COMPANY PROFILE

1H 2024

webuild

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1H 2024

webuild

SCAN THE QR CODES WITHIN THE DOCUMENT
TO DISCOVER EXCLUSIVE CONTENTS

TABLE OF CONTENTS


webuild


01
GROUP

GROUP

WHO WE ARE

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 and Industrial Buildings
→ Stadiums
→ Hospitals
→ Airports
→ Energy Transition Projects

02

KEY FIGURES

Key Figures*

€10 bn

revenues in 2023

≈120

years of engineering and construction

≈90,000

average direct and indirect global workforce*

+110

nationalities

* 1H 2024 unless otherwise indicated

€65 bn

total backlog*

≈€56 bn

construction backlog*

>95%

percentage of new orders, including variation orders and best offers, in key markets with low-risk profiles*

>90%

of projects in construction backlog contribute to SDGs advancement*

* 1H 2024 unless otherwise indicated


uild

03

COMMITMENT

COMMITMENT

OUR PLEDGE TO BUILD A MORE SUSTAINABLE FUTURE

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.

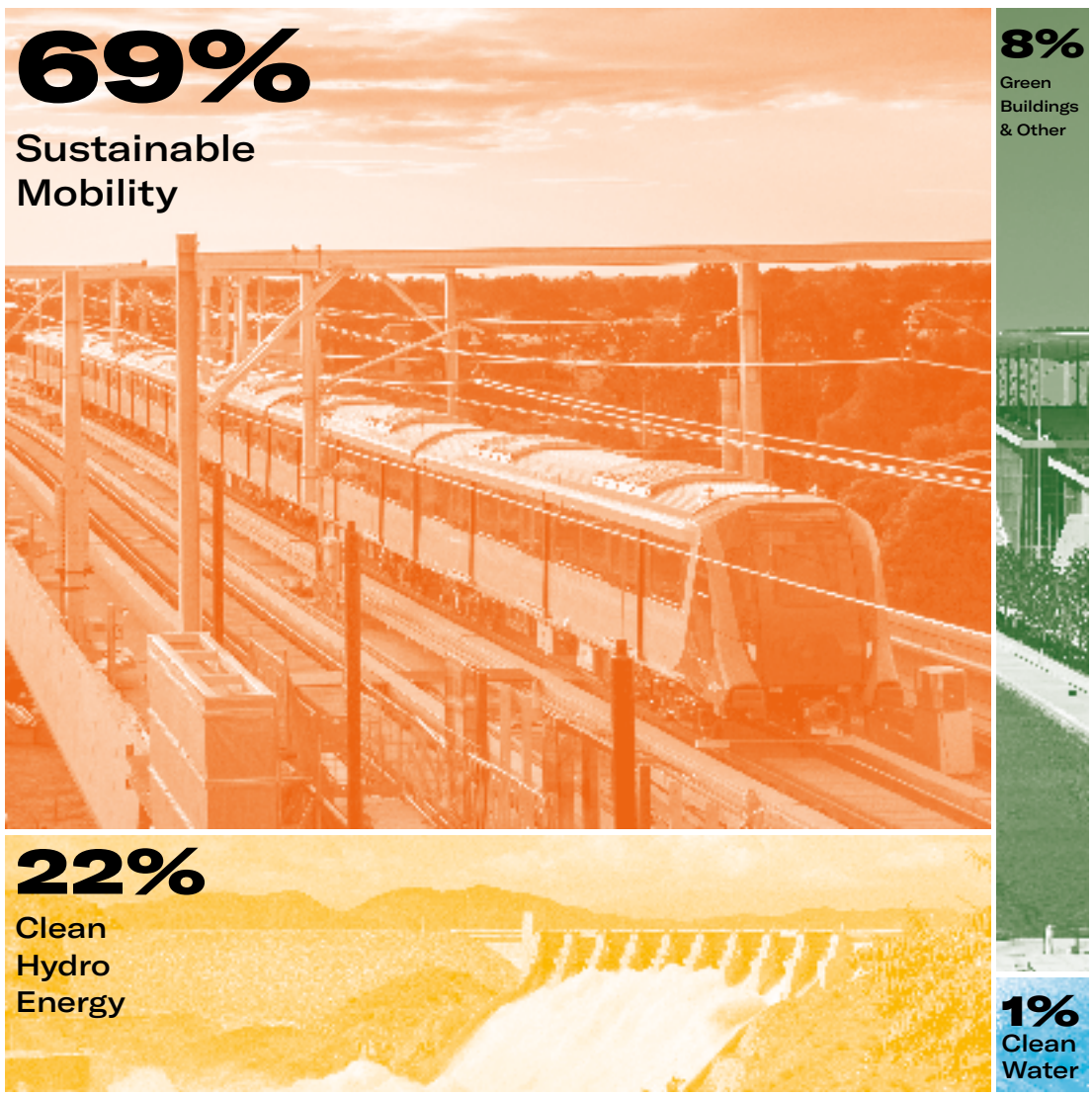
As of 30 June 2024, over 90% of our construction backlog came from projects that contribute to the achievement of some of the most prominent UN SDGs.

Our contribution to the UN SDGs*

(UNITED NATIONS SUSTAINABLE DEVELOPMENT GOALS)

>90%

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

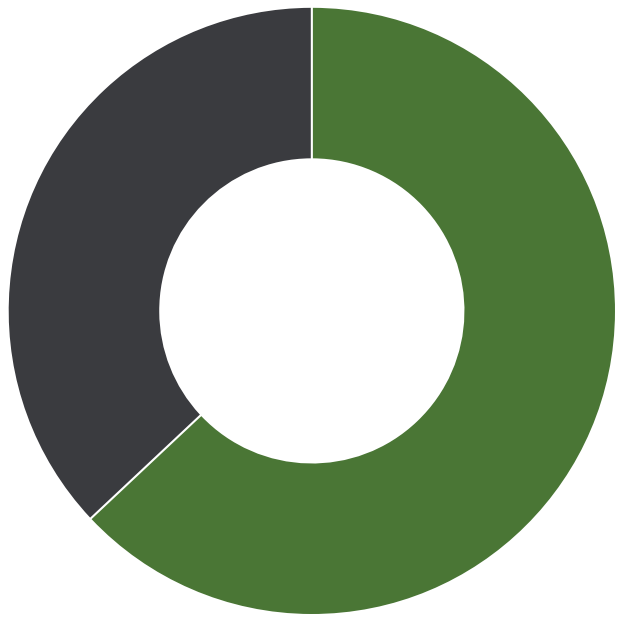


* 1H 2024 unless otherwise indicated

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

* FY2023
** 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

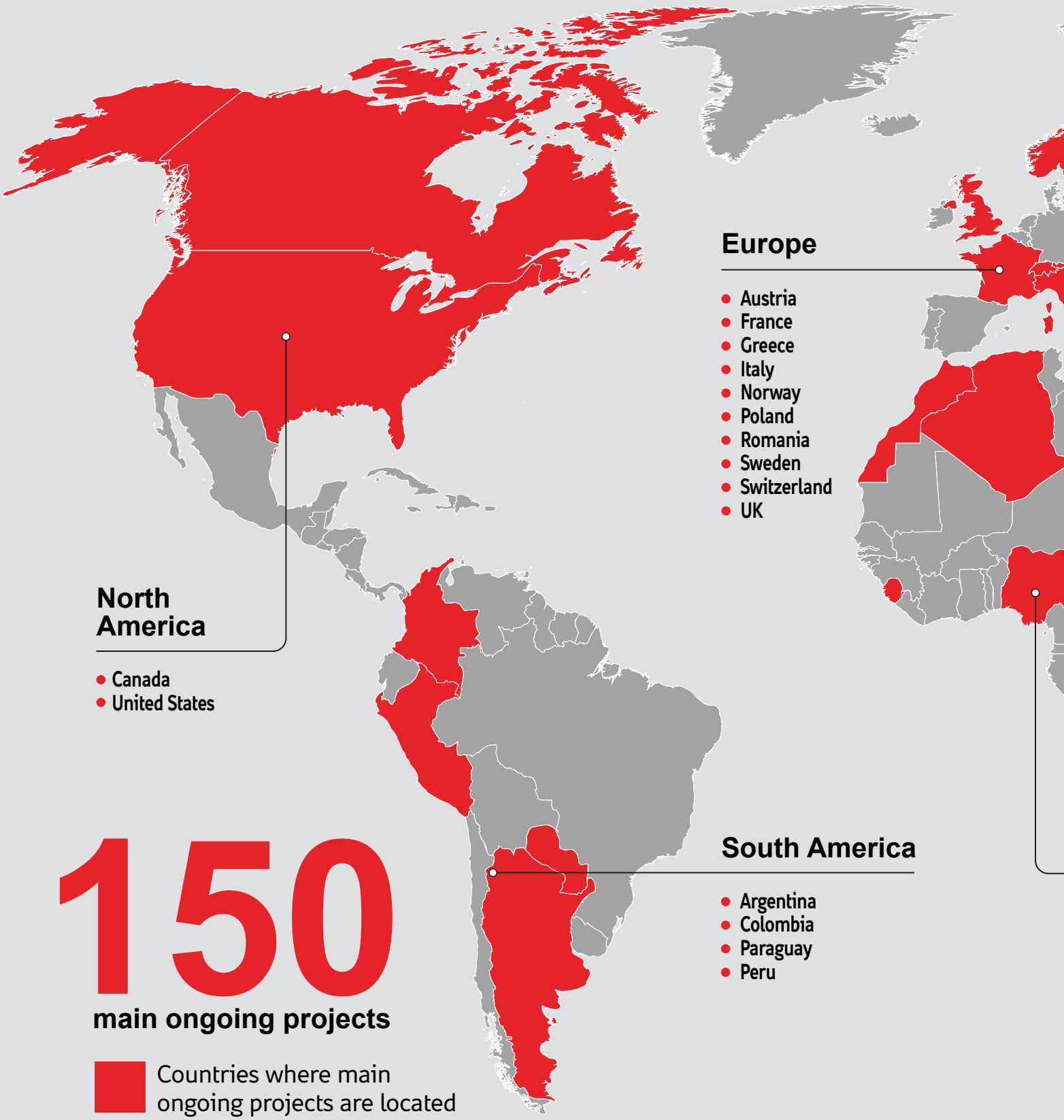
→ Large and long-term backlog of orders;
→ Significant presence in high-growth markets: Italy, Australia, North America, and Europe;
→ Unique track record of large size projects performed in more than 100 countries;
→ Proven ability to penetrate new markets.

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

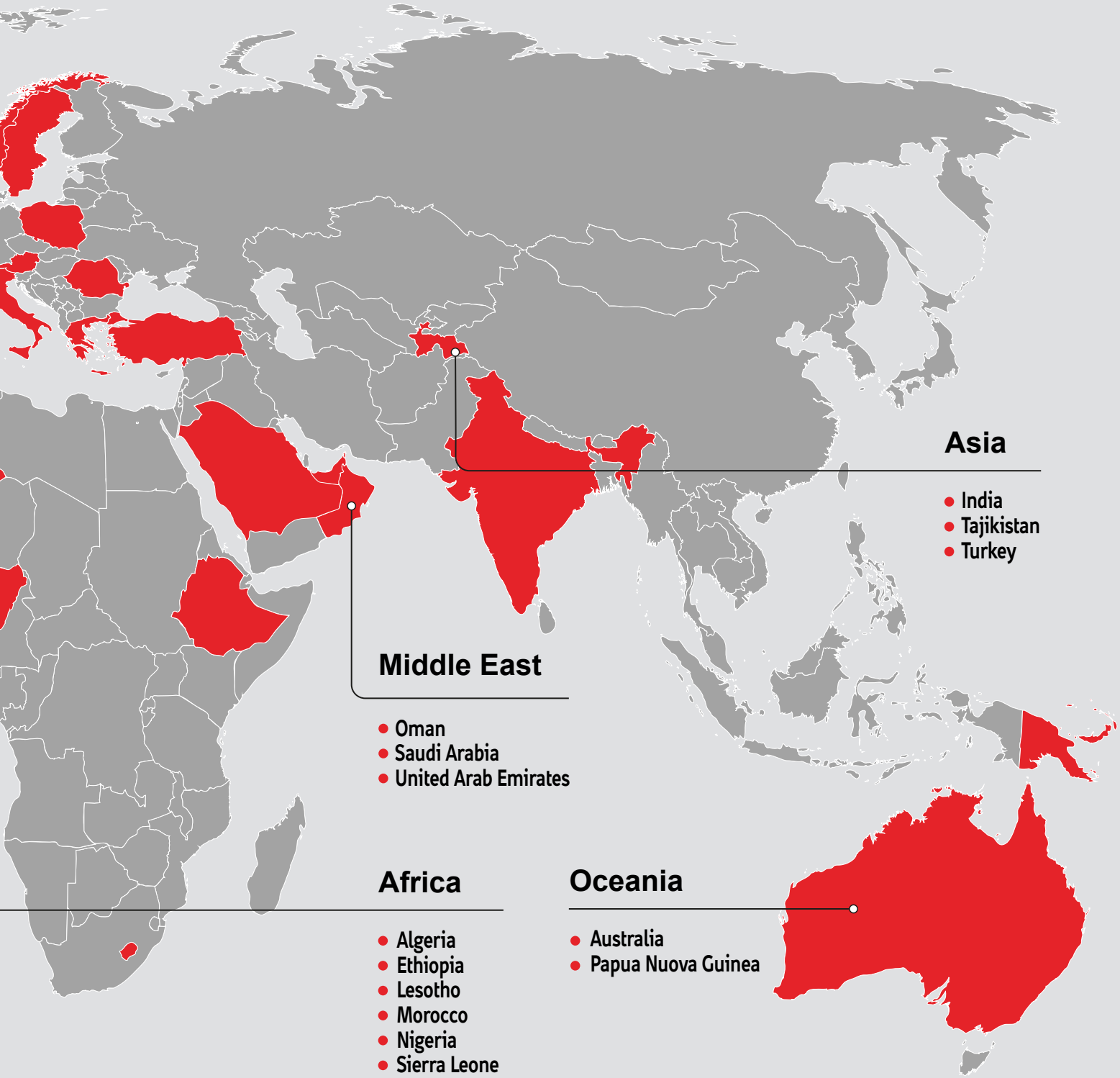
South America

- Argentina
- Colombia
- Paraguay
- Peru

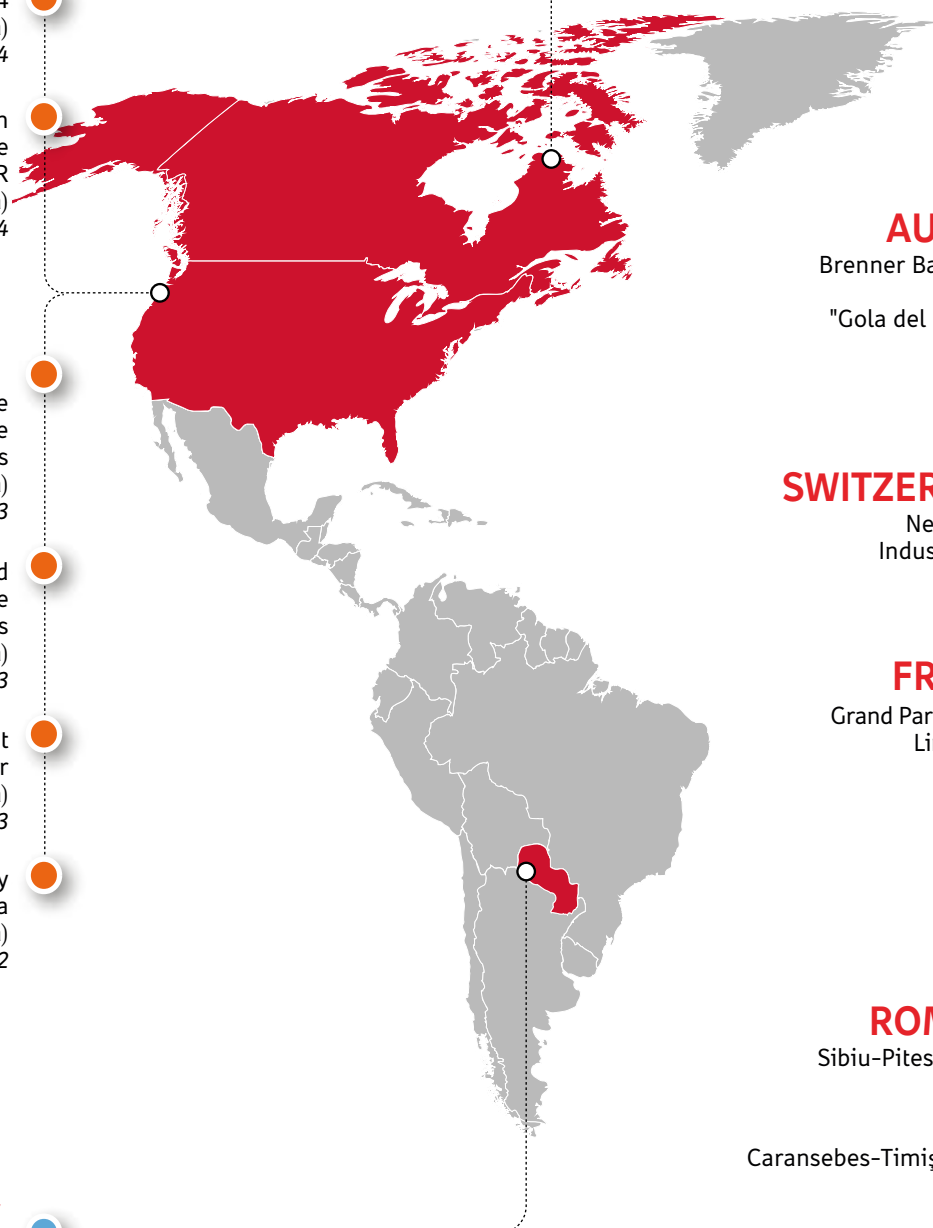
150

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 2022 - 1H 2024



USA
Tyndall Air Force Base (Florida)
2022

Widening of Mainline Turnpike (Florida)
2022

Highway I-64 (Virginia)
2024

Expansion of "Seminole Expressway/SR 417" (Florida)
2024

I-4 and Sand Lake Road Interchange Improvements (Florida)
2023

I-4 / Apopka-Vineland Road Interchange Improvements (Florida)
2023

I-20 Bridge Replacement over Wateree River (South Carolina)
2023

I-275/I-4 Highway Interchange, Tampa (Florida)
2022

CANADA
Ontario Line, Toronto - "RSSOM" Contract
2022

Pape Tunnel and Underground Stations (PTUS), Ontario Line
2024

NORWAY
Sotra Connection PPP PROJECT
2022

AUSTRIA
Brenner Base Tunnel Lot H41 "Gola del Sill-Pfons"
2022

SWITZERLAND
New Railway Industrial Plant (NSIF)
2024

FRANCE
Grand Paris Express, Line 15 Lot 2
2024

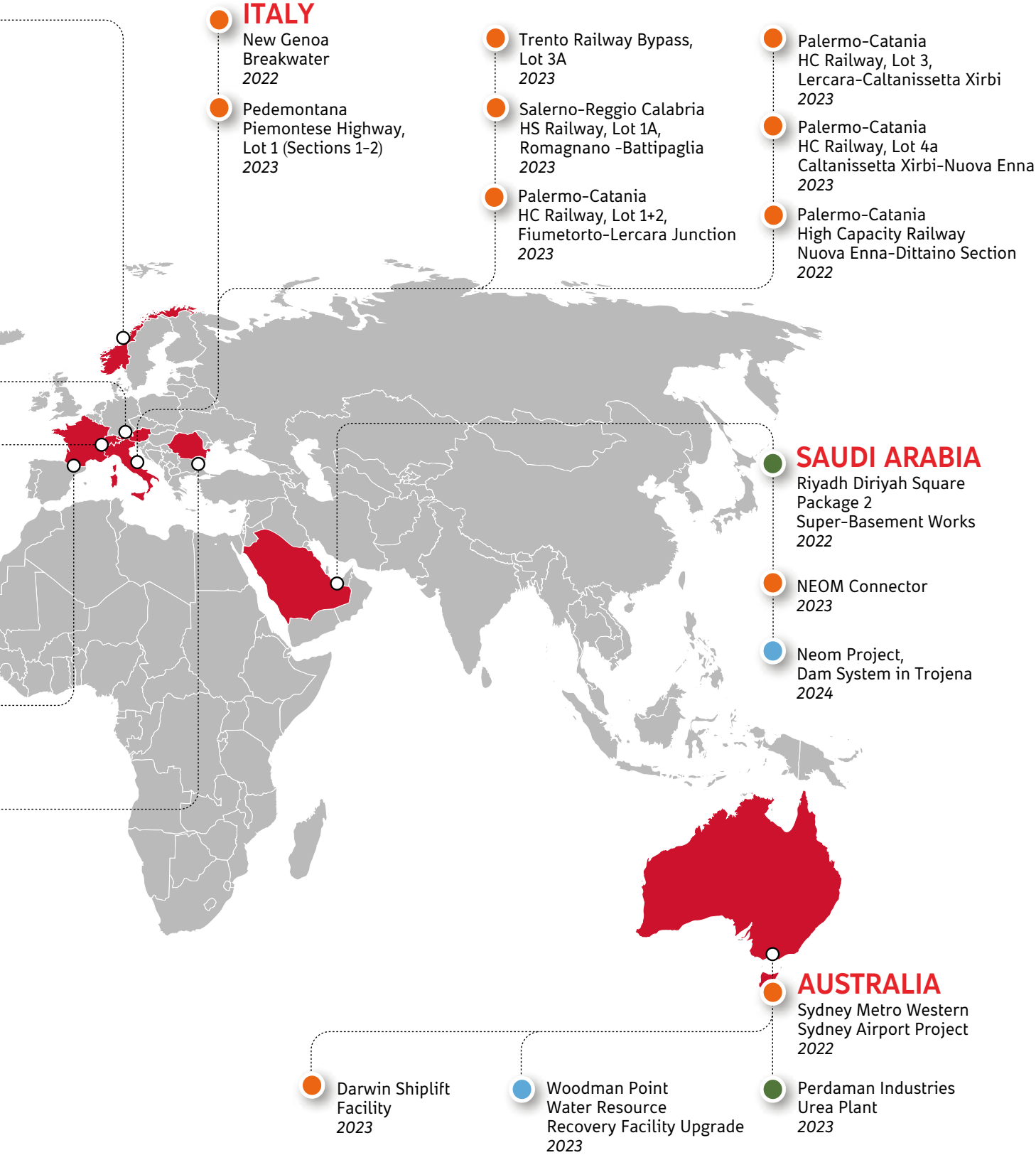
ROMANIA
Sibiu-Pitesti Highway Lot 3
2022

