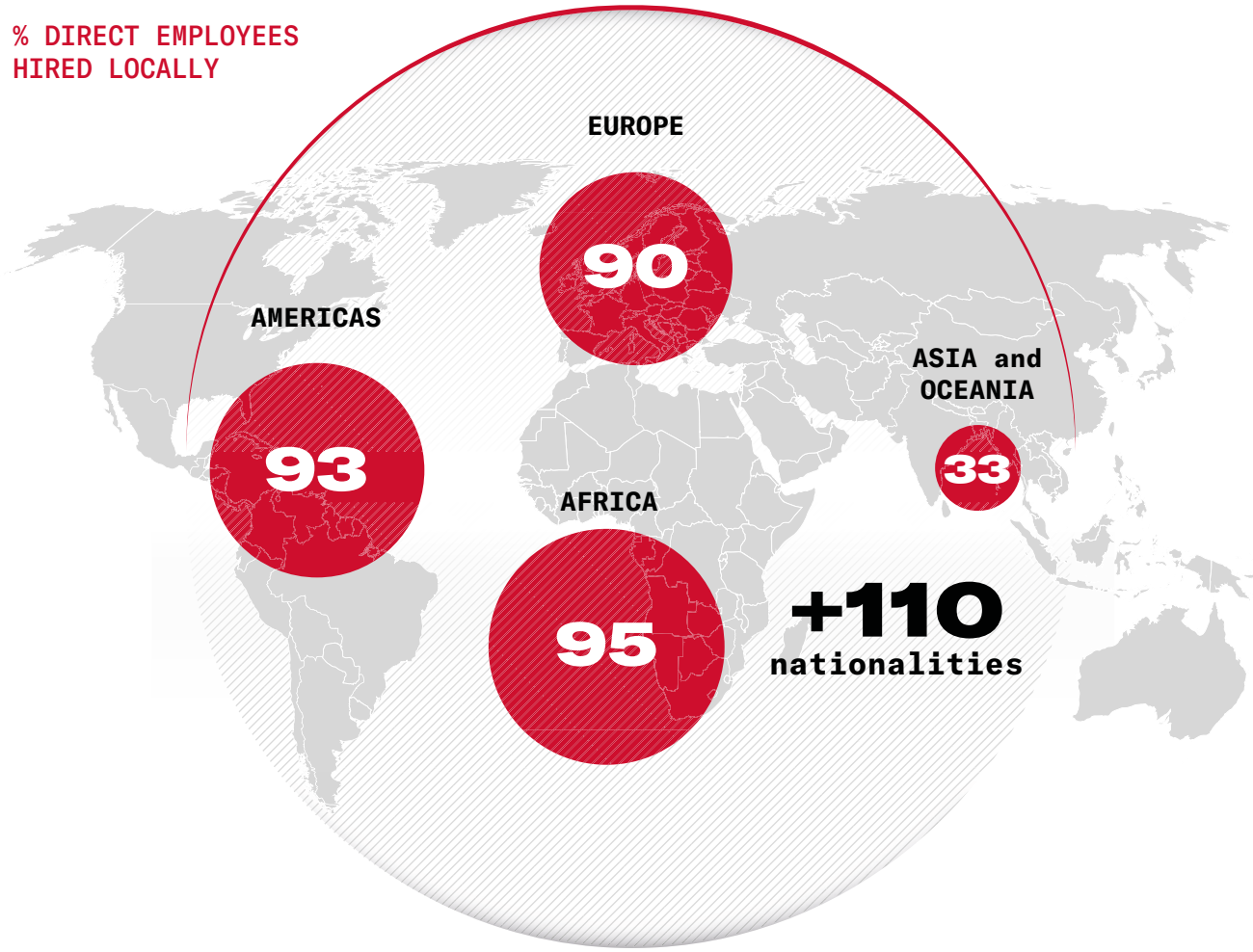
employees involved in our Safety Builders programme

2021
RoSPA
Gold Award

Diversity and Inclusion

Webuild fosters an inclusive workplace, by promoting a culture which embraces and values all forms of diversity and recognizes diversity as a competitive advantage that enables the Group to grow, create synergies and better adapt to the challenges of the countries and geographies in which it operates.
The Group conducts its business by providing a working environment where all employees feel included, valued and free to bring their different skills, experiences and perspectives. We value and encourage diversity and inclusion of gender, age, culture and background through our *"Equality, Diversity and Inclusion Policy"* and throughout specific training, communication and development programs and initiatives.

