

PRESS NOTE

NEW GENOA BREAKWATER: PERGENOVA BREAKWATER CONSORTIUM LED BY WEBUILD LAYS AT 25 METRES' DEPTH FIRST CAISSON AS TALL AS 7-STOREY BUILDING



Genoa, May 24, 2024 – The new breakwater off the port of Genoa is taking shape. Today, in the maritime construction site of the PerGenova Breakwater consortium led by Webuild, at 25 metres' depth, the first of the over 90 caissons that will compose the first 4 km of the overall 6 km of the work was laid and works continue uninterrupted. Present at the event, the Italian Minister of Infrastructure and Transport Matteo Salvini, with the Italian Deputy Minister of Infrastructure and Transport Edoardo Rixi, the Extraordinary Commissioner of the Western Ligurian Sea Port Authority Paolo Piacenza, the acting president of the Liguria Region Alessandro Piana, the Mayor of Genoa and Extraordinary Commissioner for the Breakwater Marco Bucci, and Webuild CEO Pietro Salini.

The first caisson laid today was built in the floating construction sites created in the port of Vado Ligure. It measures 21.7 metres in height, 40 metres in length and 25 metres in width, weighing 10 thousand tons. It is not one of the largest, as some of the caissons will reach 67 metres in length, 35 metres in width and 33 in height.

Creating a caisson is a complex procedure that requires on average 20 days and involves approximately 50 people. A temporary metal structure that reproduces the internal structure of the caisson that will be built, is positioned on a floating structure, to proceed with a first jet of concrete. When the concrete has become solid, the formwork is raised a few metres to receive other concrete. And the process is repeated multiple times until the desired height is reached. Once it has been finalised, the caisson is taken to the established point where it will be placed. This is done with tugboats. Then it will be sunk under water by filling it with water and stone material. The caisson is then completed on site, by creating a superstructure and a safeguarding wall.

Concomitantly to the laying of the first caisson and preparing the positioning of the next mega blocks, the Genova Breakwater consortium is also carrying out other works for the project. In fact, over 1.4 million tons of gravel material has already been positioned on the seabed to consolidate the breakwater's foundations, and over 4,000 submerged columns have already been built. During the forthcoming days, in fact, to build the next submerged columns, the machinery used will be strengthened in number by putting a large barge at work, which will work alongside the pontoon already being used, triplicating the weekly production of the number columns. Works on the protection barrier of the Vado Ligure construction site are also being carried out, with 5 caissons, one next to each other, but smaller compared to the ones that will instead be a part of the main breakwater. The unexploded ordnances searching activities continue in deeper waters, and these will conclude by the end of the Summer. The construction site uses particular cutting-edge solutions that respect the sea ecosystem, like working in a hyperbaric system to carry out the ordnance activities adopted for the very first time in Italy, or the use of inclinometers for the geotechnical monitoring of the seabed positioned up to 40 metres deep.

The New Genoa Breakwater, Europe's deepest, is a complex engineering work destined to redesign the role played by Genoa within global trade routes. In fact, the work will allow widening the port, ensuring the possibility for larger ships up to 400 metres in length to enter. The project is being built in a consortium led by Webuild (40%), with Fincantieri Infrastructure (25%), Fincosit (25%), and Sidra (10%). It involves as of today, 230 workers, both direct and third-party ones, and it will in total engage approximately 1,000 people and over 130 supply chain companies have been engaged since works started.

Webuild is a global leader in the design and construction of large, complex projects in the sectors of sustainable mobility, hydropower, water management and production, and green buildings. For many years, the recognized leader in the water sector, also ranking among the Top 10 international players in Australia, Europe and the US, the Group has consolidated experience in 50 countries. In almost 120 years of applied engineering on more than 3,200 projects, the Webuild Group has built 14,140 kilometres of rail and metro lines, 82,533 kilometres of roads and highways, 1,020 kilometres of bridges and viaducts, 3,408 kilometres of tunnels, and 313 dams and hydropower plants. Projects include the Bridge over the Danube River in Braila in Romania, and the Genoa Long Beach International Gateway in California; the expansion of the Panama Canal and the Third Bosphorus Bridge in Turkey; the Kingdom Centre skyscraper in Riyadh in Saudi Arabia, and metro lines in Copenhagen, Paris, Rome, Milan, Doha and Riyadh. Projects under construction include the New Genoa Breakwater, the Brenner Base Tunnel, Line 4 of Milan's metro, and Line C of Rome's metro, the Genoa-Milan high-capacity railway line, the Snowy 2.0 hydroelectric project in Australia, and the Trojena project for NEOM in Saudi Arabia. As of December 31, 2023, the Webuild Group with 87,000 people, achieved €10 billion in total revenues, and a total backlog of €64 billion, with over 90% of its construction backlog related to projects linked to the advancement of the United Nations Sustainable Development Goals (SDGs). Webuild, subject to the direction and coordination of Salini Costruttori S.p.A., is headquartered in Italy and is listed on the Milan stock exchange (WBD; WBD.MI; WBD:IM). Since 2021, it is member of the MIB ESG, the index of Italian companies with the best ESG practices.

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





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