Caransebes-Timişoara-Arad Lot 3
2022

Caransebes-Timişoara-Arad Lot 4
2022

PARAGUAY
3 Water Treatment Plants
2022

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



ITALY

New Genoa Breakwater
2022

Pedemontana Piemontese Highway, Lot 1 (Sections 1-2)
2023

Trento Railway Bypass, Lot 3A
2023

Salerno-Reggio Calabria HS Railway, Lot 1A, Romagnano -Battipaglia
2023

Palermo-Catania HC Railway, Lot 1+2, Fiumetorto-Lercara Junction
2023

Palermo-Catania HC Railway, Lot 3, Lercara-Caltanissetta Xirbi
2023

Palermo-Catania HC Railway, Lot 4a Caltanissetta Xirbi-Nuova Enna
2023

Palermo-Catania High Capacity Railway Nuova Enna-Dittaino Section
2022

SAUDI ARABIA

Riyadh Diriyah Square Package 2 Super-Basement Works
2022

NEOM Connector
2023

Neom Project, Dam System in Trojena
2024

AUSTRALIA

Sydney Metro Western Sydney Airport Project
2022

Darwin Shiplift Facility
2023

Woodman Point Water Resource Recovery Facility Upgrade
2023

Perdaman Industries Urea Plant
2023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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

* FY2023

3,408 km

of tunnels

82,533 km

of roads and motorways

52,900 MW

of installed capacity

* FY2023

BUSINESS

SUSTAINABLE MOBILITY

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

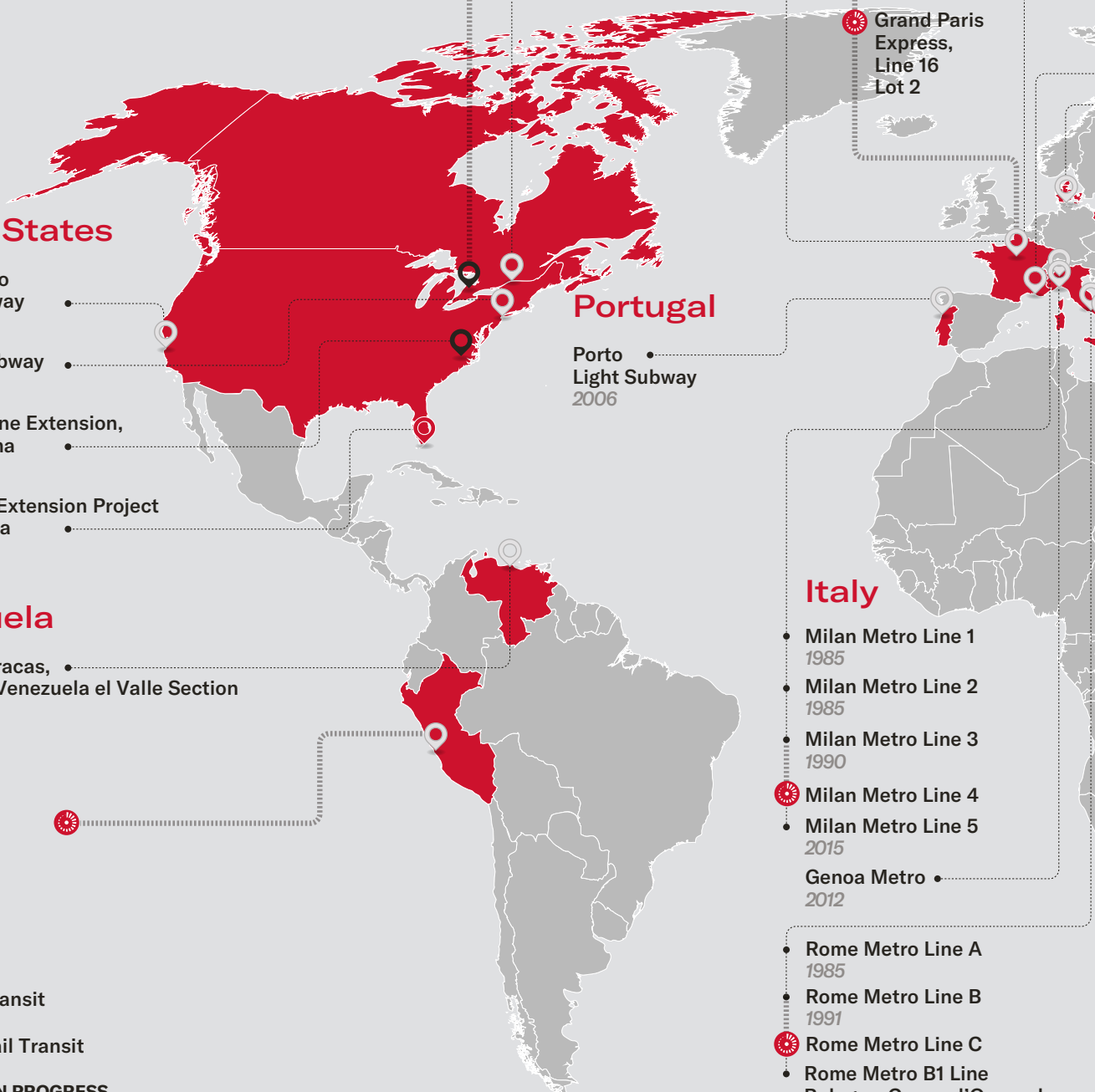
The sustainable mobility sector is one of the most promising business areas. It is expected that passenger traffic alone will grow by 50% within 2030, to then double by 2050, while only 16% of global urban travel currently takes place using public means of transport.

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 Express, Line 15 Lot 2

Grand Paris Express, 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

France

- Extension of Line 14 South to Orly Airport *2023*
- Marseille Metro Line 1 *1991*

Italy

- Naples Metro Line 1 *2012*
- Naples Metro Line 6 *1998*
- Naples Metro, Capodichino Station

Grand Paris Express Line 15 West Lot 2

FRANCE

Part of the most innovative sustainable mobility project in Europe

Webuild has undertaken a joint venture to design and construct four underground stations, 7km of tunnels and six functional works for Line 15 West of the Grand Paris Express, currently the most important and innovative sustainable mobility project in Europe.
The route of the line will run between Pont de Sèvres and Saint-Denis Pleyel stations. Its construction will be guided by the key principles of eco-design and reduction of the environmental impact of the works. As such, less carbon-intensive construction concrete and materials with a lower environmental impact will be used. Overall energy consumption will be mitigated thanks to energy recovered from the installations, technical equipment and train braking. There are plans for green terraces on the roof of each station, including 50% of the trees being native species to ensure biodiversity. To excavate the tunnels, Webuild intends to use a TBM (Tunnel Boring Machine) with a cutter head spanning 9.86m in diameter and a length of over 100m.

TECHNICAL/PRODUCTION KPI

7 km

of tunnels

500,000 m³

total volume of earth excavated (estimate)

79%

proportion of precast segments made of fibre-reinforced concrete

SUSTAINABILITY KPI

240,000

passengers/day expected to pass through the four new stations

19 mins (new) vs. 46 mins (current)

reduction in travel time between La Defense and Saint-Denis Pleyel

800,000

residents involved

Rome Metro Line C

ITALY

The capital's new metro line: a blend of sustainability, culture and innovation

Line C represents an unprecedented engineering challenge for the city's underground. Crossing the entirety of Rome from south-east to north-west, it connects the outskirts to the city centre. At 26km long – 17 underground and 9 aboveground – it comprises a total of 29 stations, from Monte Compatri/Pantano to Clodio/Mazzini. Construction work is proceeding in functional sections. The stretch from Pantano to San Giovanni is already in operation: 19km of tracks with 22 stations and a depot/workshop. The next stations to join the line will be Porta Metronia, Colosseo/Fori Imperiali and Venezia, which are currently under construction. These will be followed by Chiesa Nuova, San Pietro, Ottaviano and Clodio/Mazzini, which are in the design phase. The line's most unique feature is its archaeo-stations, which boast fully fledged museums integrated into the stations themselves, connecting the key cultural areas of the city by means of a route adorned with the archaeological finds unearthed during excavations: in addition to San Giovanni, which is now operational, Porta Metronia, Colosseo/Fori Imperiali and Venezia will also be archaeo-stations.

TECHNICAL/PRODUCTION KPI

1,830,000 m³
of concrete*

285,000 tons
of steel*

4,400,000 m³
of underground excavations*

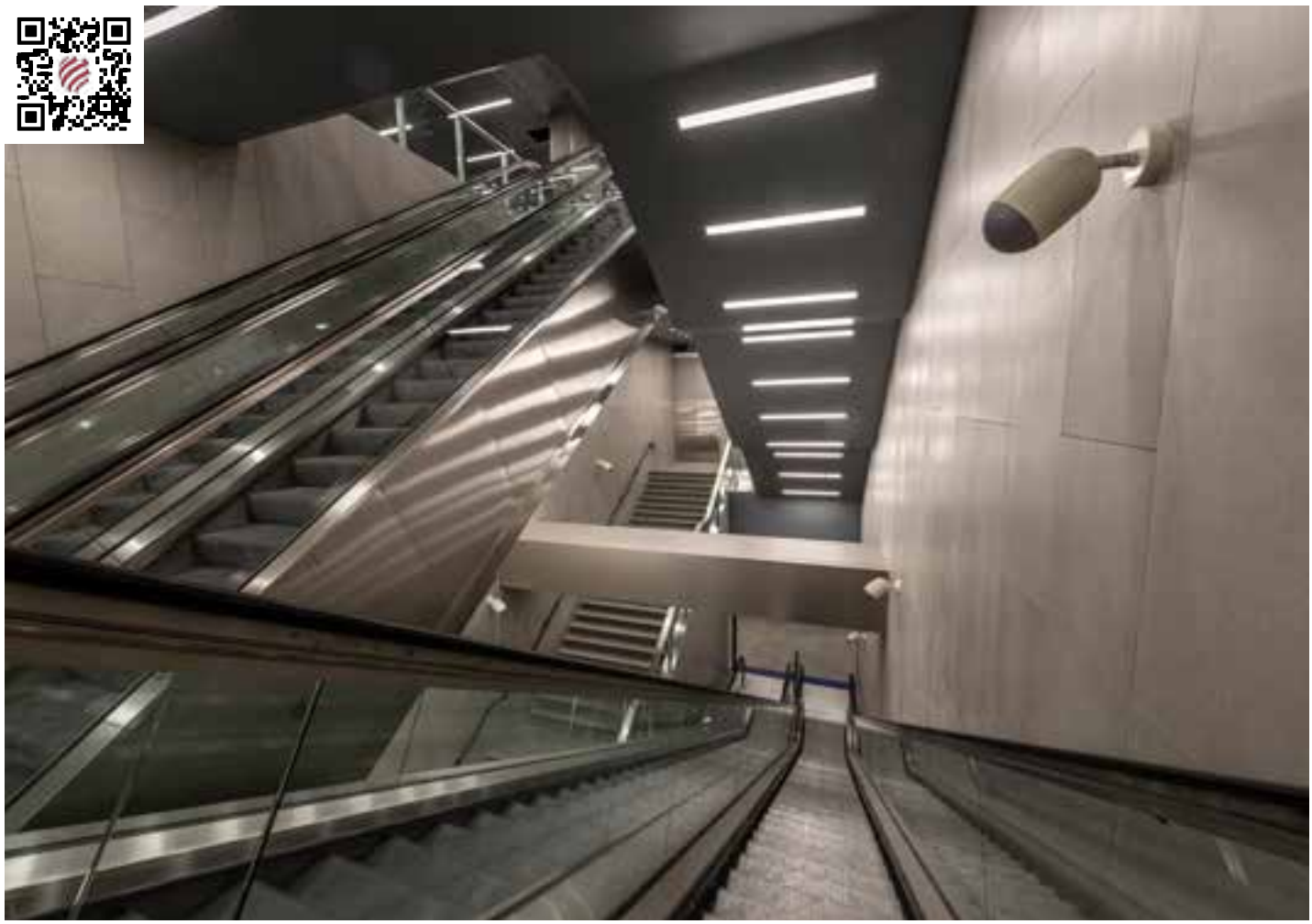
SUSTAINABILITY KPI

800,000
passengers/day
(maximum capacity)

-310,000 tons/year
CO_2 emissions

585,000 m3
of archaeological excavations

*Data pertaining to the main Monte Compatri/Pantano - Clodio-Mazzini section of the line.



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 creates 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	**67,800 tons**	**1,230,000 m³**
concrete	steel for reinforced concrete	open excavations

SUSTAINABILITY KPI

86,000,000	**-180,000**	**-75,000 tons**
passengers per year	trips by car per day	CO_2 emissions estimated per year

Capodichino Station (Naples Metro Line 1)

ITALY

A new mobility hub for the city of Naples

The station is part of the Naples Metro Line 1 upgrade and development project. Once completed, it will help to make Naples one of the first cities in the world that can boast a direct underground connection linking the port, airport and mainline railway network, including high-speed trains, with significant benefits for travel times and traffic volumes. The project involves the construction of a new station to serve Capodichino airport and the redevelopment of the surrounding urban area.
Designed by Ivan Harbour (RSHP Architects) and inspired by the Pozzo di San Patrizio in Orvieto, the areas of the station that will be open to the public will have a circular layout with a diameter of about 33m and a maximum depth of about 50m. The circular portion is a single open-plan area with eight central lifts and four spiral staircases that lead up along the walls to the open entrance hall at street level. The roof of the station – which is made of steel, glass and concrete – is reminiscent of a hangar and weighs 450 tonnes.

TECHNICAL/PRODUCTION KPI

70,000 m³
of concrete used for the entire structure

8,000 tons
of steel used for the entire structure

SUSTAINABILITY KPI

9 min
airport-city centre connection time

15,000,000
passengers expected per year

200,000 m³
of land reused to redevelop the area

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	**240,000 tons**	**35,000,000**
concrete	steel for reinforced concrete	man/hours without LTI

SUSTAINABILITY KPI

5,000	**-80,000**	**-100,000 tons**
passengers per hour in each direction	trips by car per day	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

Part of the biggest sustainable mobility project in Europe

The future Grand Paris Express Line 16 will serve several communes in the northern and eastern parts of the Paris metropolitan area. Lot 2 involves the excavation of 11.1km of tunnels and the construction of 4 of the 10 stations planned along the entire line (Aulnay-sous-Bois, Sevran-Beaudottes, Sevran-Livry and Clichy-Montfermeil), in addition to 11 connected works. The whole line will serve the Seine-Saint-Denis department, for a total of 16 communes, with an estimated capacity of 200,000 passengers a day, helping to alleviate road traffic and preventing the emission of 52,000 tonnes of CO_2 each year. Webuild construction sites are distinguished by their exceptional capacity for technical innovation and social inclusion. As such, the team working on Lot 2 includes 55 women: a higher number than for other lots of the Grand Paris Express. Fibre-reinforced concrete segments were used to line the tunnel, marking an innovation that effectively halved the amount of steel used in the project.
Excavations for Lot 2 have been completed and the entire project is scheduled for completion by next autumn.

TECHNICAL/PRODUCTION KPI

810,000 m³
TBM excavation

2,481 m³
traditional excavations

~49,000 kg
steel ribs used to line the tunnels

SUSTAINABILITY KPI

200,000
passengers/day*

154,000
fewer cars on the roads*

-52,000 tons/day
CO_2 emissions*

*Estimated data pertaining to Line 16 as a whole.

Extension of Line 14 South towards Orly Airport (Lot 4)

FRANCE

The Métro line connecting central Paris to Orly Airport

The extension of Line 14 South towards Orly Airport officially opened to passengers in June 2024. For this line, Webuild completed works in 2023 on Lot 4: a section of the line in tunnels spanning around 4km that connects Pont de Rungis station with the airport. The tunnels were excavated using a TBM (Tunnel Boring Machine).
Line 14 South links Saint-Denis station, in the north of Paris, with Orly Airport and is part of the Grand Paris Express: the new Métro network serving Île-de-France that is one of the most important and innovative sustainable mobility initiatives in Europe today. With eight new stations and passing through 11 communes along its 28km length, estimates suggest that the new line will greatly benefit the 260,000 residents to the south of Paris, in the Val-de-Marne and Essonne departments, carrying up to a million passengers a day by mid-2025.

TECHNICAL/PRODUCTION KPI

10,940 m³
of structural concrete used

2,207 tons
of concrete reinforcing steel used

4,026 m
length of excavated tunnels

SUSTAINABILITY KPI

300,000
passenger/day

-230,000
car journeys/day

-15,000 tons/year
CO_2 emissions

Forrestfield-Airport Link (Airport Line)

AUSTRALIA

A new infratructure to take 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 a nd 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 Metro Line 5 Lot 1

ROMANIA

A new leap forward for the city's sustainable mobility

The plans for Lot 1 of Line 5 of the Bucharest Metro involved the design and construction of two single-track tunnels – each 4.2km long – as well as nine stations, over the section that runs entirely underground between Râul Doamnei and Eroilor stations (PS Opera).
In total, the works required the excavation of just over 8km of tunnels, using EPB TBMs (Earth Pressure Balance Tunnel Boring Machines), as they have characteristics that are particularly well suited to excavating the types of subsoils that sit beneath urbanised areas. Eroilor station provides a direct link with the rest of the metro network by means of a pedestrian underpass leading to the existing Lines 1 and 3. The other stations were placed along main thoroughfares served by street-level public transportation, in an effort to improve intermodal travel by facilitating interchanges between underground and overground means of transport.

TECHNICAL/PRODUCTION KPI

383,000 m³	**34,500 tons**	**385,000 m³**
of concrete	of steel	of underground excavations

SUSTAINABILITY KPI

-5,400 kg	**-293 kg**	**-541 kg**
CO_2 emissions/day	NO_x emissions/day	emissions of volatile organic compounds

Copenhangen Cityringen Metro

DENMARK

The underground loop line leading the city towards its goal of carbon neutrality

Cityringen, which was completed in 2019, is a modern, sustainable infrastructure that circumnavigates Copenhagen. Its construction involved the excavation of 31km of tunnels, connecting a total of 17 elegant stations located beneath the city's historical centre. The excavations were carried out with TBMs (Tunnel Boring Machines): enormous mechanical 'moles' which negotiated their way through the ancient wooden foundations of the city's buildings, all without putting them at risk or disrupting the day-to-day life of citizens with the noise of diggers, the traffic of heavy vehicles, or the encumbrance of loading and unloading cargo. An impressive feat of engineering that allowed the peace and quiet of Copenhagen to remain undisturbed. Cityringen was designed with an ambitious goal namely to support the city in its goal to become the first carbon-neutral capital in the world. With 85% of citizens now served by a station located within 600m of their homes, car use has dropped dramatically, with the effect of significantly reducing emissions.

TECHNICAL/PRODUCTION KPI

428,000 m^3	**115,000 tons**	**862,000 m^3**
of concrete	of steel	of underground excavations

SUSTAINABILITY KPI

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

Naples Metro Line 1

ITALY

A gem of engineering that boasts the most magnificent Art Stations in Naples

Line 1 of the Naples Metro, built in multiple stages as part of the plan to improve the city's underground transportation network, is nothing short of a gem of engineering and art. The works carried out by the Webuild Group include the key stations of Università, Toledo, Dante, Museo, Materdei, Policlinico and Colli Aminei, as well as the section between Colli Aminei and Piscinola. Webuild's current focus is the construction of Capodichino Station.

The works form part of the overarching 'Art Stations' programme which, drawing upon the expertise of internationally renowned artists and architects, aims to transform places traditionally considered merely transitional into fully fledged art galleries. Toledo Station – designed by Spanish architect Óscar Tusquets Blanca and officially opened in 2012 – has garnered numerous awards, including the CNN Award naming it the most beautiful metro station in Europe. The project represented a significant feat of engineering, with the challenge lying in the geologically and archaeologically complex terrain to be negotiated for its construction.