% DIRECT EMPLOYEES HIRED LOCALLY



INTERNATIONAL KEY POSITIONS

22%

% LOCAL MANAGERS

77%

AGE DIVERSITY

39 years AVERAGE AGE

YEARS LESS THAN 30 | 31-50 | OVER 50

22% | 59% | 19%

FEMALE REPRESENTATION

40% Women in the Board of Directors Webuild

35% of women in Corporate

*Data up to December 31,2023

New Recruits and Professional Training

In recent years Webuild has been attracting Executives and Managers coming from international competitors as well as from other industries, to build up a multicultural and cross industry leadership to lead the company through change. Looking for best talents and best practices on a global scale is what inspires the Group recruiting, together with diversity and integrity as core values for assessing candidates.

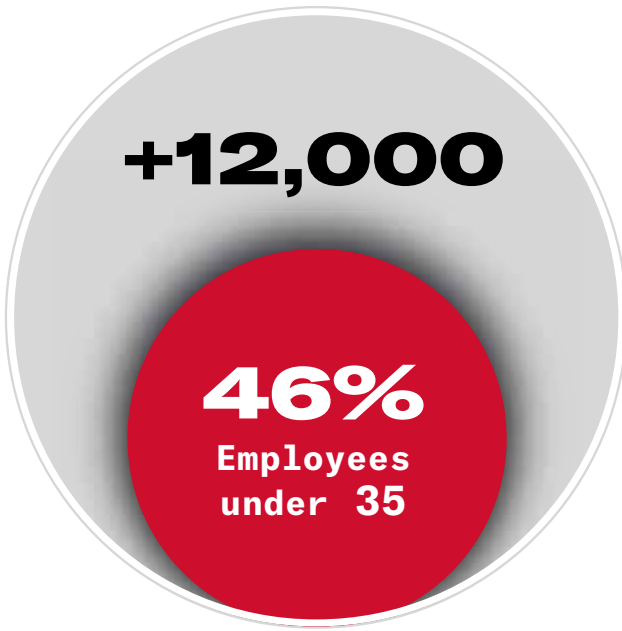
Early career initiatives are a strategic tool for attracting new talents, but also a very to convey our values and the principles in which we believe.
Webuild programmes offer an opportunity to young people for training and guidance. We collaborate with 18 of the best universities in Italy and around the world and we have also activated several scholarship programmes focused on Diversity and Inclusion as well as STEM and Innovation.

Young People initiatives, part of the Webuild Next-Gen Programme, include two new projects: the Alberto Giovannini Award - dedicated to undergraduates, new graduates and Italian universities (within the faculties of Engineering, Economics and Informatics promoting innovation and research in infrastructure and the UniWeLab Hackathon aimed at identifying innovative, creative, and smart proposals for sustainable mobility.

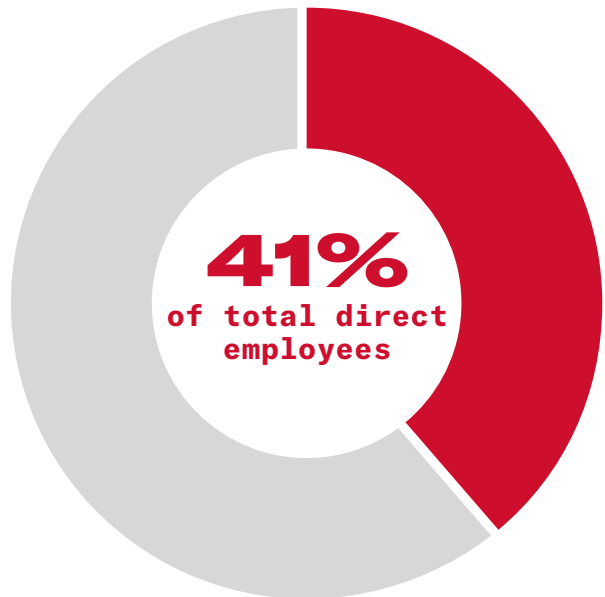
Both programmes are striactly related to the research.