TECHNICAL/PRODUCTION KPI

49 m

depth of Toledo Station

7,000 m²

surface area of Toledo Station

18 km

metro line in operation

SUSTAINABILITY KPI

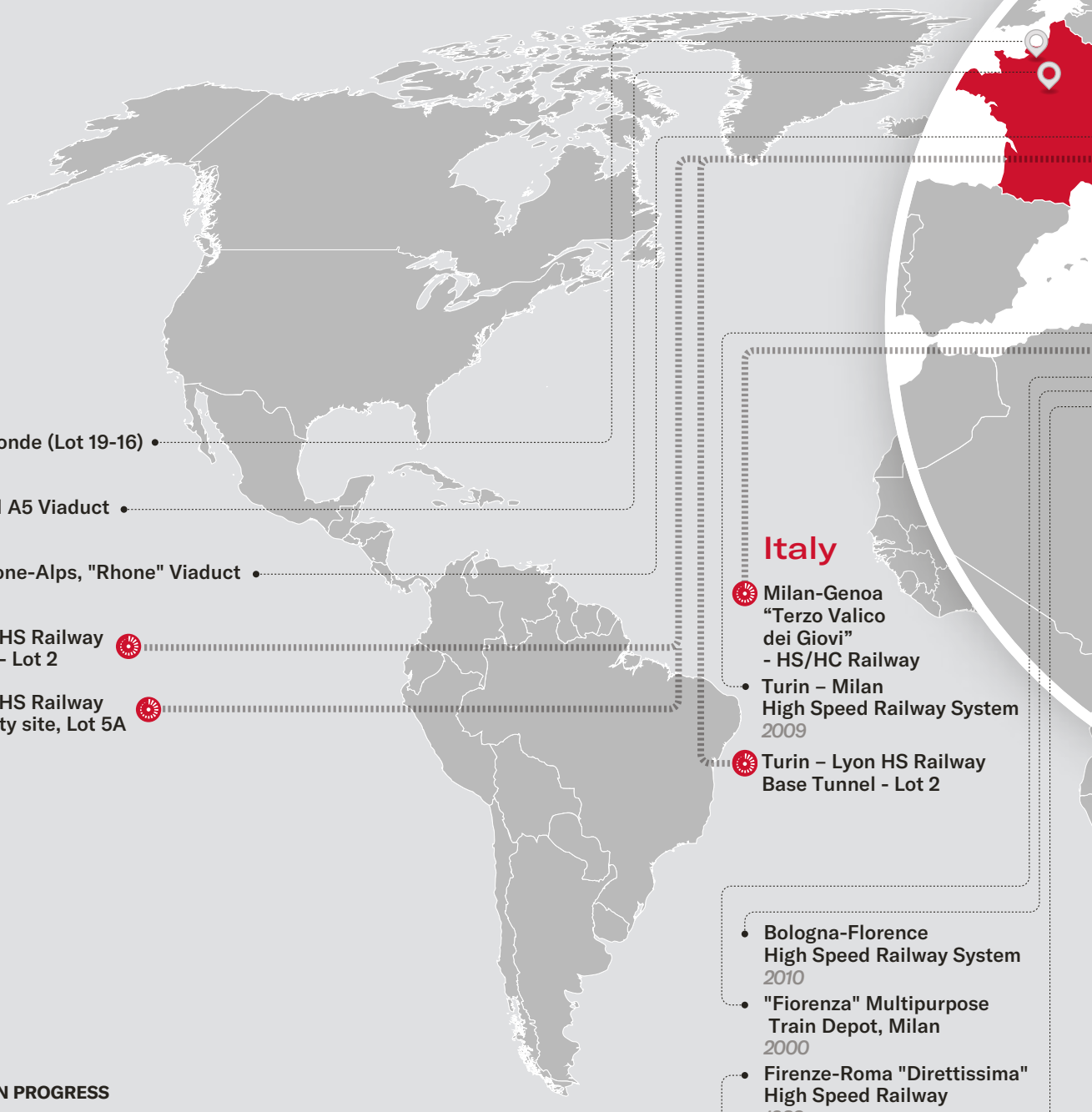
135,000

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 m³
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 (multiple lots)

ITALY/AUSTRIA

A strategic infrastructure project aimed at fostering increasingly integrated and sustainable mobility in Europe

The Brenner Base Tunnel is the central feature of the new Brenner railway line connecting the axis that runs between Munich and Verona. At an impressive 64km long, including the Innsbruck hub, it will be the world's longest underground railway link upon its completion.
Webuild is currently working on several lots. On the Italian side, it has completed the Isarco River Underpass and is now working on the Mules 2-3 lot. On the Austrian side, it has completed the Tulfes-Pfons lot and is now working on the Sill Gorge-Pfons lot.
The Isarco River Underpass stretch is the southern segment of the Base Tunnel. The lot involved the execution of the civil engineering works for the two main galleries, for a total of approximately 4.5km, and the two tunnels connecting it to the historical line, for a total of approximately 1.7km. Advanced ground consolidation techniques such as jet grouting and freezing were used for construction.

TECHNICAL/PRODUCTION KPI ISARCO

1,150,000 m³
of material excavated*

280,000 m³
of concrete*

434,000 m³
of lean treated with Jet Grouting*

SUSTAINABILITY KPI

+50%
network capacity

+80%
weight capacity

-69%
reduction in travel time for passenger trains as compared to the current route

* Data pertaining to the 'Isarco River Underpass' lot only

Verona-Padua HS/HC Line

ITALY

A crucial project for Italy's integration into the Mediterranean Corridor

The Verona-Padua HS/HC line – which will span a total of 76.5km as it passes through the provinces of Verona, Vicenza and Padua – is a strategic piece of infrastructure for Italy, in that it forms part of the Mediterranean Corridor of the TEN-T Trans-European Transport Network (Europe's core network).
The line is divided into 3 functional lots. The first of these, the Verona-Vicenza section, is currently under construction and runs for 44.2km. This lot involves quadrupling the existing railway with a view to improving the quality of the rail service and bolstering Italy's connections with the European network. The second functional lot, which is also under construction, pertains to the Vicenza Crossing, which will stretch for approximately 6.2km from the town of Altavilla Vicentina to Vicenza station, as well as incorporating the modernisation of 4.8km of existing track. The third functional lot, which is currently in the design stage, pertains to the Vicenza-Padua stretch, which will cover move than 26km.

TECHNICAL/PRODUCTION KPI

35.6 km
of railway trenches and embankments*

2.4 km
of manmade tunnels*

6.2 km
of viaducts*

SUSTAINABILITY KPI

-300,000 tons/years
CO_2 emissions

3,000,000
passengers expected per year

* Data pertaining to Lot 1 only.

Naples-Bari HS/HC Railway Line - Apice-Hirpinia Lot

ITALY

A strategic project for southern Italy, forming part of the Mediterranean Corridor of the TEN-T network

Webuild is currently working on 4 lots of the Naples-Bari HS/HC railway line – namely Orsara-Bovino, Hirpinia-Orsara, Apice-Hirpinia and Naples-Cancello – which comprise 74km of its total 145km length. The Apice-Hirpinia lot pertains to the central stretch of the line and runs through an area, between the provinces of Avellino and Benevento, which is highly complex from a structural and geomorphological perspective. The section is 18.7km long overall, including 13km of tunnels, 4 viaducts for a total length of 2km, 1 station and 1 stop. There are still 3 runnels to be excavated along the route, and this will be achieved using 2 EPB TBMs with a cutter head spanning over 12m in diameter. The 'Aurora' TBM is currently engaged in the excavation of the 2km-long Grottaminarda tunnel and will later move on to the Melito tunnel (4.4km long). Meanwhile, the Rocchetta tunnel – which involves the most extensive underground work to be done on the Grottaminarda-Apice section, at around 6.5km long – is currently being excavated by the 'Futura' TBM.

TECHNICAL/PRODUCTION KPI

18.7 km
length of the section

13 km
total length of the tunnels

2
TBMs

SUSTAINABILITY KPI

From 4 hours down to 2
reduction in travel time between Naples and Bari*

-3,000,000 tons
of CO_2 over the period 2023-2047*

*Data pertaining to the entire Naples-Bari line

Naples-Bari HS/HC Railway Line - Orsara-Bovino Lot

ITALY

A strategic project for southern Italy, forming part of the Mediterranean Corridor of the TEN-T network

Webuild is currently working on 4 lots of the Naples-Bari HS/HC railway line – namely Orsara-Bovino, Hirpinia-Orsara, Apice-Hirpinia and Naples-Cancello – which comprise 74km of its total 145km length. The Orsara-Bovino lot involves doubling the final section of the line before reconnecting it to the Bovino-Foggia line, which has been in operation since 2017. The route runs through areas of Campania and Puglia, specifically between the provinces of Avellino and Foggia. It has a total length of about 12km and runs almost entirely through a natural tunnel (Orsara, around 10km long) which can be travelled through at a speed of between 200 and 250 km/h. The majority of the work to be done on the Orsara-Bovino lot is on the Orsara tunnel. It has a double-bore, single-track configuration from the entrance on the Bari side. Due to the requirements of the route, the tunnel has a single-bore, double-track configuration in the stretch preceding the exit on the Naples side, with the transition between the two configurations being achieved by means of a junction chamber.

TECHNICAL/PRODUCTION KPI

12 km
overall length of the section

~10 km
length of the tunnel section

2
TBMs

SUSTAINABILITY KPI

From 4 hours down to 2
reduction in travel time between Naples and Bari*

-3,000,000 tons
of CO_2 over the period 2023-2047*

* Data pertaining to the entire Naples-Bari line

Naples-Bari HS/HC Railway Line - Apice-Hirpinia Lot

ITALY

A strategic project for southern Italy, forming part of the Mediterranean Corridor of the TEN-T network

Webuild is currently working on 4 lots of the Naples-Bari HS/HC railway line – namely Orsara-Bovino, Hirpinia-Orsara, Apice-Hirpinia and Naples-Cancello – which comprise 74km of its total 145km length.
The Hirpinia-Orsara lot, the second functional lot of the Apice-Orsara section (with the first lot being Apice-Hirpinia), covers 28km between Campania and Puglia.
The Hirpinia-Orsara stretch is the central section of the Naples-Bari line, and the route runs almost entirely underground through the 27km-long Hirpinia tunnel, making it a contender for the record of longest tunnel in Italy (currently held by the Valico tunnel in Genoa).
The Hirpinia tunnel is an incredibly challenging undertaking, not only due to its length, but also because it passes through the Southern Apennine mountains, which are made up of complex formations. The tunnel will primarily be excavated by 4 EPB TBMs, all working simultaneously.

TECHNICAL/PRODUCTION KPI

28 km
overall length of the section

27 km
length of the tunnel section

4
TBMs

SUSTAINABILITY KPI

From 4 hours down to 2
reduction in travel time between Naples and Bari*

-3,000,000 tons
of CO_2 over the period 2023-2047*

*Data pertaining to the entire Naples-Bari line

Naples-Bari HS/HC Railway Line - Naples-Cancello Lot

ITALY

A strategic project for southern Italy involving hyperbaric excavation

Webuild is currently working on 4 lots of the Naples-Bari HS/HC railway line – namely Orsara-Bovino, Hirpinia-Orsara, Apice-Hirpinia and Naples-Cancello – which comprise 74km of its total 145km length.
The Naples-Cancello lot covers the first section of the Naples-Bari line, which is strategically important for the reorganisation of the metropolitan, regional and long-distance connections in the area as it makes it possible for the tracks of the HS/HC line to also serve Naples-Afragola HS station (which was also constructed by the Group).
The lot runs for around 15.6km along a variant of the historical line, crossing through a heavily urbanised area. This part of the route includes 4 viaducts – three of which are steel arch bridges – as well as over 3km of manmade tunnel, 2 stations and 1 stop.
A significant innovation for this lot is the construction of a section of the Casalnuovo tunnel – which runs partially beneath the water table – with hyperbaric excavation, the first example of this technique being used in Italy for the construction of tunnels that interact with the water table.

TECHNICAL/PRODUCTION KPI

15.6 km
overall length of the section

3.3 km
of the manmade tunnel

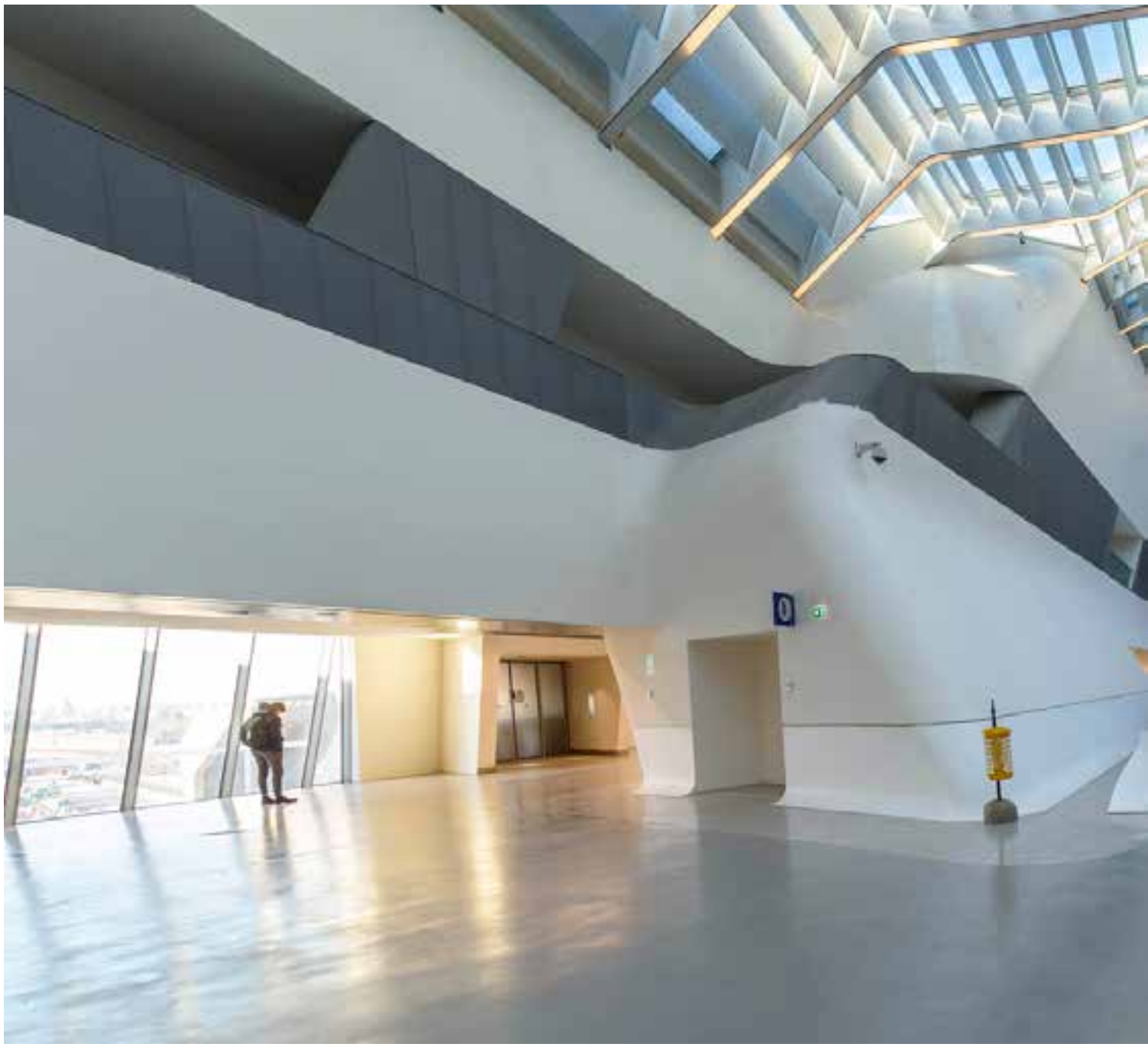
0.65 km
length of the section excavated hyperbarically

SUSTAINABILITY KPI

From 4 hours down to 2
reduction in travel time between Naples and Bari*

-3,000,000 tons
of CO_2 over the period 2023-2047*

* Data pertaining to Lot 1 only.



Naples-Afragola High speed railway station

ITALY

The futuristic, meandering high-speed rail station designed by starchitect Zaha Hadid

The station, which opened to the public in 2017, is a modern transport hub that complements the connections offered at Naples Centrale. It takes the form of a long, slinky bridge that passes over the tracks, with a central body 400m long by 44m wide. Including the external courtyards, it occupies a total area of 60,000m^2. Designed by architect Zaha Hadid, the station is characterised by curved forms that influenced the materials selected (steel, glass and Corian) and considerably increased the complexity of its construction. As of its completion, the project boasted the largest surface area of Corian panels ever used in a single construction in Italy: 20,000m^2.

Energy saving was the primary consideration in the design and construction of the project. For example, the station is equipped with a solar thermal system providing around 200kW of power for winter heating, along with multi-purpose refrigeration units: solutions aimed at reducing its environmental impact and generating benefits in terms of CO_2 emissions.

TECHNICAL/PRODUCTION KPI

25 months

turnaround time

5,000 tons

steel used to construct the decks and curved roof structures

5,000 m²

glass used for the transparent roof

SUSTAINABILITY KPI

55 min

Naples-Afragola – Rome Termini journey time

3,000,000

users served in the provinces to the north of Naples and Caserta

25 tons/year

CO_2 emissions avoided

Turin-Milan HS/HC 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 HS/HC 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

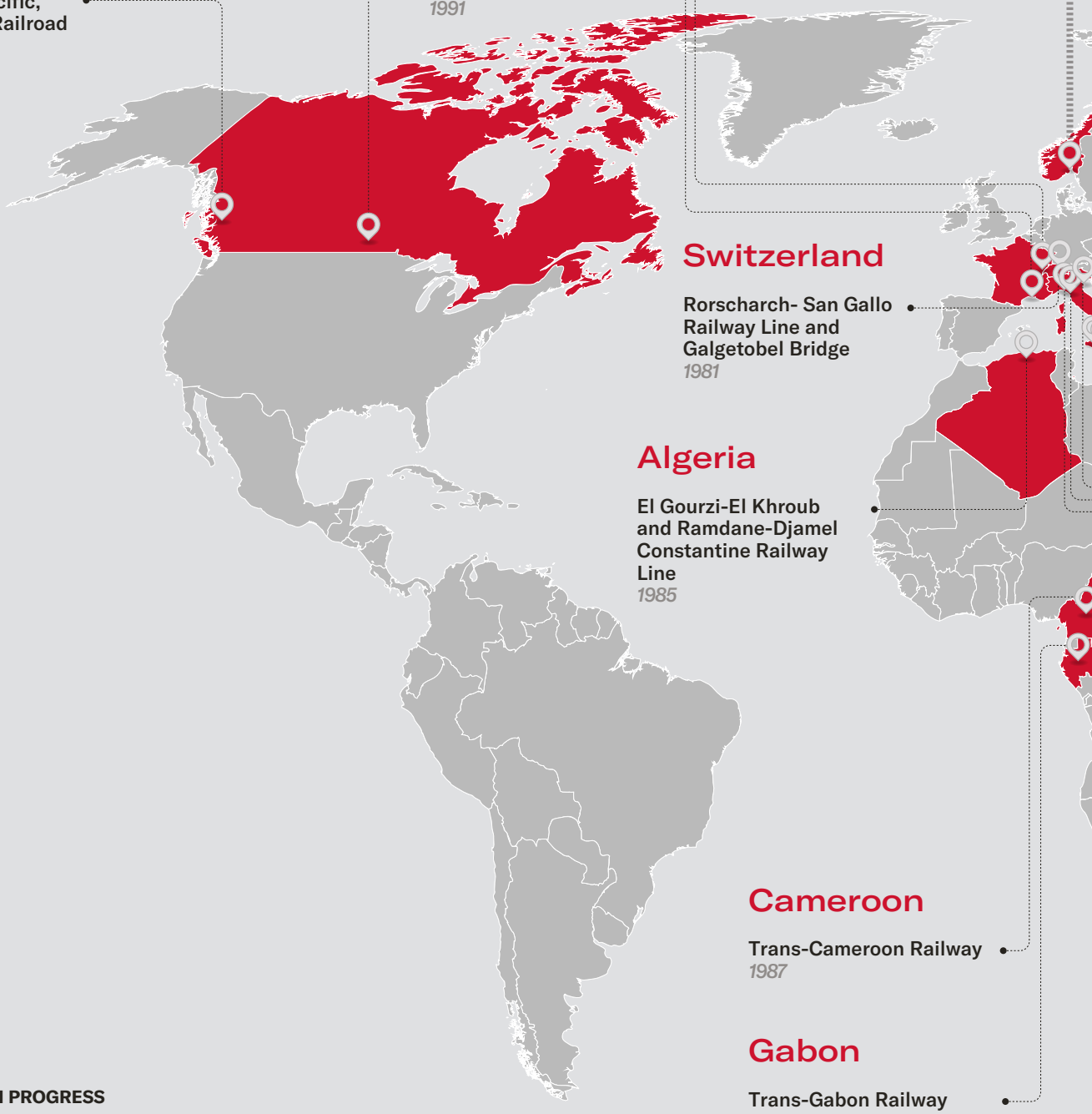
France

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

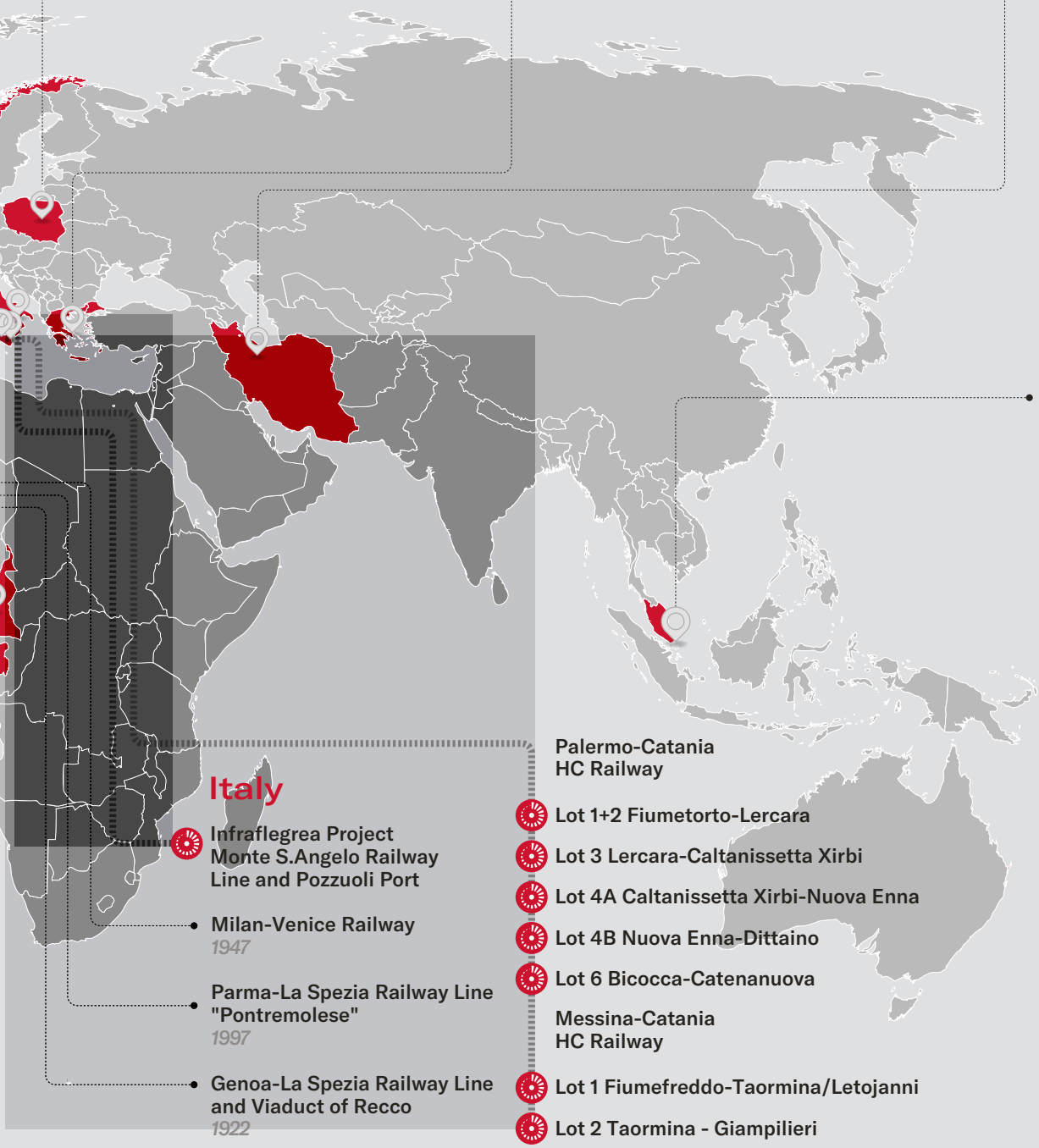
Łódź-fabryczna Station
Warsaw-łódź Railway Line
2016