In 2021 Webuild launched the “Scuola dei Mestieri” a Trade School for vocational training in construction, totally dedicated to training specialized personnel. In 2023, it launched “Cantiere Lavoro Italia”, a training programme that foresees the Group hiring 10,000 people and training 3,000 of them, in house, by 2026.

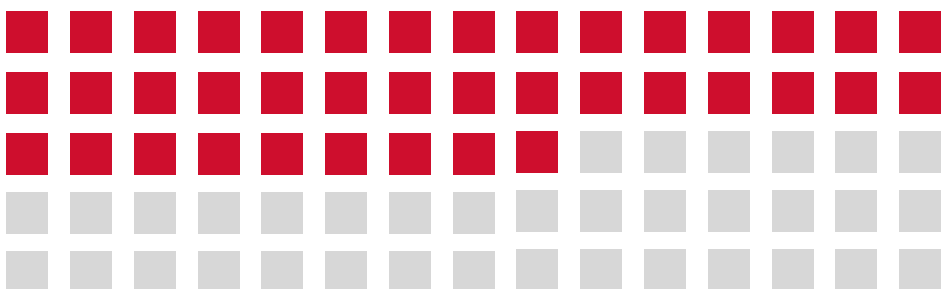
New hirings 2023



Employees under 35

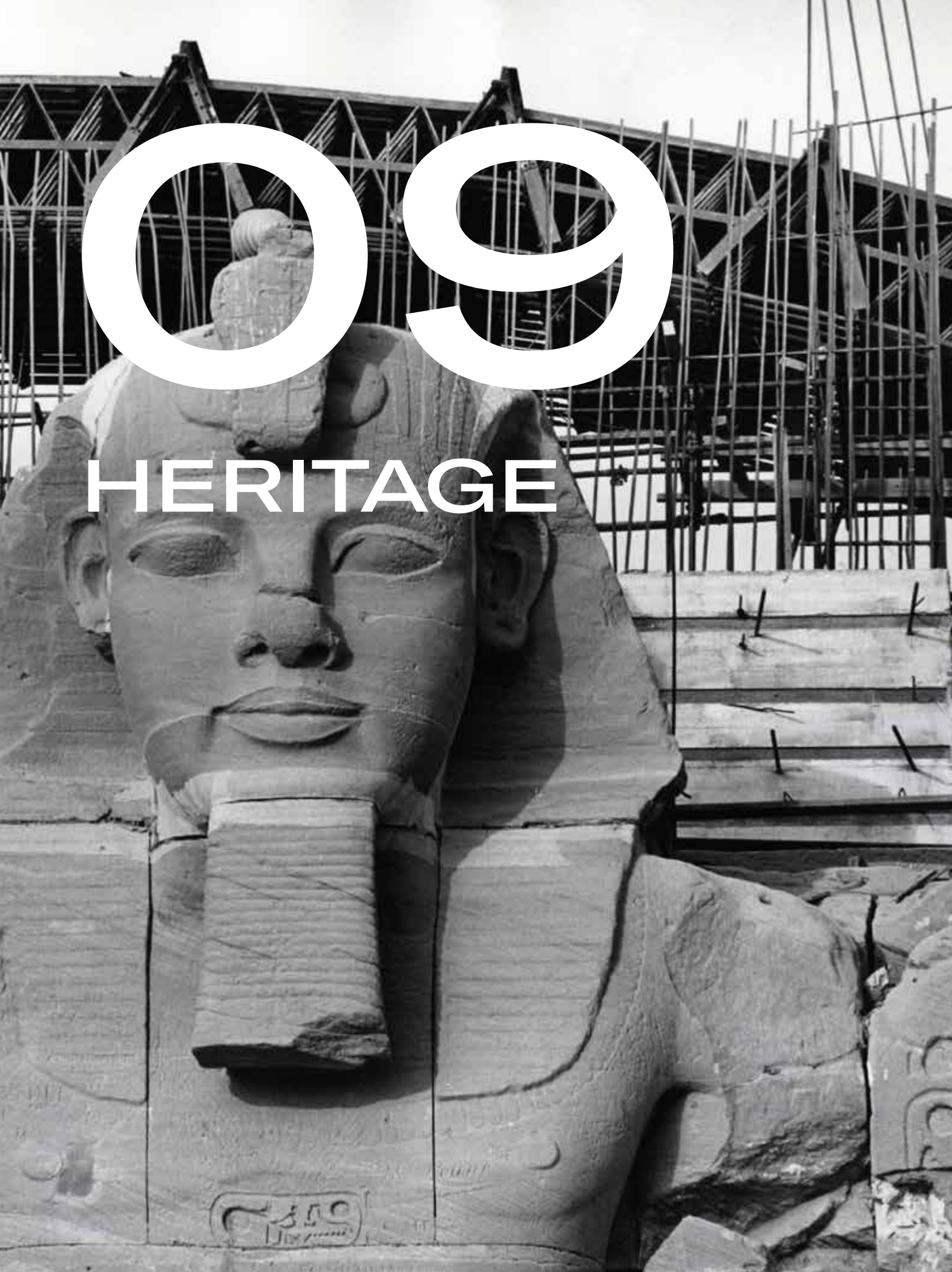


AVERAGE AGE



39 years

*Data up to December 31,2023



09

HERITAGE

OUR HISTORY

Webuild's history dates back to 1906 with the establishment of two predecessors in Italy: the Girola and Lodigiani companies. Along with the Salini family 30 years later, they contributed to the development of the country's infrastructure backbone. Subsequent generations would see themjoin forces to become one of the leading infrastructure groups in the world, culminating in the creation of Salini Impregilo in 2014.

Infact in 2011 Salini Costruttori began purchasing ordinary shares of Impregilo and in 2012, as a result of one of the most notable proxy battles in Europe, with the support of individual and institutional investors and activists, Salini designed 14/15 members of Impregilo Board of Directors. This was followed by a voluntary public tender offer promoted by Salini and concluded in April 2013, leading to the acquisition of Impregilo in 2014.

The acquisition of Lane Construction later saw the group expand in the United States. More recently, Progetto Italia, the industrial plan aimed to consolidate the construction sector and create an even bigger group, with the entry of Astaldi, Cossi and Seli. The recent acquisition of Clough in Australia has enabled the Group to reach a more ambitious level of scale, skills and technology.

CONTENTS DISCOVER EXCLUSIVE

Our corporate journey

1906
Girola and Lodigiani create their respective companies

1929
“Impresit”- Imprese italiane all’estero - is established

1936
Pietro Salini starts up his own activity, Salini Costruttori

1956
Impresit, Girola, Lodigiani and Torno work together to build Kariba Dam

1959
Cogefar Costruzioni Generali Farsura S.p.A. is established

1960
Impregilo S.p.A.(Impresit - Girola - Lodigiani) is established

1982
100% of the American company S.A.Healy is bought

1989
Cogefar Impresit S.p.A is born from the merger between Cogefar S.p.A. and Impresit S.p.A

1994
Impregilo S.p.A. is born from the merger among Cogefar Impresit, Girola, Lodigiani and Impresit Girola Lodigiani

1998
Impregilo S.p.A. acquires Fisia S.p.A. on 14th July

1910 1920 1930 1940 1950 1960 1970 1980 1990 2000 2010 2020

2009
Salini Costruttori acquires Todini S.p.A.

2011
Salini Costruttori began purchasing ordinary shares of Impregilo

2014
Salini Impregilo Group is born from the merger between the two companies

2016
Salini Impregilo acquires 100% of Lane Construction

2019
Progetto Italia * is announced to launch one of the largest international construction groups

2019
Salini Impregilo starts acquisition of Cossi and Seli

2020
Salini Impregilo becomes Webuild

2021
Webuild completes the acquisition of Astaldi

2023
Webuild completes acquisition of Clough assets

Main completed projects

ITALY
Simplon
Railway Line

1911

ITALY
Morasco
Dam

1936

SWITZERLAND
Val di Lei
Dam

1957

COLOMBIA
Chivor
Hydroelectric
Project

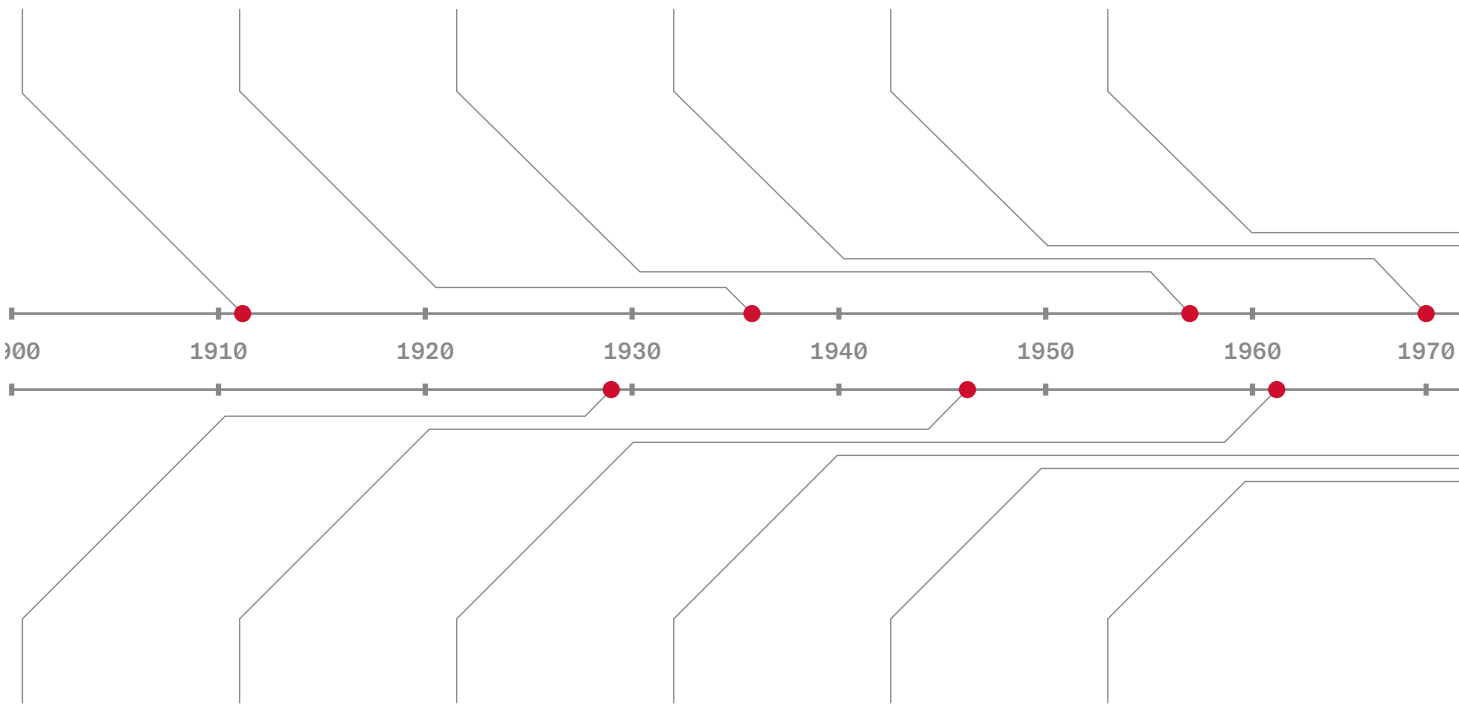
1970

LESOTHO
Katse
Dam

1991

ITALY
Turin-Milan
High Speed
Railway

2009



1926

ITALY
Mignano
Dam

1946

ITALY
Viaduct
of Recco

1961

GHANA
Akosombo
Hydroelectric
Plant

1982

CANADA
James Bay Project
La Grande River
Dam and Plant

2006

U.S.
Portland West Side
CSO Tunnel
Project

2012

UAE
Jebel Ali M
Desalination Plant

ITALY
Naples Underground Line 1

POLAND
Warsaw Underground Line 2

U.S.
Lake Mead Intake 3 Hydraulic Tunnel

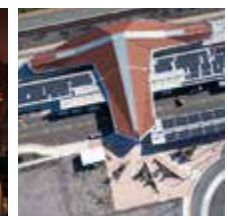
AUSTRALIA
Sydney Metro Northwest

ITALY
New Genoa Bridge

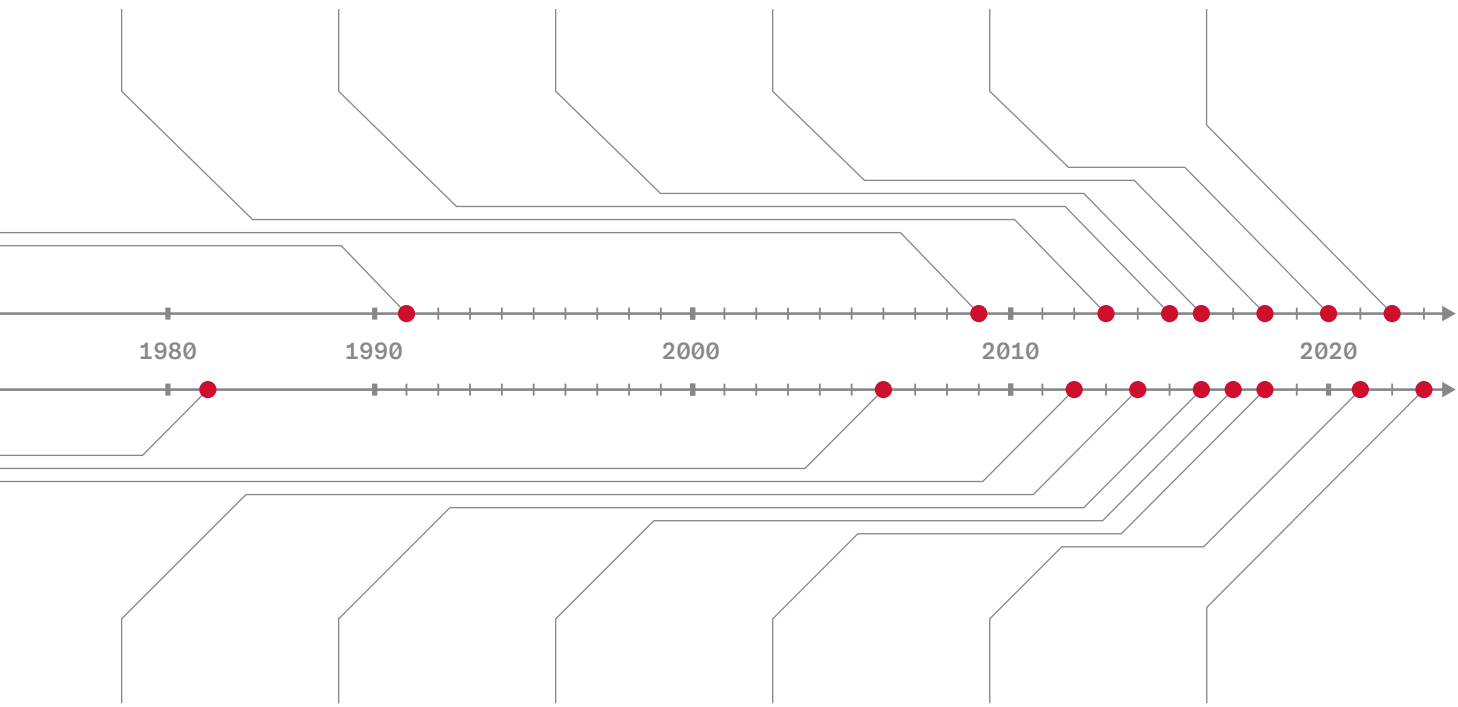
AUSTRALIA
Forrestfield Airport Link Perth