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

Palermo-Catania
HC Railway

Lot 1+2 Fiumetorto-Lercara

Lot 3 Lercara-Caltanissetta Xirbi

Lot 4A Caltanissetta Xirbi-Nuova Enna

Lot 4B Nuova Enna-Dittaino

Lot 6 Bicocca-Catenanuova

Messina-Catania
HC Railway

Lot 1 Fiumefreddo-Taormina/Letojanni

Lot 2 Taormina - Giampilieri

Messina-Catania HC Railway Line, Lot 1 - Fiumefreddo-Taormina/Letojanni

ITALY

A crucial project for the development of sustainable mobility in southern Italy

Webuild is building seven sections of the Palermo-Catania-Messina high-capacity line. Lot 1 (Fiumefreddo-Taormina/Letojanni) is part of the Messina-Catania route and runs along the eastern side of Sicily, passing right by Mount Etna and the Strait of Messina. The project involves doubling 15.4km of the line, including about 11km of tunnels (partly excavated with TBMs), Taormina station (entirely underground), two stops and new viaducts. One of these viaducts, which passes over the Alcantara Valley, will be 928m long with an arch span of 120m, making it one of the longest arch bridges in Italy. The two Taormina tunnels being excavated will form one of the main junctions on the route. Excavation work for the odd-numbered track has already begun with the 'Lucia' TBM, starting from the entrance on the Catania side. Once completed, the doubled track will help to reduce travel times between Messina and Catania from 75 to 45 minutes.

TECHNICAL/PRODUCTION KPI

15.4 km
total length of the section

11 km
of tunnels

9.16 m
excavation diameter of Taormina tunnels

SUSTAINABILITY KPI

From 75 mins down to 45
reduction in travel time between Messina and Catania*

* Data pertaining to the entire Messina-Catania line.

Messina-Catania HC Railway Line, Lot 2 - Taormina-Giampilieri

ITALY

A crucial project for the development of sustainable mobility in southern Italy

Webuild is building seven sections of the Palermo-Catania-Messina high-capacity line. Lot 2 (Taormina-Giampilieri) is part of the Messina-Catania route and involves the construction of around 28.3km of new double-track line.
The route runs almost exclusively through tunnels and sits farther from the coast than the existing line. The project includes six double-bore tunnels (partly excavated with TBMs), two single-bore tunnels and seven viaducts. One of the main works to be done along the section is the Sciglio tunnel which also extends into the adjacent Taormina-Fiumefreddo lot and which, at over 9km long, is the longest on the entire Giampilieri-Fiumefreddo section. Once completed, the project will help to reduce travel times between Messina and Catania from 75 to 45 minute

TECHNICAL/PRODUCTION KPI

28.3 km
total length of the section

6
double-bore tunnels

2
single-bore tunnels

SUSTAINABILITY KPI

From 75 mins down to 45
reduction in travel time between Messina and Catania*

* Data pertaining to the entire Messina-Catania line.

Palermo-Catania HC Railway Line, Lot 1+2 - Fiumetorto-Lercara Junction

ITALY

A new high-capacity line designed to facilitate sustainable mobility in Sicily

Webuild is building seven sections of the Palermo-Catania-Messina high-capacity line. The works planned for this route aim to improve the interconnection and interoperability of the line by bringing it up to European standards, as well as offering better links between the inland areas of the island and its three coastal cities and, additionally, higher capacity and speed for freight transportation.
Lot 1+2 (Fiumetorto-Lercara Junction) is part of the Palermo-Catania line and involves a route that runs for 30km, including 20km of double-bore, single-track tunnels – which will be excavated with the use of four TBMs – and over 2km of viaducts. The project includes 7km of link roads and three stations, one of which (Valle del Torto) is being built from scratch, with the other two (Cerda and Lercara) being modernised.

TECHNICAL/PRODUCTION KPI

30 km
overall length of the section

20 km
of tunnels

3
stations

SUSTAINABILITY KPI

-33%
reduction in travel time between Palermo and Catania*

* Data pertaining to the entire Palermo-Catania line.

Palermo-Catania HC Railway Line, Lot 4A - Caltanissetta Xirbi-Nuova Enna

ITALY

A new high-capacity line designed to facilitate sustainable mobility in Sicily

Webuild is building seven sections of the Palermo-Catania-Messina high-capacity line. The works planned for this route aim to improve the interconnection and interoperability of the line by bringing it up to European standards, as well as offering better links between the inland areas of the island and its three coastal cities and, additionally, higher capacity and speed for freight transportation.
Lot 4A (Caltanissetta Xirbi-Nuova Enna) is part of the Palermo-Catania route and involves the executive design and construction of 27km of new high-capacity line. The work mostly follows a variant of the existing line and requires the excavation of 20km of tunnels (including interconnections), predominantly with the use of TBMs, as well as the construction of 3km of viaducts. There are also plans to build a new station (Caltanissetta Xirbi) and a passing loop (Villarosa).

TECHNICAL/PRODUCTION KPI

27 km
overall length of the section

20 km
of tunnels (including interconnections)

3 km
of viaducts

SUSTAINABILITY KPI

-33%
reduction in travel time between Palermo and Catania*

* Data pertaining to the entire Palermo-Catania line.

Palermo-Catania HC Railway Line, Lot 3 - Lercara-Caltanissetta Xirbi

ITALY

A new high-capacity line designed to facilitate sustainable mobility in Sicily

Webuild is building seven sections of the Palermo-Catania-Messina high-capacity line. The works planned f or this route aim to improve the interconnection and interoperability of the line by bringing it up to European standards, as well as offering better links between the inland areas of the island and its three coastal cities and, additionally, higher capacity and speed for freight transportation.
Lot 3 (Lercara-Caltanissetta Xirbi) is part of the Palermo-Catania route and involves the construction of 47km of new high-capacity line. The project requires the excavation of approximately 22km of tunnels (including interconnections), which will be carried out using five TBMs (Tunnel Boring Machines). It also involves the construction of 11km of viaducts and 32km of link roads, as well as the modernisation of Vallelunga station and three passing loops (Marcatobianco, Marianopoli and San Cataldo).

TECHNICAL/PRODUCTION KPI

47 km
total length of the section

~22 km
of tunnels (including interconnections)

5
TBMs

SUSTAINABILITY KPI

-33%
reduction in travel time between Palermo and Catania*

* Data pertaining to the entire Palermo-Catania line.

Palermo-Catania HC Railway Line, Lot 6 - Bicocca-Catenanuova

ITALY

A new high-capacity line designed to facilitate sustainable mobility in Sicily

Webuild is building seven sections of the Palermo-Catania-Messina high-capacity line. The works planned for this route aim to improve the interconnection and interoperability of the line by bringing it up to European standards, as well as offering better links between the inland areas of the island and its three coastal cities and, additionally, higher capacity and speed for freight transportation.
Lot 6 (Bicocca-Catenanuova) is part of the Palermo-Catania route and involves doubling around 38km of line, partly by running a new track alongside the historical line – which is currently a single track – and partly by converting the existing line into a double track. The route will help to improve the rail service between Enna and Catania and represents a crucial step in bolstering rail links with the ports of Catania, Augusta and Palermo, as well as Palermo and Catania airports.
An initial 11.5km section of this lot has already been delivered (to be equipped in due course).

TECHNICAL/PRODUCTION KPI

~38 km
total length of the section

17
railway viaducts

160 km/h
top speed made possible

SUSTAINABILITY KPI

-33%
reduction in travel time between Palermo and Catania*

* Data pertaining to the entire Palermo-Catania line.

Palermo-Catania HC Railway Line, Lot 4B - Nuova Enna-Dittaino

ITALY

A new high-capacity line designed to facilitate sustainable mobility in Sicily

Webuild is building seven sections of the Palermo-Catania-Messina high-capacity line. The works planned for this route aim to improve the interconnection and interoperability of the line by bringing it up to European standards, as well as offering better links between the inland areas of the island and its three coastal cities and, additionally, higher capacity and speed for freight transportation.
Lot 4B (Nuova Enna-Dittaino) is part of the Palermo-Catania route and involves the executive design and construction of approximately 15km of new high-capacity line – of which 8.5km will run through tunnels and 2km will run over viaducts – between the towns of Enna and Dittaino, in the province of Catania.
The project includes the construction of Nuova Enna station and the modernisation of Dittaino station.

TECHNICAL/PRODUCTION KPI

~15 km
total length of the section

8.5 km
tunnels

2 km
viaducts

SUSTAINABILITY KPI

-33%
reduction in travel time between Palermo and Catania*

* Data pertaining to the entire Palermo-Catania line.

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

Main Roads & Motorways

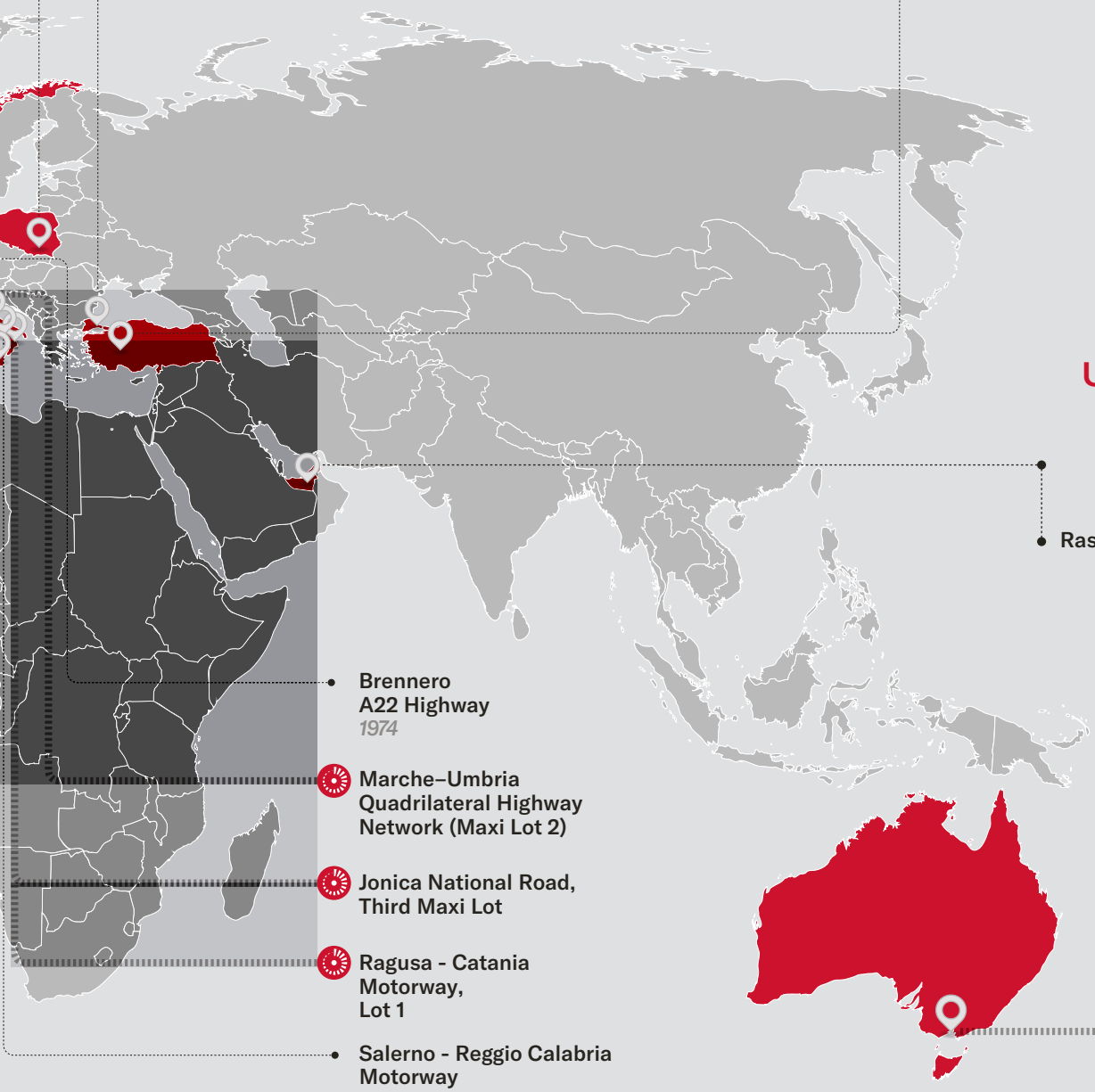
Poland

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

Turkey

Northern Marmara
Motorway
2018

Anatolian Motorway
2010



United Arab Emirates

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 m³
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 largest road infrastructure projects currently under construction in Italy

The Marche-Umbria Quadrilateral project is intended to improve mobility between the two regions, as well as with the rest of Italy. It involves the construction of road infrastructure, the main axes of which form a conceptual quadrilateral. All in all, the project encompasses the completion and upgrading of two main thoroughfares: Maxi Lot 1 (covering the Foligno-Civitanova Marche SS77 axis) and Maxi Lot 2 (covering the Perugia-Ancona SS76 and SS318 axis, for an approximate total of 31km of dual carriageway, 22km of which passes through tunnels, as well as the Pedemontana delle Marche over the Fabriano-Muccia/Sfercia section, which is approximately 36km of single carriageway in total, 5km of which passes through tunnels). The Webuild Group is currently carrying out work on Maxi Lot 2.
The route of Maxi Lot 2, which is split into two separate lots, covers 67km, including 25km of tunnels and 55 viaducts. So far, 47km of this has already been completed and opened to traffic.

TECHNICAL/PRODUCTION KPI

+1,000,000 m³
of concrete used

+9,100,000 m³
earthworks

+90,000 tons
of steel used

SUSTAINABILITY KPI

-20%
reduction in travel time on the Perugia-Ancona route

Between -30 and -80%
reduction in air pollution in inhabited areas it passes through

Pedemontana Lombarda Motorway (Sections B2 and C)

ITALY

New sustainable smart roads in northern Italy

Sections B2 and C of the Pedemontana Lombarda Motorway will be fully fledged sustainable smart roads. Section B2 will run between Lentate sul Seveso and Cesano Maderno, where it will join up with the existing Section B1. Section C will link Cesano Maderno with Usmate-Velate, integrating with the A51, Milan's eastern ring road. The project includes the construction of around 25km of motorway to improve the road links in the Varese-Como-Bergamo-Milan quadrant. In an effort to minimise its environmental impact and as a way of passing through one of the most densely built-up areas in Europe, around 85% of the route is underground.

The project aims to ease congestion on the A4 and in the urban areas it runs through by improving the East-West axis of Corridor V of the TEN-T network. These smart roads will be fitted with Cooperative Intelligent Transport Systems (C-ITS) and technologies designed for self-driving vehicles, as well as a continuous diagnostic system for their load-bearing structures.

There are also plans to clean up and reclaim the areas affected by the 1976 Seveso disaster.

TECHNICAL/PRODUCTION KPI

1,100,000 m³
of concrete (estimate)

90,000 tons
of steel (estimate)

9,100,000 m³
of excavations (estimate)

SUSTAINABILITY KPI

5
provinces linked

120,000 m²
reclaimed areas (estimate)

Ionian motorway (Mega Lot 3)

ITALY

A strategic component in the development of southern Italy's road network

Mega Lot 3 of the Ionian Motorway (SS106) is an essential element in the plan to transform the Ionian Corridor into an infrastructure that greatly facilitates communication, linking the Ionian coasts of Calabria, Basilicata and Puglia. It will complete the ring linking the A2 Mediterranean Motorway and the A14 Adriatic Motorway, improving mobility across southern Italy and the accessibility of various towns in Calabria, reducing journey times whilst also increasing road safety. Mega Lot 3 encompasses the main set of works planned along the Calabrian stretch of the SS106 and includes 38km of main country roads, 14 tunnels, 15 viaducts spanning a total length of 7km, four junctions and assorted minor works. The first 18km of the route runs alongside the Sibari Plain; the remaining 20km, meanwhile, passes through the Apennines, requiring the excavation of 11km of tunnels and the construction of viaducts with piers over 40m tall and spans of up to 120m long. The project is notable for its innovative, modern approach, using tailor-made solutions to navigate the complexities of the terrain. The area includes the Archaeological Park of Sibari and the Castle of Roseto.

TECHNICAL/PRODUCTION KPI

39
simultaneous construction sites

14
tunnels

15
viaducts

SUSTAINABILITY KPI

99%
waste recovery rate in 2023

From 36 mins down to 20
reduction in travel time between Sibari and Capo Spulico

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

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

SUSTAINABILITY KPI

Reducing traffic congestion in the city

Main Bridges & Viaducts

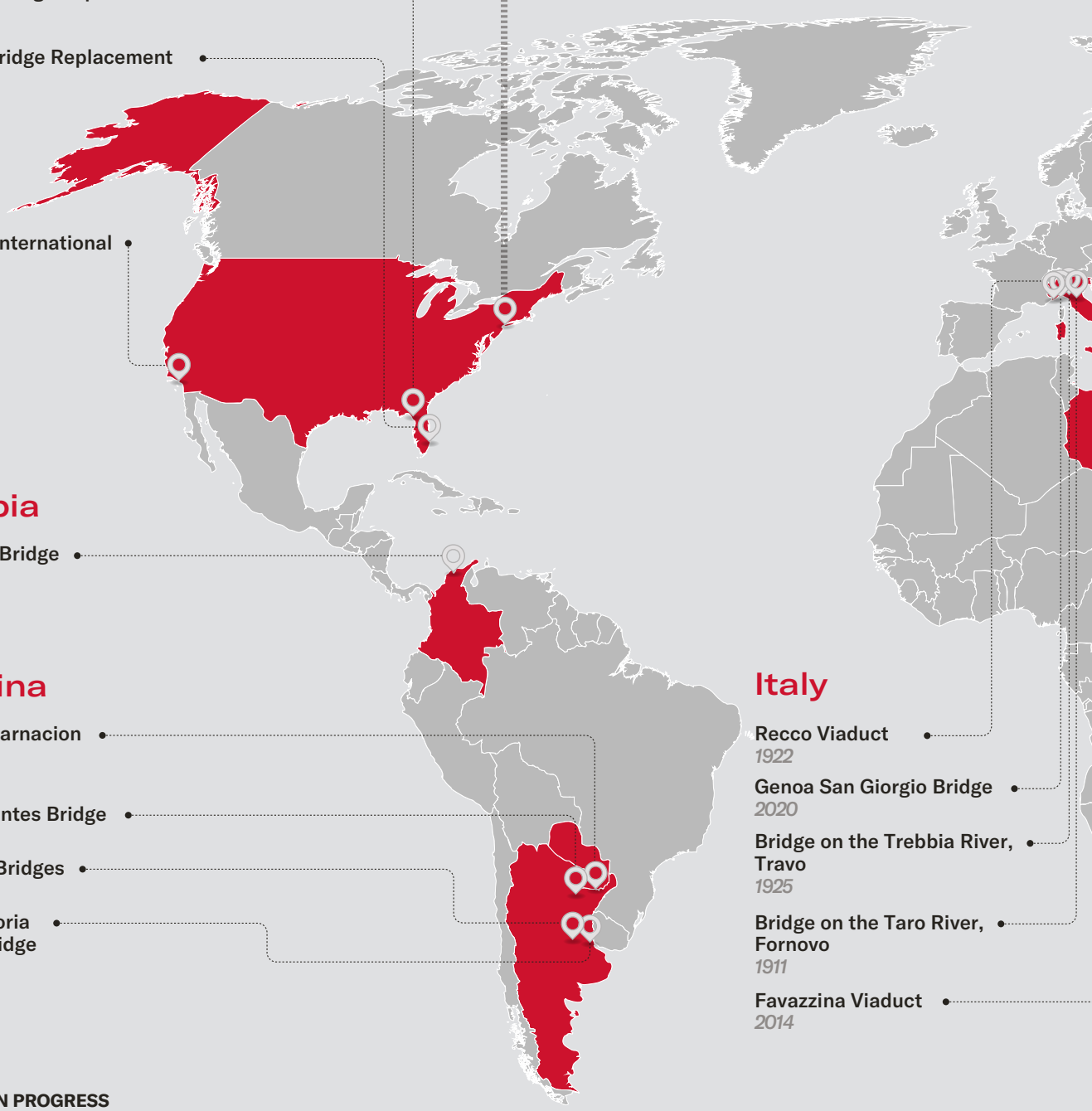
United States

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

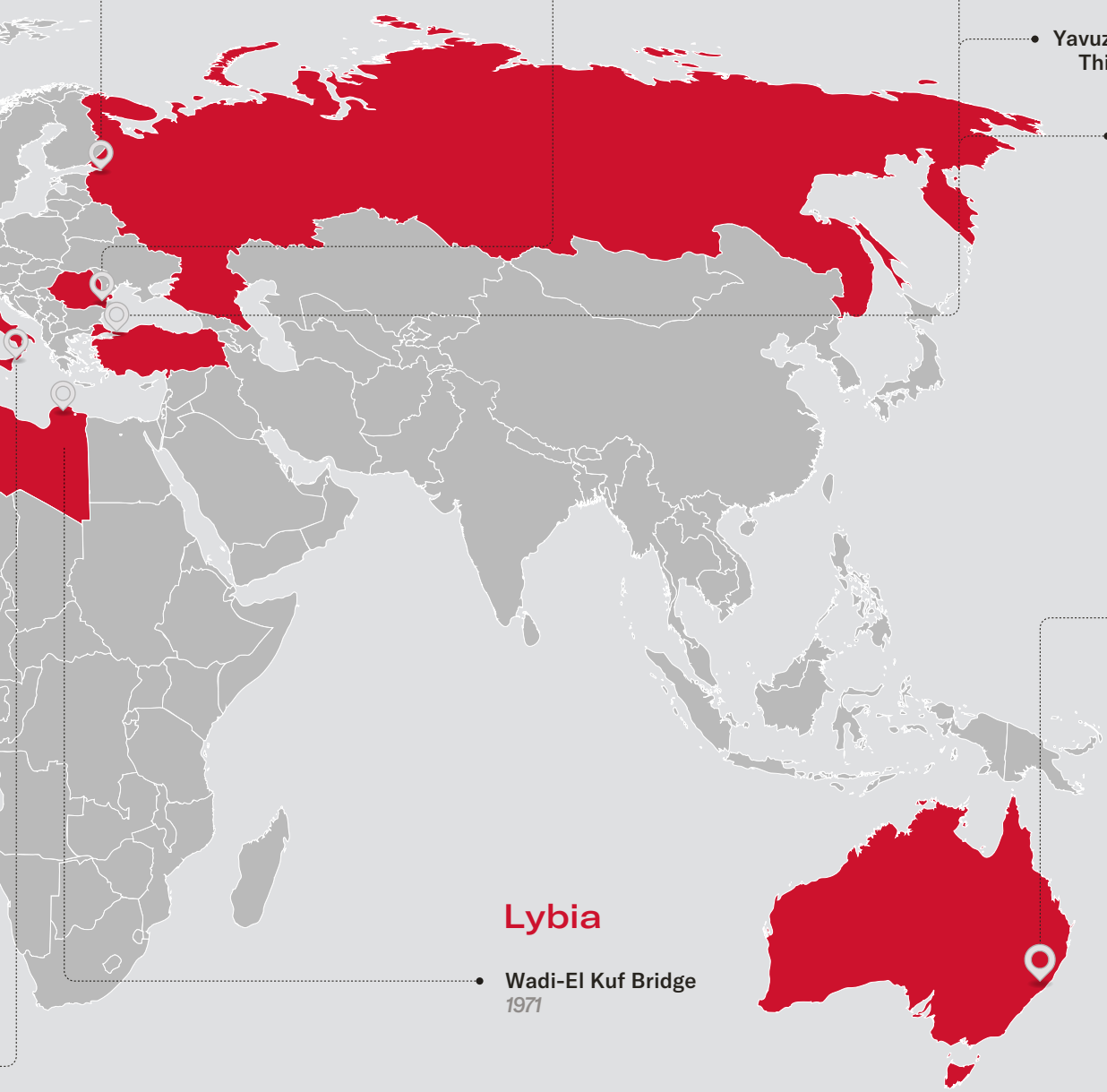
- Petrovski Bridges, WHSD Project
  2016
- Korabelny Bridges, WHSD Project
  2016

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 - 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. The construction of the bridge, achieved in record time (a mere 15 months from start to finish), has become the symbol of Genoa's rebirth after the city was wounded by the collapse of the Morandi Bridge, but also of a new developmental phase for Italy. Underpinning the success of its construction is a model centred around collaboration between large companies working closely with one another and the public.

TECHNICAL/PRODUCTION KPI

67,000 m³
concrete

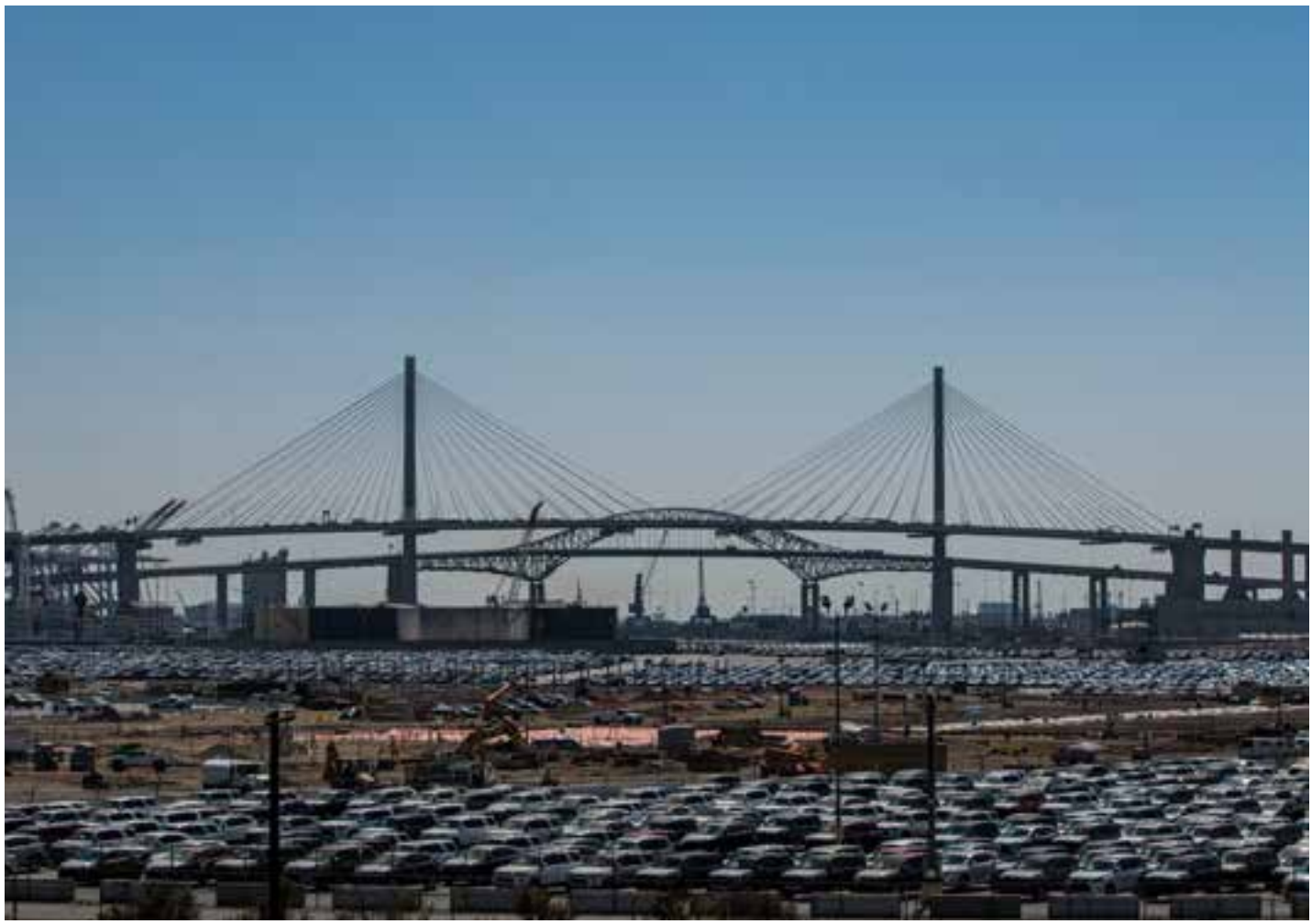
24,000 tons
steel

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 iconic project for the city of Long Beach that has helped to improve traffic flow and road safety

The Long Beach International Gateway, a cable-stayed bridge, is a strategic hub for links between the city and the port of Long Beach, whose skyline it has helped to redefine. It has a total length of 2,680m, with a main span of 330m and access viaducts stretching approximately 2km.
Its construction was intended to replace an existing structure – the Gerald Desmond Bridge – with a more modern infrastructure that better conformed to earthquake resistance requirements, as well as to improve traffic flows and ease congestion. The capacity of the previous bridge, built in the 1960s, could no longer keep up with the city's ever-growing volumes of traffic. The project to build the Desmond's replacement was exceptional due to the technical and organisational solutions adopted, which are typical of strategic infrastructures, where new structures must be built without obstructing the existing ones. Working without hindering the rail, road and maritime traffic was an essential condition for its successful construction.

TECHNICAL/PRODUCTION KPI

7,650 tons
of structural steel

23,500 tons
of reinforced steel

190,000 m³
of reinforced concrete

SUSTAINABILITY KPI

1,200
vehicles/hour

100 years
expected life span

Accessibility of the port for the latest 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, Brăila

ROMANIA

The second-longest suspension bridge in continental Europe

At 1,975m long, the Brăila Bridge over the Danube is Romania's longest and continental Europe's second-longest suspension bridge. The central span measures 1,120m, with a width of 31.7m and two towers at just over 192m high. The project includes 23km of linked roads.
Its construction has required some complex operations. Like the assembly of its two load-bearing cables, created by twisting over 18,000 steel wires (more than 9,000 for each cable), with a total weight of 6,775 tonnes. Or the assembly of the steel deck: more than 250 workers and specialist technicians installed the 86 segments of the deck – each with an average weight of 260 tonnes – using a specially designed launching and installation process.
The bridge connects the two sides of the Danube in the Galati and Brăila area, reducing crossing times for around 7,000 vehicles every day from at least 45 minutes to a mere two on weekdays.

TECHNICAL/PRODUCTION KPI

297,000 m^3
of concrete

52,360 tons
of steel

19,000 m^2
of 1m-thick diaphragms

SUSTAINABILITY KPI

7,000
vehicles/day

From 45 mins down to 2
reduction in river crossing time on weekdays

Reduction of CO_2 emissions

Skytrain - Sydney Metro Northwest

AUSTRALIA

An elegant, innovative, environmentally sustainable project unlike any other in Australia

The Skytrain project for the Sydney Metro Northwest railway involved the construction of eight stations and approximately 15.5km of tunnels, running from Epping to Bella Vista, as well as the construction of a 4.5km-long viaduct – partly formed of a 270m-long curved cable-stayed bridge – connecting the areas of Bella Vista and Rouse Hill. Every last aspect of the project is nothing short of outstanding, starting with the machinery used to construct it. Take for instance the two gigantic gantry cranes, each 150m long and weighing 600 tonnes, used to lower the 1,200 precast concrete segments into place in order to form the viaduct. One of the greatest engineering challenges of this project involved overcoming the considerable torsion effect caused by the curvature of the bridge, in the presence of its railway loads and stays. An elegant, innovative, environmentally sustainable bridge unlike any other in Australia, it has garnered countless awards, including being named '2018 Project of the Year' by Engineering News-Record (ENR).

TECHNICAL/PRODUCTION KPI

4,500 m³

total length of the viaduct

270 m

length of the cable-stayed bridge

1,200

precast concrete segments comprising the viaduct

SUSTAINABILITY KPI

ENR's 2018 Project of the Year

Osman Gazi Bridge

TURKEY

The sixth-longest suspension bridge in the world at the time it was built

The Osman Gazi Bridge is a cable-stayed suspension bridge that forms part of the wider project of constructing the Gebze-Orhangazi-İzmir Motorway. It was built on the Gulf of İzmit, on the easternmost edge of the Sea of Marmara, near the city of İzmit and approximately 50km southeast of Istanbul, Turkey. The bridge spans a total of 3,300m and, at the time it was built, it was the sixth-longest suspension bridge in the world (now seventh) in terms of length of the main span, which is 1,550m long. The bridge is suspended 64m above sea level, with steel pylons standing at just over 230m high. Comprising six lanes overall (three going in either direction), its construction has reduced the time taken to cross the bay from 60 minutes down to a mere six.
The bridge was built in one of the most earthquake-prone areas in the world and so, to make the bridge as sturdy as possible, the pylons were built on a concrete base which rests on a large bed of gravel, allowing the pylons freedom to slide around in case of severe seismic events.

TECHNICAL/PRODUCTION KPI

3,000 m
length of the bridge

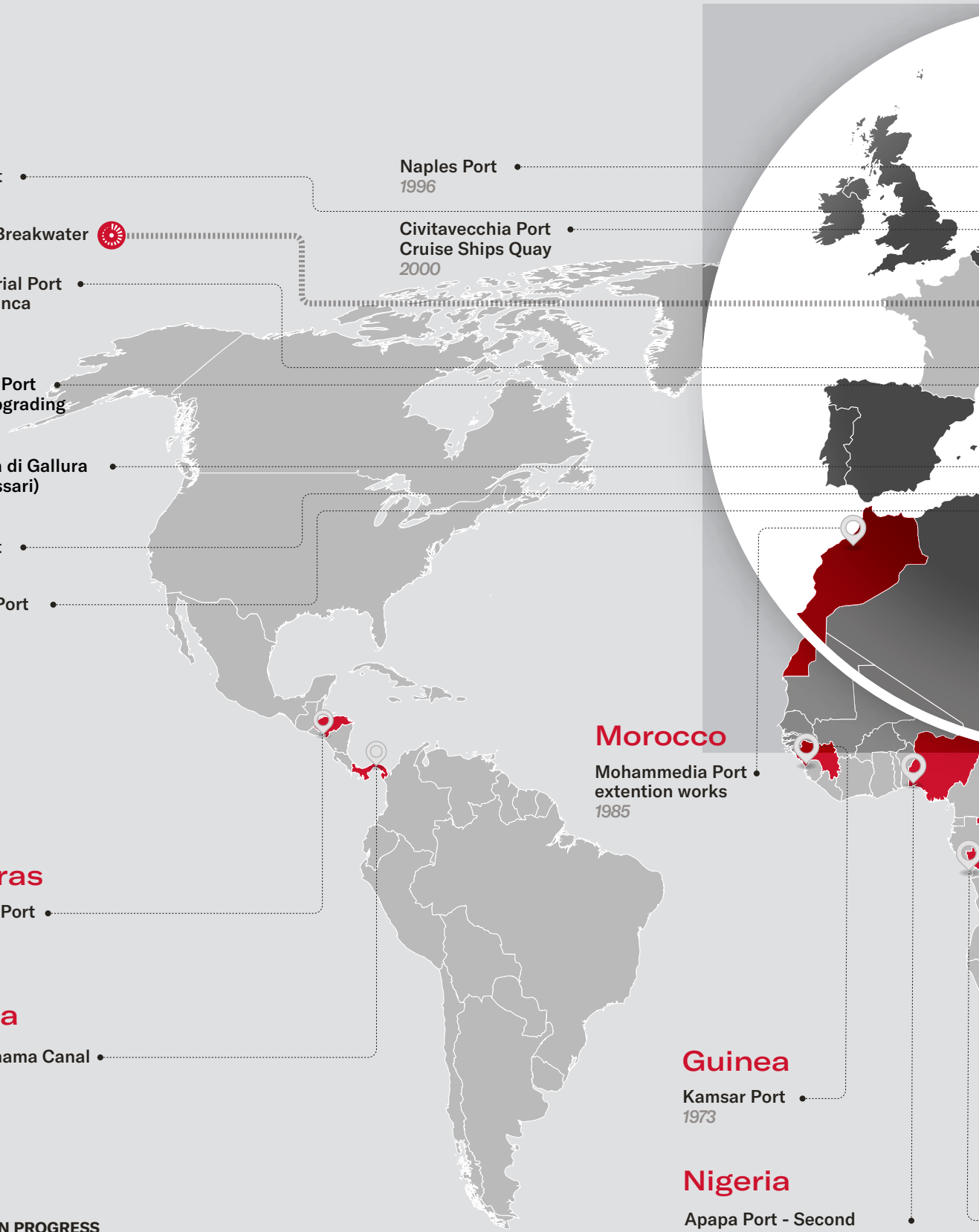
1,550 m
length of the main span

230 m
maximum tower height

SUSTAINABILITY KPI

From 60 mins down to 6
reduction in bay crossing time

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

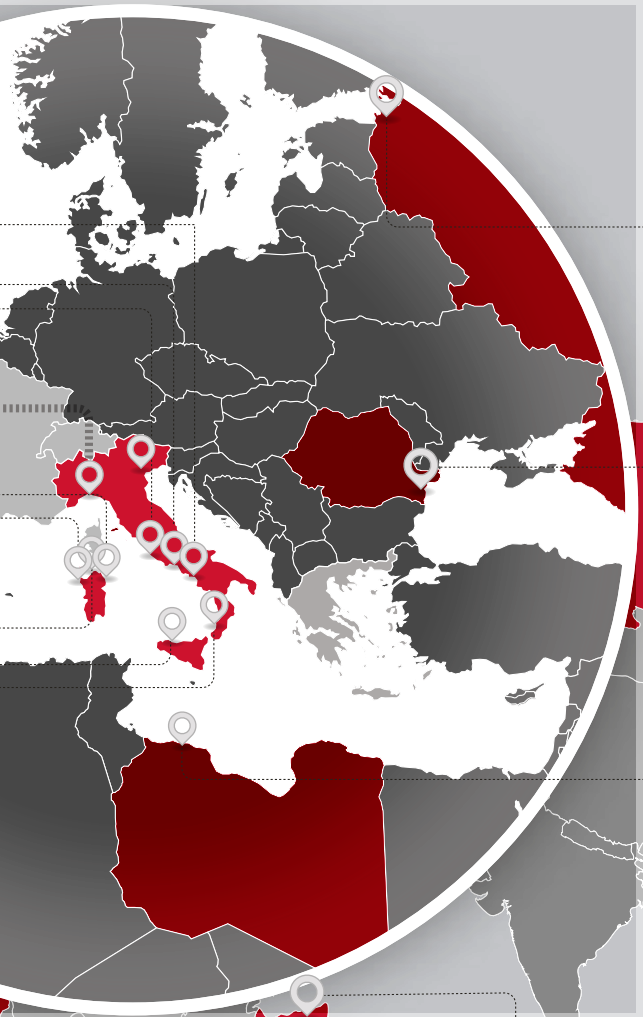
Kamsar Port
1973

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 m^3/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 Breakwater in Genoa

ITALY

An example of exceptional innovation in engineering

The New Breakwater in Genoa is a key element in the overarching infrastructure investment plan to improve the city. The project is intended to consolidate the role of Genoa's port in the Rhine-Alpine Corridor of the TEN-T Trans-European Transport Network, which the Terzo Valico dei Giovi - Genoa Hub Single Project (another Webuild project) forms part of. This new infrastructure will allow for goods arriving from the Mediterranean basin to be delivered all over Europe, with a reduction in transportation times. The new dam will be longer and wider than the current one, making the port accessible to the latest generation of ships, which can reach up to 400m long.

It will be the result of a one-of-a-kind project in terms of both sheer scale and the complexity of the engineering. It will be built offshore using innovative techniques, all without interrupting the normal operation of the port. Its foundations will rest on the seabed at variable depths of up to 50m, and it will consist of approximately 90 precast reinforced concrete caissons (for the first 4km of the works) lined up next to one another.