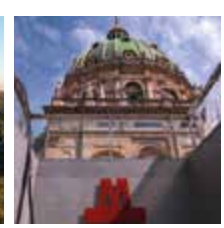



2013 **2015** **2016** **2018** **2020** **2022**



2014 **2016** **2017** **2019** **2021** **2023**



UAE
Abu Dhabi Deep Sewer Tunnel

PANAMA
New Panama Canal Expansion

ZIMBABWE
Tokwe Mukosi Dam

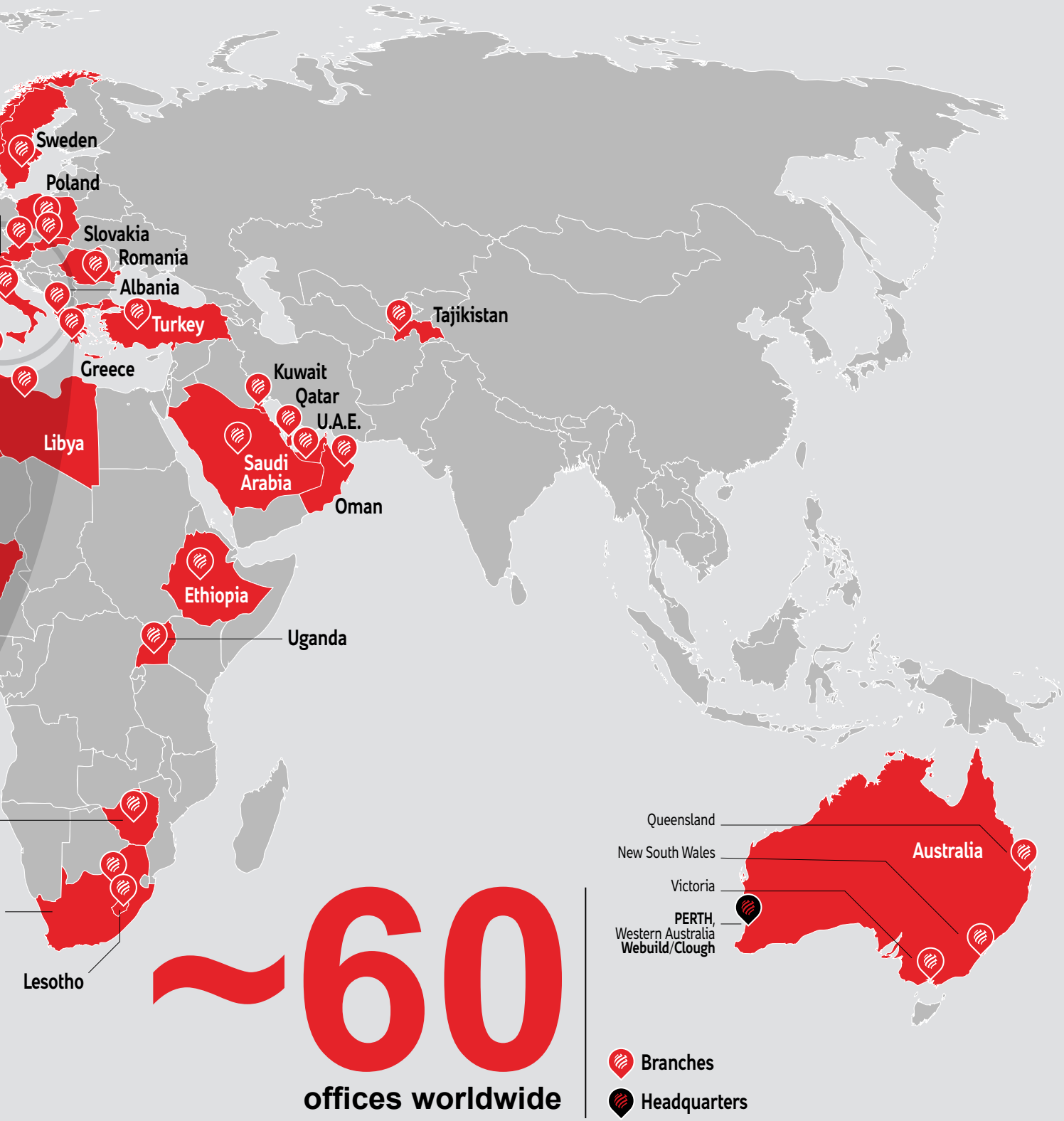
DENMARK
Cityringen Metro Line

QATAR
Al Bayt Stadium

ROMANIA