TECHNICAL/PRODUCTION KPI

~6,000 m

overall length of the new breakwater

800 m

diameter of the new turning basin

50 m

maximum depth

SUSTAINABILITY KPI

~1,000

workers employed (at its peak, including direct employees and subcontractors)

100%

Italian consortium

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 CO_2 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 Energy dams and Pumped-storage hydroelectric plants

Canada

Progetto idroelettrico James Bay sul fiume La Grande
1982

Islanda

Centrale idroelettrica di Kárahnjúkar
2008

Svizzera

Diga della Val di Lei
1960

Stati Uniti

Ship Canal
Progetto di Qualità delle acque - Progetto di Tunnel di stoccaggio

Italia

Centrale idroelettrica di Valdo
1922

Diga di Morasco
1940

Diga del Togglgia
1932

Diga di Mignano
1933

Colombia

Progetto idroelettrico di Sogamoso
2015

Ghana

Centrale idroelettrica di Akasombo
1966

Perù

Progetto idroelettrico di Huanza
2013

Progetto idroelettrico di Mantaro
1968

Uganda

Centrale idroelettrica di Bujagali
2013

Argentina / Paraguay

Progetto idroelettrico di Yacyretà
1998

Centrale idroelettrica di Yaciretà (Progetto Brazo Aña Cuá)

Zambia

Centrale idroelettrica di Kariba
1960

Zimbabwe

Diga di Osborne
1994

IN CORSO

XXXX DATA DI COMPLETAMENTO


Iran
Centrale idroelettrica di Dez
1963
Tagikistan
Progetto idroelettrico di Rogun
Pakistan
Centrale idroelettrica di Tarbela
1983
Cina
Centrale idroelettrica di Ertan
1999
Progetto polifunzionale di Xiaolangdi
2000
Malesia
Progetto idroelettrico di Ulu Jelai
2020
Sudan
Diga di Roseires
1966
Etiopia
Diga Grand Ethiopian Renaissance Dam - GERD
Centrale idroelettrica di Gibe III
2016
Progetto idroelettrico di Koysha
South Africa
Diga di Katse
1997
Progetto idroelettrico di Ingula
2017
Australia
Snowy 2.0

Snowy 2.0

AUSTRALIA

A project designed to generate clean energy to support Australia’s energy transition

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 2,200MW (latest figures) the generating capacity of the Snowy Mountains Hydro-electric Scheme currently producing 4,100MW.

The new facility will boost the pumping capacity of the system, which is used to provide for the country's energy needs at times of peak demand or in case of supply shortages from renewable sources such as wind or solar power, supplying 350,000 MWh of large-scale storage, equivalent to 160 hours.

TECHNICAL/PRODUCTION KPI

29 km

TBM Tunnel excavation

485,000 m³

Power House Complex excavation

3,000,000 m³

earthworks

SUSTAINABILITY KPI

350,000 MWh

energy storage capacity

160

hours of energy supply guaranteed by the system before requiring recharging

>4,000

jobs (including direct employees and subcontractors) created in the Snowy Mountains region

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

Grand Ethiopian Renaissance Dam Project (GERDP)

ETHIOPIA

The dam that will help to transform Ethiopia into the 'green lung' of Africa

The GERDP is an extraordinary feat of engineering that promises to transform the future of energy for Ethiopia. Once works are complete, it will be the largest dam in Africa and will provide a sustainable contribution to the country's energy development, supporting it in its efforts to reach carbon neutrality by 2025 and helping to prevent over two million tonnes of CO_2 from being released into the atmosphere every year. The dam has been partly operational since February 2022, with two 375MW turbines up and running. The GERDP is located about 700km northwest of Addis Ababa, along the waters of the Blue Nile River. The main element of the project is a truly vast dam made of roller-compacted concrete (RCC), measuring 1,800m long and 170m high. It required 10.7 million cubic metres of RCC to construct. The dam forms a reservoir covering an area of 172,500km^2 which can hold up to 74 billion cubic metres of water. Work is nearing completion on two hydroelectric power plants at the foot of the dam, housing a total of 13 Francis turbines between them.

TECHNICAL/PRODUCTION KPI

170 m

height

5,150 MW

total installed capacity

15,700 MW

expected average annual electricity production

SUSTAINABILITY KPI

-2,000,000 tons

CO_2 emissions avoided every 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

A project 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	**8,870,000 m³**	**396,000 m³**
concrete	dam's rockfill embankment	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.

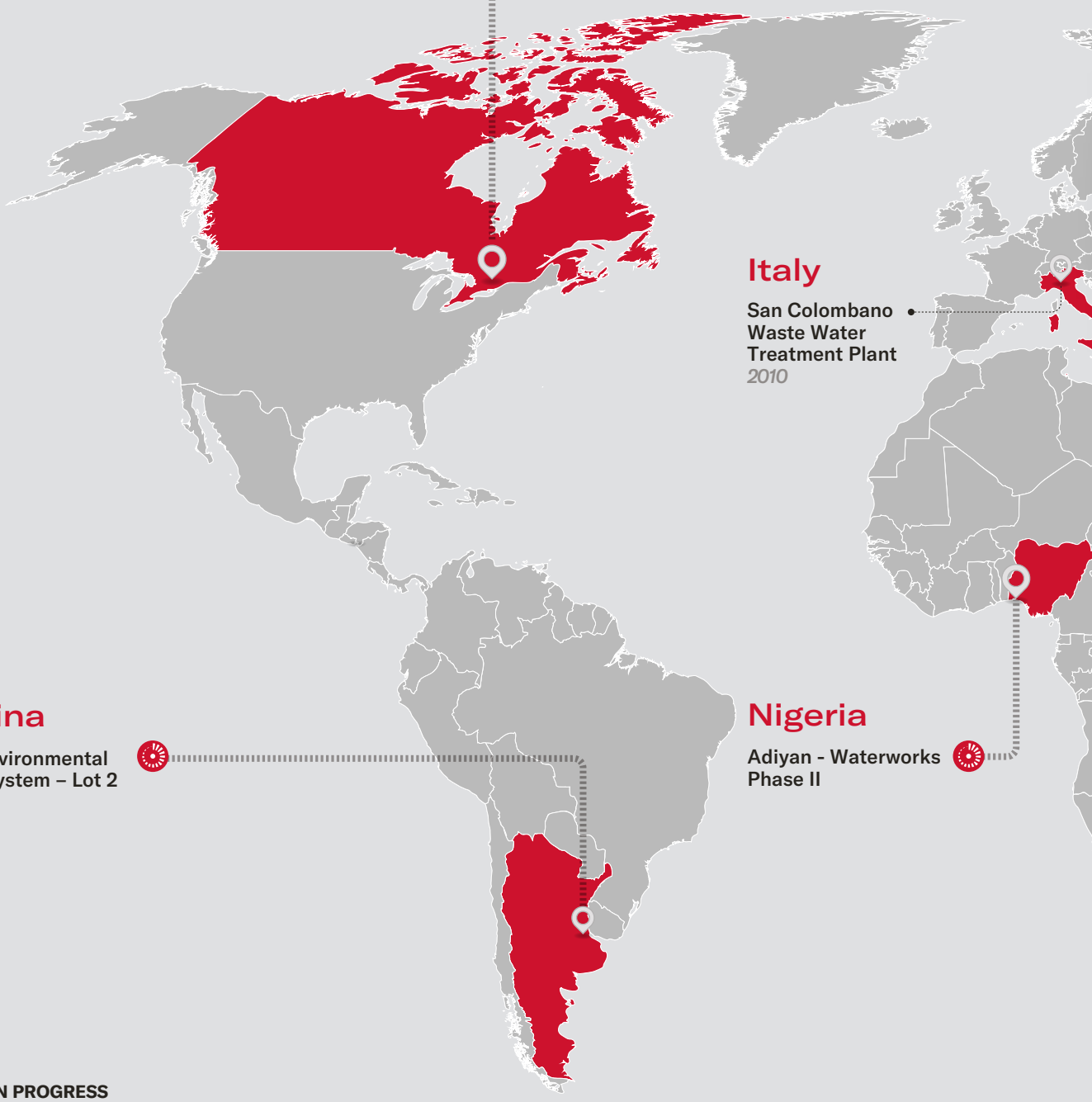
Webuild also has immense experience in building water storage for drinking water and/or irrigation, environmental recovery projects and works to upgrade urban wastewater management infrastructure to make it more resilient to the increasingly frequent extreme weather events, protecting areas affected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

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

Oman

Salalah Independent Water Project

Saudi Arabia

Shoaiba 3 Expansion II
2019

Qatar

Ras Abu Fontas B2
2018

Ras Abu Fontas A1
2010

Australia

Woodman Point Treatment Plant

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

Atakoy Wastewater Treatment Plant

TURKEY

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

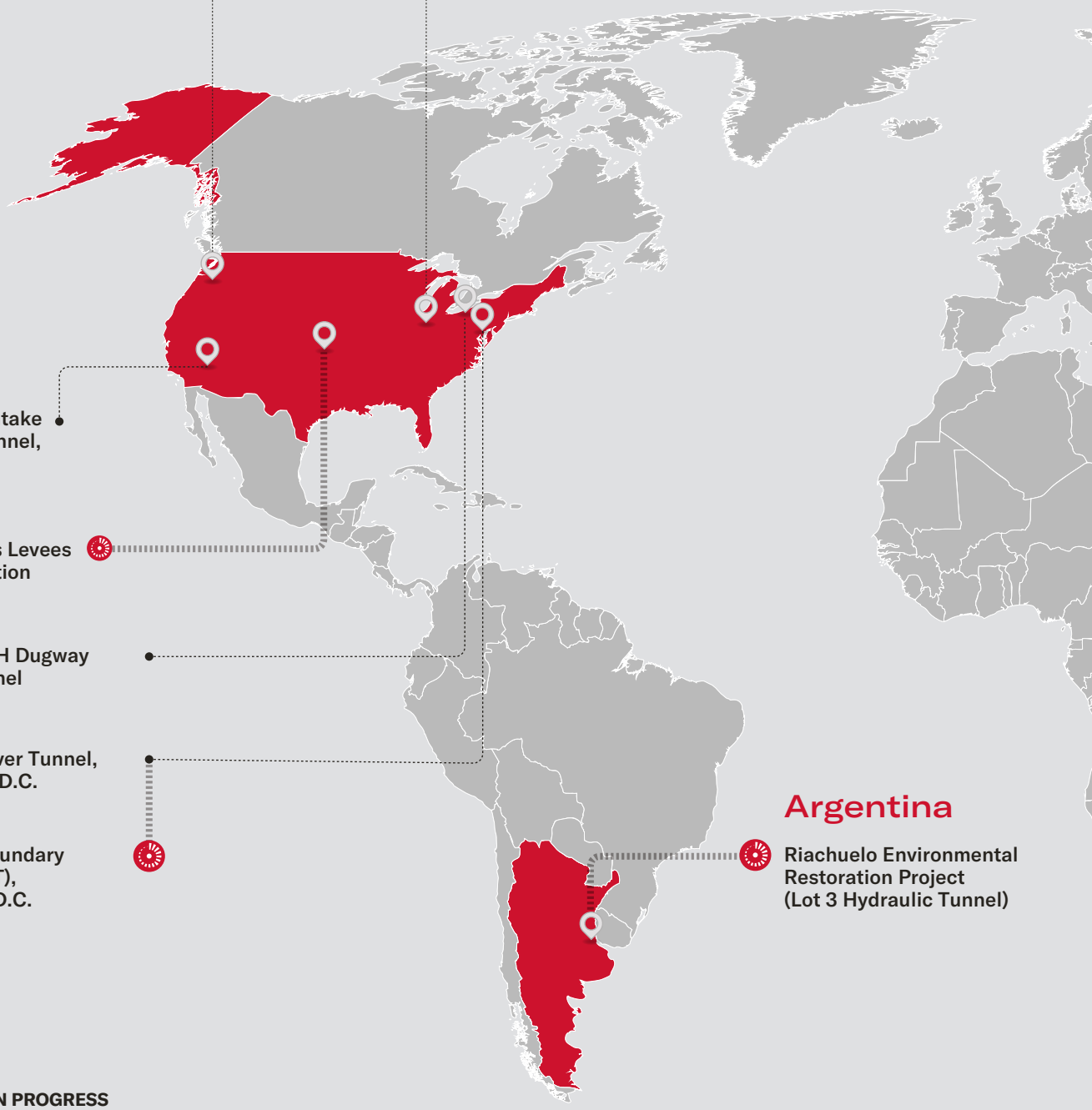
1,400,000
people served by the plant

Main Hydraulic works

United States

Three Rivers Protection & Overflow Reduction Tunnel, Fort Wayne (Indiana)
2023

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

Saudi Arabia

Dams System
for Trojena

Qatar

Abu Hamour Hydraulic
Project
2018

United Arab Emirates

Abu Dhabi Deep Sewer
Tunnel
2014

NEOM - Dam System in Trojena

SAUDI ARABIA

Innovation and sustainability in the Saudi Arabian desert

The project involves the construction of three dams and an artificial lake in the desert to serve Trojena, a zero-emissions city powered by renewable energy alone, which forms part of the NEOM project: an urban area being built in the highest peaks of Saudi Arabia, set to be an exemplar of technological excellence and sustainability. For Trojena, Webuild will also construct The Bow: an innovative structure shaped like the bow of a ship intended to house a variety of accommodation and recreational facilities.
The main dam, made from roller-compacted concrete (RCC), will be 145m high and 475m long, with a volume of approximately 2.7 million cubic metres. The other two dams – one made from rock, the other from RCC – will have volumes of 4.3 million and 1 million cubic metres, respectively.
The lake, covering an area of 1.5km^2, will be nestled between the main dam and the rock dam.
The Bow, the most complex part of the project, will involve extending the lake's surface 75,000m^2 beyond the façade of the main dam and will have a maximum internal height of 120m. Its construction will require approximately 1.5 million cubic metres of concrete and 40,000 tonnes of metal carpentry.

TECHNICAL/PRODUCTION KPI

2.7 million m³

volume of the main RCC dam

4.3 million m³

volume of the secondary rock dam

1 million m3

volume of the secondary RCC dam

SUSTAINABILITY KPI

>10,000

jobs expected (including direct employees and subcontractors)

Northeast Boundary Tunnel (NEBT)

USA

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 hydraulically connected to the river using 34m-high vertical diffusers, created using an innovative technology known as the '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

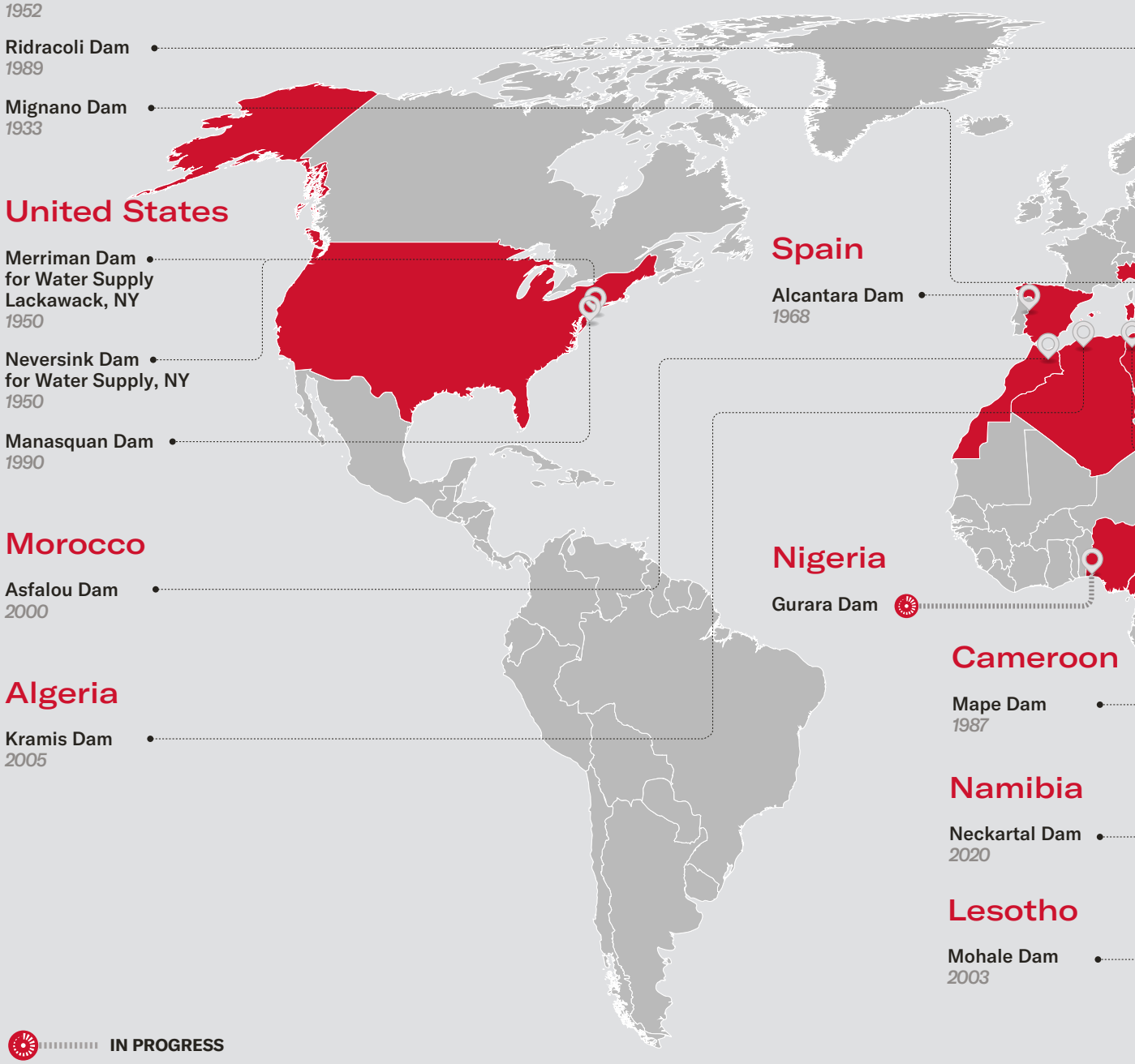
7.22 m
tunnel excavation diameter

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

Morocco

Asfalou Dam
2000

Algeria

Kramis Dam
2005

Spain

Alcantara Dam
1968

Nigeria

Gurara Dam

Cameroon

Mape Dam
1987

Namibia

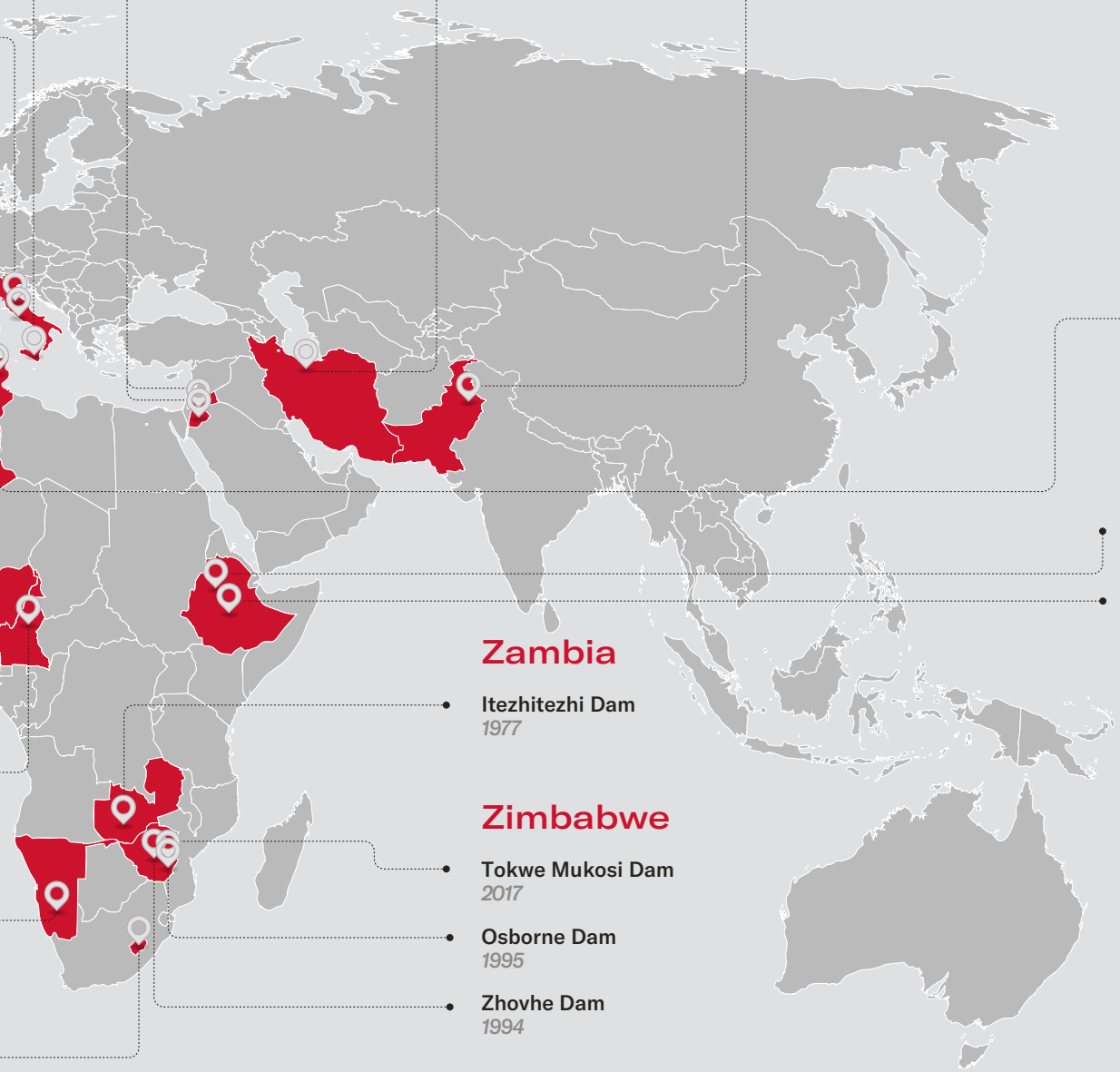
Neckartal Dam
2020

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 and industrial buildings
— Stadiums
— Hospitals
— Airports
— Projects for the Energy Transition

Green Buildings & Other: building the future sustainably. This is the vision of Webuild, a group which has spent years investing in environmentally responsible design to make cities everywhere more liveable. Faced with challenges such as growing urbanisation and pollution, Webuild responds with civil, industrial, commercial, cultural, leisure and religious buildings designed to reduce their environmental footprint or facilitate the energy transition.

Webuild has constructed more than 200 healthcare facilities, over 80 airport infrastructures, and countless other green projects around the world. These are iconic projects which, in many cases, have contributed to the regeneration of their local areas, expertly combining aesthetics with engineering, functionality and innovation with sustainability.

Some of the group's most notable flagship projects include the Stavros Niarchos Foundation Cultural Centre in Athens, the Al-Bayt Stadium outside Doha, the new ENI Management Centre in San Donato Milanese, the Hospital dell'Angelo in Venice-Mestre, and the Kingdom Centre in Riyadh. These projects - often made possible thanks to partnerships with internationally renowned architecture firms - are guided by the most up-to-date sustainability criteria and stand out due to their innovative nature.

Adopting certification schemes defined by their green characteristics, such as LEED (Leadership in Energy and Environmental Design) – one of the most widely recognised sustainability assessment systems in the world – allows us to, for example, reduce the building's environmental footprint during construction by using raw materials with a low environmental impact and optimise production and logistical processes, as well as maximising the building's environmental performance over the course of its service life, which translates to lower energy and water consumption and reduced emissions.

The environmental benefits of using eco-design and construction systems are tangible: a number of official studies show that on average, a green building requires between 15% and 40% less energy than a traditionally constructed counterpart, which helps to reduce the emission of climate-changing gases and, consequently, its environmental impact.

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

Stadio Olimpico,
Rome
1990

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

Naples-Afragola
HS Railway Station
2017

New Hospital
in Monopoli-Fasano
("Ospedale del Sud-Est Barese")

Amendola (Foggia)
Air Base Hangars
2015

United Kingdom

Churchill Hospital,
Oxford - New Oncology
Centre
2009

IN PROGRESS

XXXX COMPLETION DATE

Switzerland

- United Nations Offices, Geneva
- Le Bolle Residence, Agno
- Parc du Simplon, Lausanne *2022*
- New Gucci Logistics Center in Sant'Antonino, Ticino *2013*

Poland

- New Waste-to-Energy Plant in Danzica, Rzeszów and Bydgoszcz-Toruń
- John Paul II International Airport in Cracow-balice *2016*

Romania

- Lia Manoliu National Stadium, Bucarest *2011*

Qatar

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

Saudi Arabia

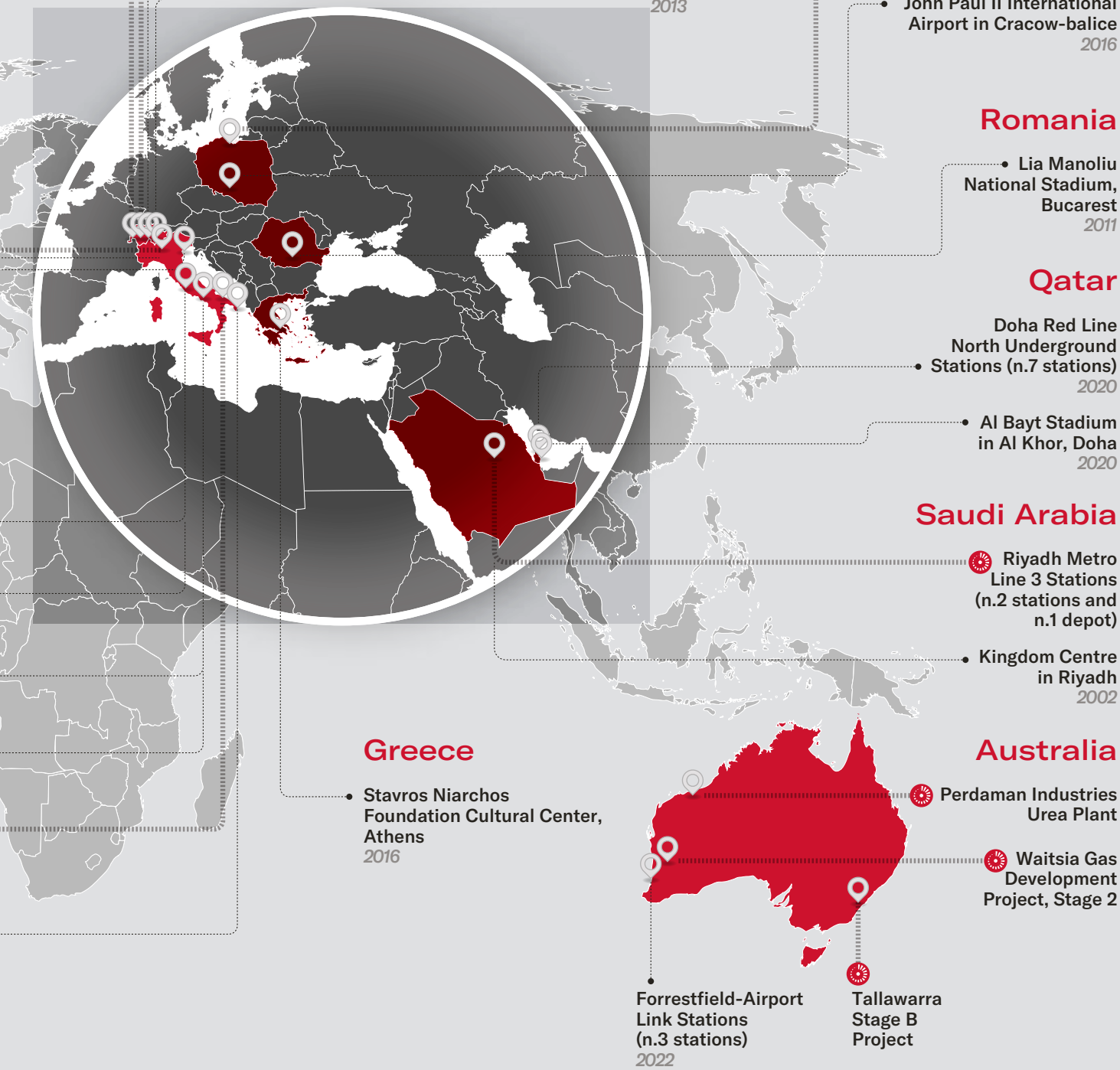
- Riyadh Metro Line 3 Stations (n.2 stations and n.1 depot)
- Kingdom Centre in Riyadh *2002*

Greece

- Stavros Niarchos Foundation Cultural Center, Athens *2016*

Australia

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



Al-Bayt Stadium in Al Khor, Doha

QATAR

A hyper-technological and sustainable ‘tent’ in the middle of the desert, as well as one of the largest and most innovative sports facilities in the world

A tent in the desert that can accommodate 60,000 spectators: this was the vision that inspired the construction of the Al-Bayt Stadium, a hyper-technological structure that played host to the 2022 FIFA World Cup. Built 40km north of Doha, it is one of the largest and most innovative sports facilities in the world, a point of reference for the industry in terms of the construction techniques used and its ability to reconcile the needs of sustainability, protecting the environment and preserving the local cultural heritage. Designed as a space for recreational and commercial activities, it resembles a Bedouin tent, a symbol of the country’s culture of warmth and hospitality. Its characteristic roof prevents sound from leaking out of the stadium and amplifies the experience. Many of the solutions adopted, such as the installation of water-saving components, make it a paragon of sustainability. In 2020, it was awarded 2 GSAS certifications, each with a 5-star rating.

TECHNICAL/PRODUCTION KPI

286,000 m³

total volume of concrete

52,000 tons

of concrete reinforcing steel

30,000 tons

total steel used for the roof

SUSTAINABILITY KPI

Use of low-impact building materials

Reduced energy consumption due to its tent-shaped design

Rated ‘Class A’ by GSAS (Global Sustainability Assessment System)

Stavros Niarchos Foundation Cultural Centre, Athens

GREECE

An ultra-modern and sustainable multifunctional centre, created thanks to a winning combination of engineering and technology

The Stavros Niarchos Foundation Cultural Centre, built based on a design by architect Renzo Piano and opened to the public in 2016, is an ultra-modern and sustainable multifunctional centre. The structure, which is home to both the Greek National Opera (33,000m^2) and the National Library (24,000m^2), has garnered numerous awards and was designed and built according to stringent sustainability principles to meet the requirements of the LEED Platinum certification.
Built on a manmade hill on the seafront, just a stone's throw from the heart of Athens, the centre covers a total area of 230,000m^2, much of which is used as a sprawling park. Its characteristic feature is the Canopy, a masterpiece of architecture and engineering consisting of a 10,000m^2 suspended shell that hangs majestically over the centre and, thanks to sophisticated technology, moves with the wind and temperature changes. The top surface of the Canopy is covered with photovoltaic panels, making the centre energy-independent.

TECHNICAL/PRODUCTION KPI

230,000 m²

total area

210,000 m²

area used as a public park

10,000 m²

surface area of the Canopy

SUSTAINABILITY KPI

5,560

photovoltaic panels

-40%

energy saved compared with similar structures

European Solar Prize 2017, for innovative solutions adopted to meet the building's energy needs

New ENI headquarters in San Donato Milanese, Milan

ITALY

An efficient, innovative and environmentally friendly project

Built based on a design by US firm Morphosis Architects, the complex spans a total area of 65,000m^2 and consists of three office buildings, organised around a central square and linked together by sky bridges. The buildings feature full-height windows which overlook the common areas. The square features a manmade lake. The design of the façade is inspired by the Earth, as visible in the optical effect of the micro-perforated metal sheeting used for the external cladding, as well as the layered shapes of the buildings that seem to emerge from the site. The top floors offer flexibility of use, capitalising on the influx of natural light and maximising resources for the building's heating and cooling systems.

The complex was designed and built to meet innovative sustainability criteria in line with LEED Gold requirements. The use of BIM technology allowed for an extremely detailed design at the architectural, structural and plant engineering levels.

TECHNICAL/PRODUCTION KPI

65,000 m²

total gross surface area

11,684 m2

green areas

650 tons

of structural steel used

SUSTAINABILITY KPI

3,000

people involved (direct employees and subcontractors) in all aspects of production

~400

companies involved

LEED Gold-certified

Palace of Nations, Geneva

SWITZERLAND

A complex renovation project geared towards making the historical United Nations offices in Geneva safer and more sustainable

The Palace of Nations (Palais des Nations) is the historical Geneva home of the United Nations, and the largest in Europe by surface area (100,000m^2). It is one of the most active diplomatic centres in the world, hosting around 12,000 meetings, 75,000 delegates and 100,000 visitors each year, and is located in Ariana Park, which is one of the largest parks in the city. CSC Costruzioni (Webuild Group) is carrying out part of the Strategic Heritage Plan, a renovation scheme approved by the United Nations General Assembly which aims to make historical buildings built before 1950 safer and more sustainable.
The project involves a full and extensive renovation, including adapting the site's safety, security and accessibility features, modernising its conference support systems, optimising the spaces and improving its energy efficiency. The work is being performed with no interruptions to the centre's day-to-day operations and with full respect for the historical heritage of the building.

KPI TECNICI / DI PRODUZIONE

100,000 m²
total surface area of the complex

1,000 km
length of cables laid

KPI DI SOSTENIBILITÀ

60%
local staff employed

40%
women employed in staff positions

100%
energy from renewable sources

SH2 Data Centre in Gland

SWITZERLAND

One of the largest and most advanced colocation facilities in Switzerland, powered by 100% renewable energy

SH2 is one of the largest and most advanced colocation facilities in Switzerland, currently under construction in Gland, Vaud. It will provide unparalleled reliability, energy efficiency and space, and will complete a network of data centres that also includes the SH1, SH3 and SH4 centres.
SH2 will have an IT capacity of 18MW, with high energy efficiency and a PUE (Power Usage Effectiveness) ratio of between 1.3 and 1.8. A dual power supply from the grid will provide greater reliability and redundancy. The data rooms will be cooled by CRAC (Computer Room Air Conditioning) units powered by chilled water. Thanks to its proximity to the Lausanne-Geneva railway line, it will also offer low latency in communications with Geneva and Zurich. Once the works are complete, it will have a total capacity of 40MW, with 14,000m^2 of technical space and 9,000m^2 of office space.
The contract is being executed by CSC Costruzioni (Webuild Group).

KPI TECNICI / DI PRODUZIONE

18 MW	**14,000 m²**	**9,000 m²**
IT capacity	surface area of technical space	surface area of office space

KPI DI SOSTENIBILITÀ

1.3-1.8
PUE (Power Usage Effectiveness) ratio

New Gucci Logistics centre in Sant'Antonino (Ticino)

SWITZERLAND

An eco-compatible building designed and built to meet the most advanced LEED certification standards

The New Gucci Logistics Centre in Sant'Antonino, built by CSC Costruzioni (Webuild Group), is a distribution and storage centre dedicated to the world of luxury goods, spread over an area of about 40,000m^2.
Completed in 2013, the centre was designed to meet the most advanced LEED criteria and is LEED Platinum-certified, thanks to the energy efficiency resulting from the systems and materials used in its construction, which are essentially low-emission and locally sourced, thus reducing its environmental footprint. The complex was designed to be well-integrated into its urban and natural surroundings. v

KPI TECNICI / DI PRODUZIONE

40,000 m²	**5**	**20**
total surface area	floors (including one basement level)	loading bays

KPI DI SOSTENIBILITÀ

LEED Platinum-certified	**30%**	**80%**
	proportion of green areas	proportion of local subcontractors

Riyadh Diriyah Square – Package 2 Super-Basement Works

SAUDI ARABIA

Fulcro del programma di sviluppo urbano che punta a creare la futura “Beverly Hills” di Riyadh

The project is part of the Diriyah Gate urban development programme to enhance Diriyah, a UNESCO site, as per the objectives of Saudi Vision 2030: diversifying the economy, creating jobs, and launching high-impact projects to improve the country’s visibility on the global stage.
Diriyah Gate project will lead to the establishment of a neighbourhood along the Western Ring Road, to the north-west of Riyadh, which will cover an area of 7km^2 with a Najdi architectural style, so as to strike a balance between the need for development and the desire to preserve the site’s historical identity. The whole area will be pedestrian-only, featuring squares, courtyards, souks and bazaars.
The Webuild contract is the beating heart of the entire Diriyah Gate development. It involves the construction of a state-of-the-art 10,500-space underground car park spread over three levels, including an intricate network of roads and over 2km of tunnels.

KPI TECNICI / DI PRODUZIONE

~1,000,000 m²
total built-up area

700,000 m²
of concrete used (overall estimate)

90,000 tons
of reinforced steel (overall estimate)

KPI DI SOSTENIBILITÀ

+9,000
estimated workers employed (direct employees and subcontractors) for construction

+13,650
potential users (estimate)

New Monopoli-Fasano Hospital ('South-East Bari Area Hospital')

ITALY

A new healthcare facility of excellence for Southern Italy, built according to eco-design principles

The New Monopoli-Fasano Hospital is an innovative, sustainable project that fully respects the local area's cultural heritage. Designed based on the concept of a 'hospital in a park', the building is set in an olive grove and includes 299 beds and nine operating theatres, offering all the main medical and surgical disciplines, all intensive care, outpatient and additional diagnostic services, an emergency department, and a car park with over 740 spaces. Sustainable technologies and innovative materials are predominant elements of the project. The structure fulfils a range of bioclimatic design criteria (ventilated walls, storage and conversion of solar energy and rainwater, and more). Eco-friendly and locally sourced materials were preferred. System design was inspired by proven energy-saving criteria and a high degree of reliability to ensure the continuity, flexibility and safety of the services.

KPI TECNICI / DI PRODUZIONE

178,000 m²	**55,000 m³**	**6,500 t**
total project area	of concrete used	of steel used

KPI DI SOSTENIBILITÀ

915 kWp	**260,000**	**~200**
capacity of the photovoltaic system	potential users	centuries-old trees replanted on-site

Palazzo Lombardia, Milan

ITALY

Awarded ‘Best Tall Building in Europe’ in 2012 thanks to its ability to combine design, innovation and sustainability

Palazzo Lombardia in Milan is the headquarters of the regional government. Designed to streamline the offices of the administrative system, it was built with a view to blending quality and aesthetic beauty with functionality and energy savings. It features curved 9-storey buildings and a 39-storey central tower reaching 161m high, with spaces open to the public for hosting cultural, representational and recreational activities, a conference centre, archives, libraries, assorted facilities, and thousands of square metres of green space, including rooftop gardens. The complex also includes a helipad for helicopters with a maximum load capacity of 6.4 tonnes. The building incorporates a whole host of innovative solutions for the operation of its various energy and heating systems. In 2012, its ability to combine design, innovation and environmental sustainability earned it the Best Tall Building in Europe award, presented by the Chicago-based Council on Tall Buildings and Urban Habitat.

KPI TECNICI / DI PRODUZIONE

94,000 m³
of concrete used

19,000 t
of steel used

272,000 m³
open-air excavations

KPI DI SOSTENIBILITÀ

6,000 m²
green areas

100%
groundwater-based heating

Emissions reduced by means of photovoltaic systems on façades and rooves

San Siro Stadium, Milano

ITALY

The 85,000-seater ‘Temple of Football’

San Siro Stadium in Milan, currently the largest stadium in Italy, is an architectural marvel, with characteristic red beams and a seemingly floating roof as the markers of its distinctive appearance. Officially named in memory of footballer Giuseppe Meazza in 1980, San Siro Stadium is often referred to by football fans as the ‘Temple of Football’.
Its construction dates back to 1925, when the first four straight stands were built. In 1935, initial expansion works boosted the capacity from 35,000 to 55,000 seats. In 1955, a second round of structural works increased the capacity to 100,000, though this was later reduced to 85,000 for safety reasons. Webuild carried out the last major renovation project: a radical transformation spread over two years in preparation for the 1990 World Cup. Today, the structure seats 85,000, with no terraces, and features a characteristic transparent roof that can be extended to cover the entire stadium (excluding the pitch itself).

KPI TECNICI / DI PRODUZIONE

13,400 t

metal carpentry

6,000 t

concrete reinforcing steel

KPI DI SOSTENIBILITÀ

85,000

seats (capacity)

Olympic Stadium, Rome

ITALY

A landmark sports facility on the European landscape

Completed in 1953, the Olympic Stadium is the iconic stadium of the Italian capital. Webuild carried out substantial renovation works on the structure, completing them in just under three years to prepare for the 1990 World Cup. The stadium was totally rebuilt out of reinforced concrete, with the curves brought closer to the pitch and the entire building covered with a white tensile structure.
Once the works were complete in 1990, the new Olympic Stadium became modern and functional, with a magnificently striking design and an increased capacity – boosted from 54,000 to over 82,000 spectators – making it one of the top 15 largest stadiums in the world by capacity at the time.
Today, the Olympic Stadium remains one of Europe's landmark sports facilities, not only for football, but also for athletics and rugby, which selected the stadium as the primary stage for the Six Nations, the most prestigious rugby tournament in this part of the world.

KPI TECNICI / DI PRODUZIONE

5,700 tons
of steel used

28,000 m³
of precast concrete used

42,000 m²
total surface area of the new roof

KPI DI SOSTENIBILITÀ

+82,000 seats
maximum capacity

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. In 2024, tunnelling began on the Naples-Bari HS line using hyperbaric excavation, considered a best practice at the European level. For the construction of part of the Casalnuovo tunnel on the Naples-Cancello stretch, excavations will be carried out by injecting compressed air to keep groundwater safely outside the work areas.
Another innovation comes in the form of the Force-Activated Coupling System (FACS), a pioneering segment assembly model capable of making the structure of hydraulic tunnels more secure. This innovation, designed and patented by Webuild, has been applied in the Snowy 2.0 project in Australia.

WEM (Webuild Equipment & Machinery)

In 2024, Webuild launched its WEM (Webuild Equipment & Machinery) project, rooted in the concepts of the circular economy and technological innovation in supply chains, launching its first TBM regeneration facility in Terni, Italy. In their ordinary life cycle, TBMs dig and build tunnels, only to be dismantled

and returned to the supplier. Webuild has now started a process at the Terni factory to regenerate used TBMs, becoming the first general contractor to invest in the idea of giving new life to these machines in a circular economy that guarantees project efficiency.