Braila Bridge

10 LANDSCAPE

Global footprint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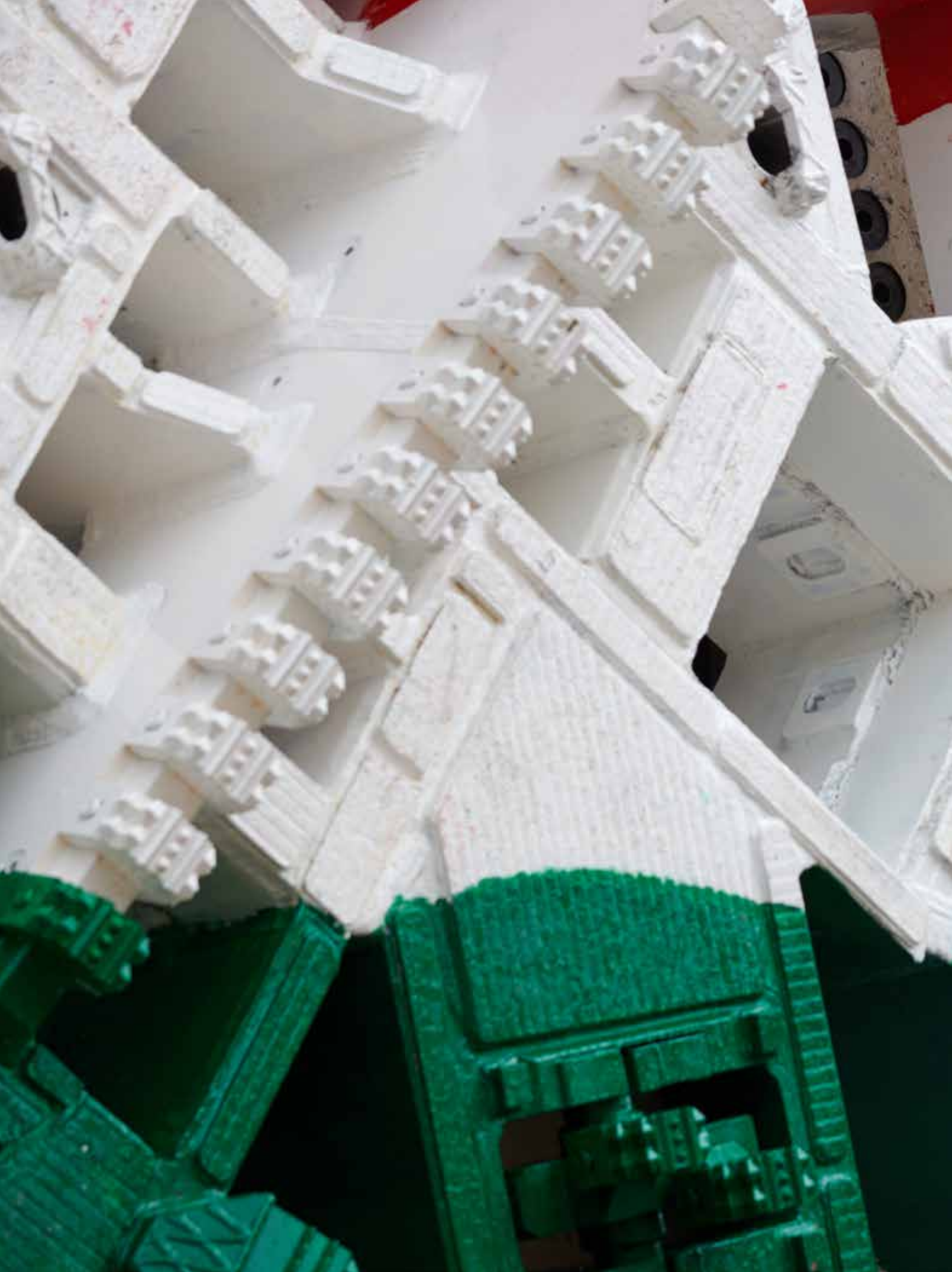
Oman
Ethiopia
Uganda
Lesotho
Queensland
New South Wales
Victoria
PERTH, Western Australia
Webuild/Clough
Australia
~60
offices worldwide
Branches
Headquarters



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