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

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

≈480

engineers worldwide committed to ideating, designing and implementing innovative solutions

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

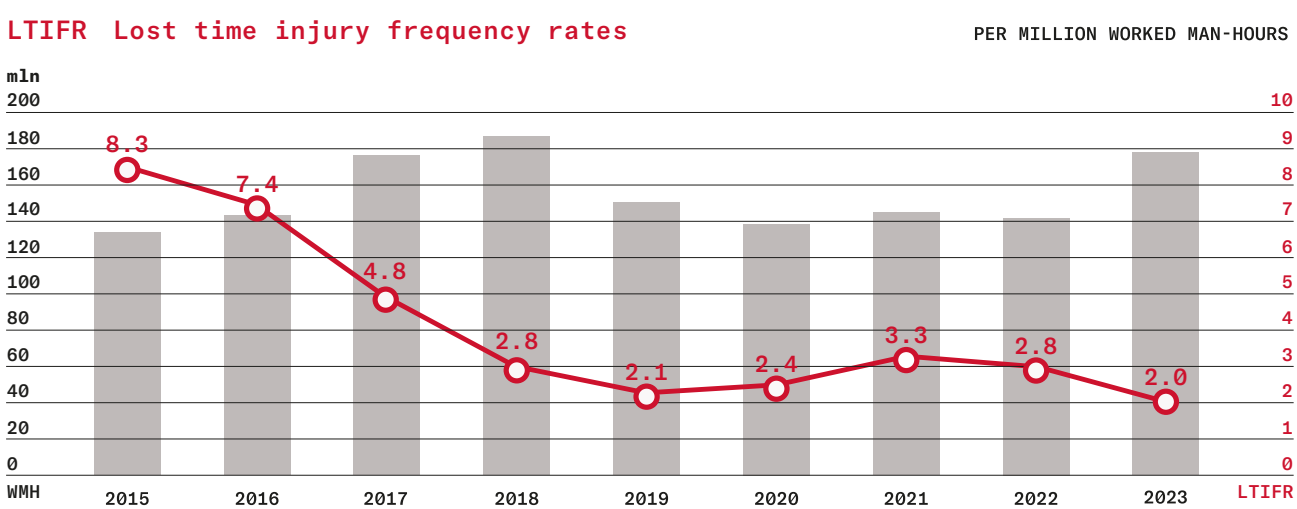
strengthening leadership abilities at all management levels. A Safety Culture where everyone has the right and the responsibility to intervene, where there is no fear in speaking up. Speaking up is expected, both to correct unsafe behavior and to provide positive feedback on safe behaviour.
It is part 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

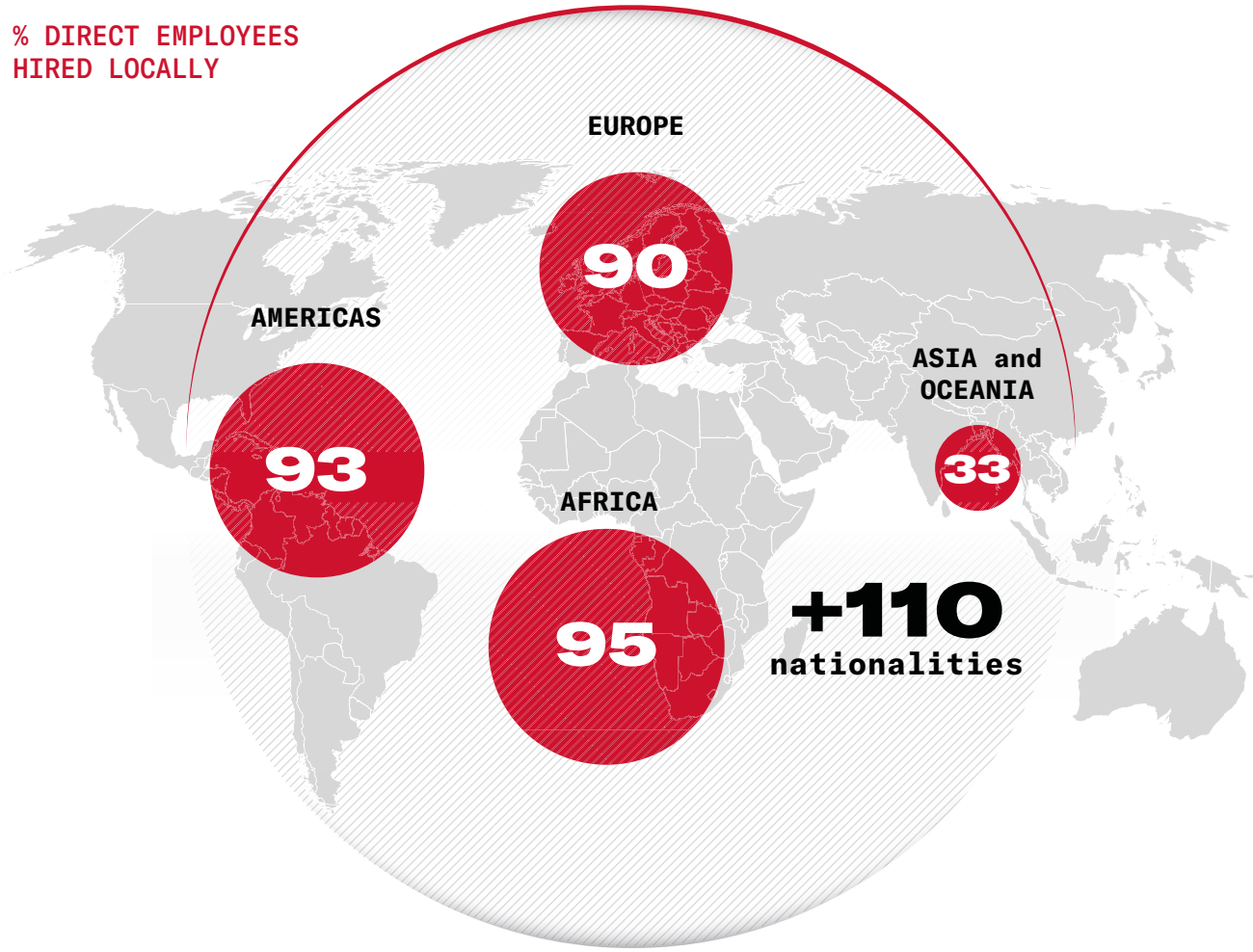
employees involved in our Safety Builders programme

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.

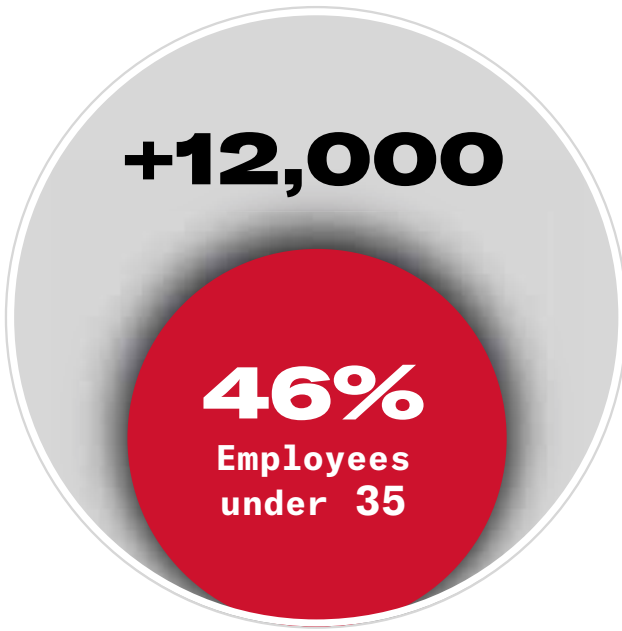
Early career initiatives are a strategic tool for attracting new talents, but also a very to convey our values and the principles in which we believe.
Webuild programmes offer an opportunity to young people for training and guidance. We collaborate with 18 of the best universities in Italy and around 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 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.

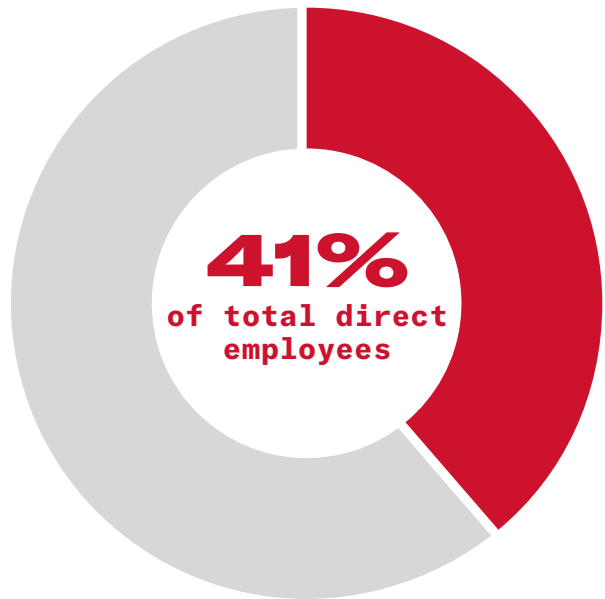
Both programmes are striactly related to the research.

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.

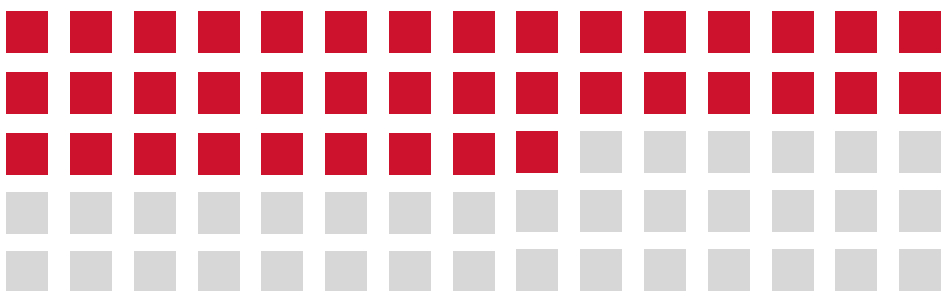
New hirings 2023



Employees under 35

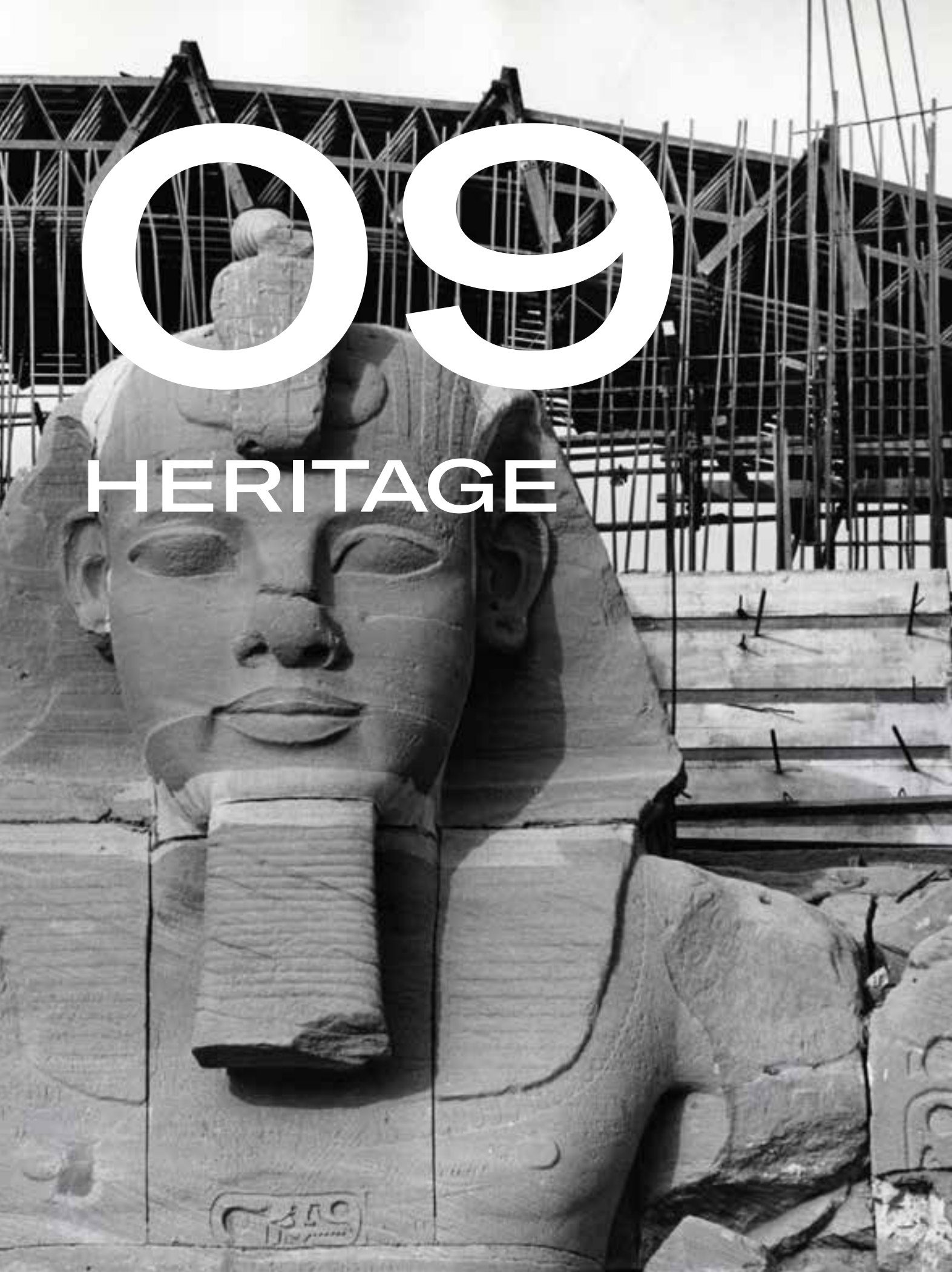


AVERAGE AGE



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.

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

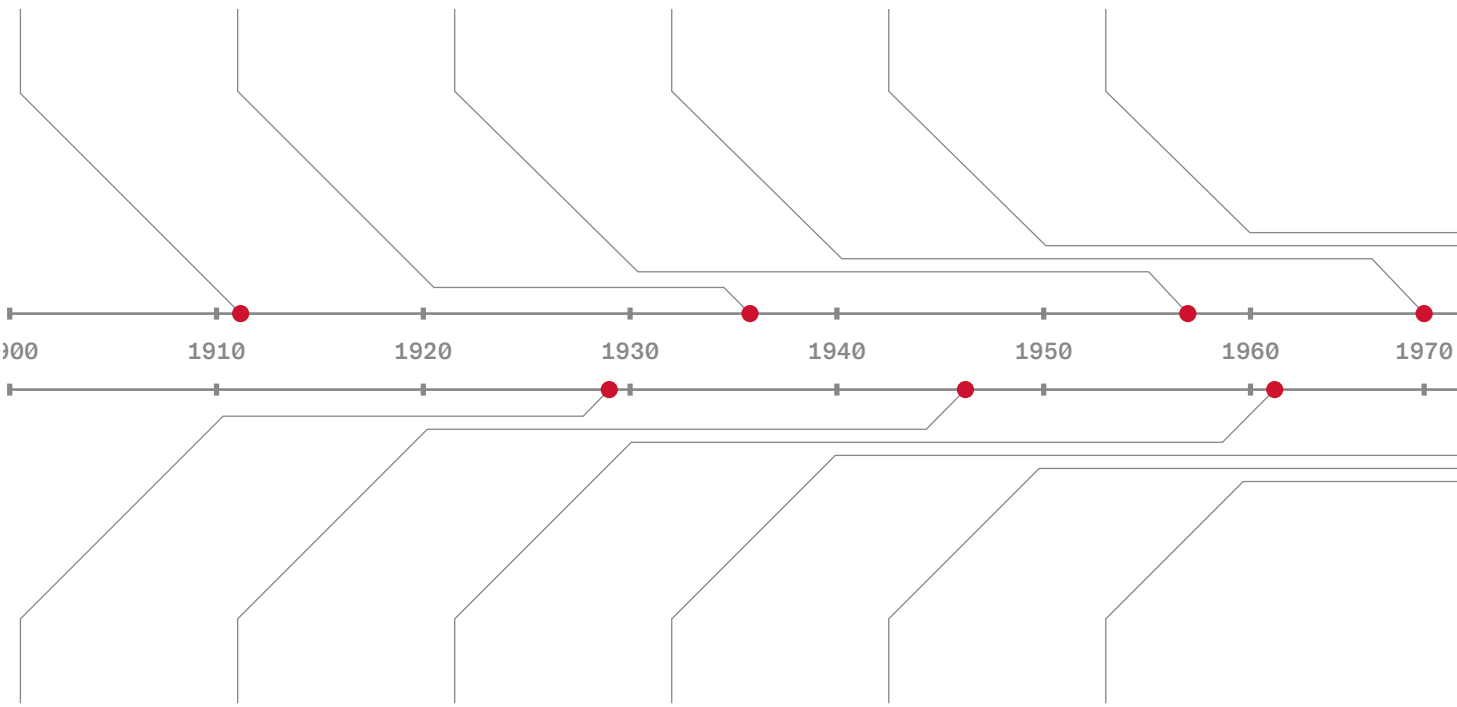
1970

LESOTHO
Katse
Dam

1991

ITALY
Turin-Milan
High Speed
Railway

2009



1926

ITALY
Mignano
Dam

1946

ITALY
Viaduct
of Recco

1961

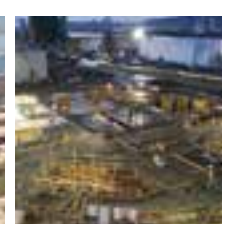
GHANA
Akosombo
Hydroelectric
Plant

1982

CANADA
James Bay Project
La Grande River
Dam and Plant

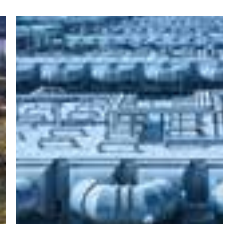
2006

U.S.
Portland West Side
CSO Tunnel
Project



2012

UAE
Jebel Ali M
Desalination Plant



ITALY
Naples Underground Line 1

2013

POLAND
Warsaw Underground Line 2

2015

U.S.
Lake Mead Intake 3 Hydraulic Tunnel

2016

AUSTRALIA
Sydney Metro Northwest

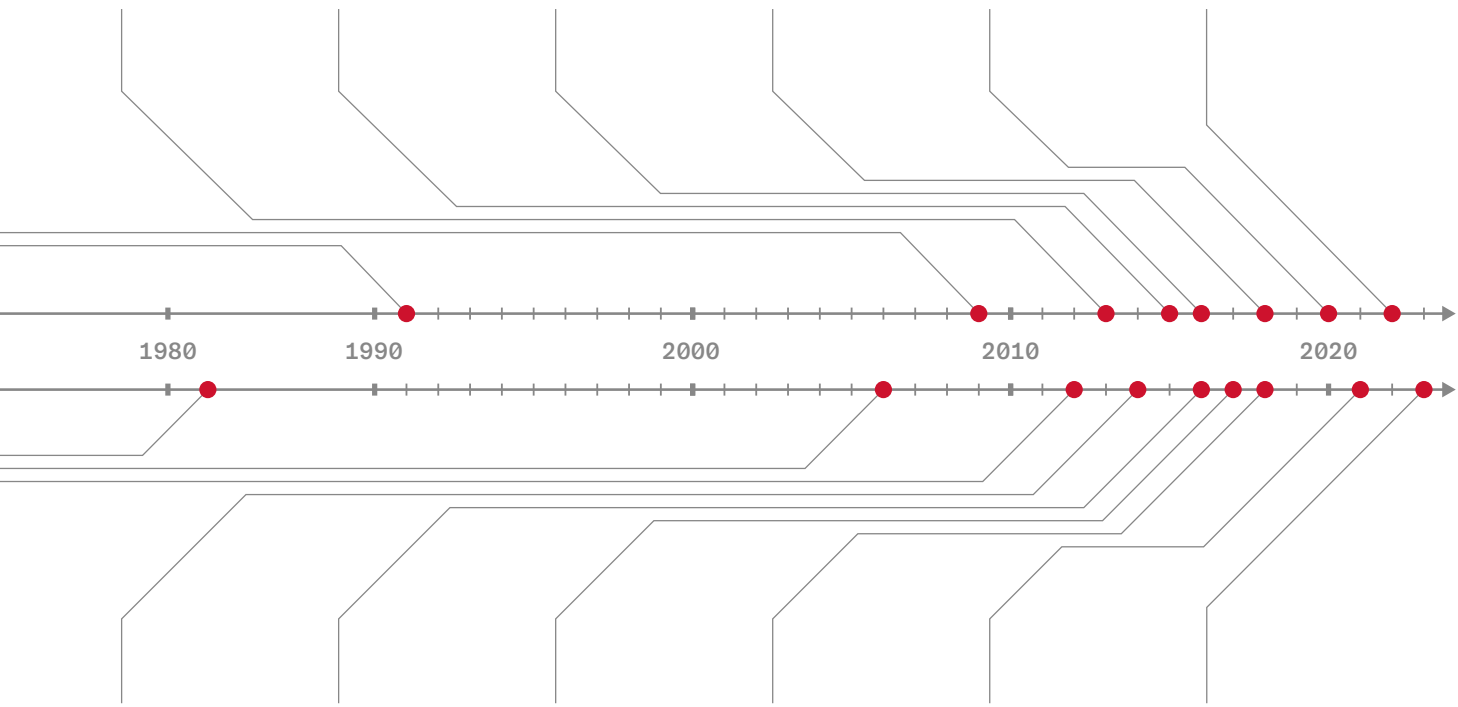
2018

ITALY
New Genoa Bridge

2020

AUSTRALIA
Forrestfield Airport Link Perth

2022



2014

UAE
Abu Dhabi Deep Sewer Tunnel

2016

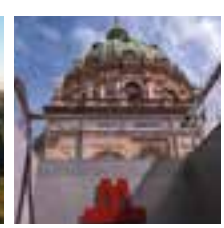
PANAMA
New Panama Canal Expansion

2017

ZIMBABWE
Tokwe Mukosi Dam

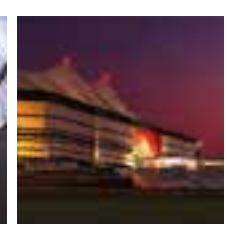
2019

DENMARK
Cityringen Metro Line



2021

QATAR
Al Bayt Stadium

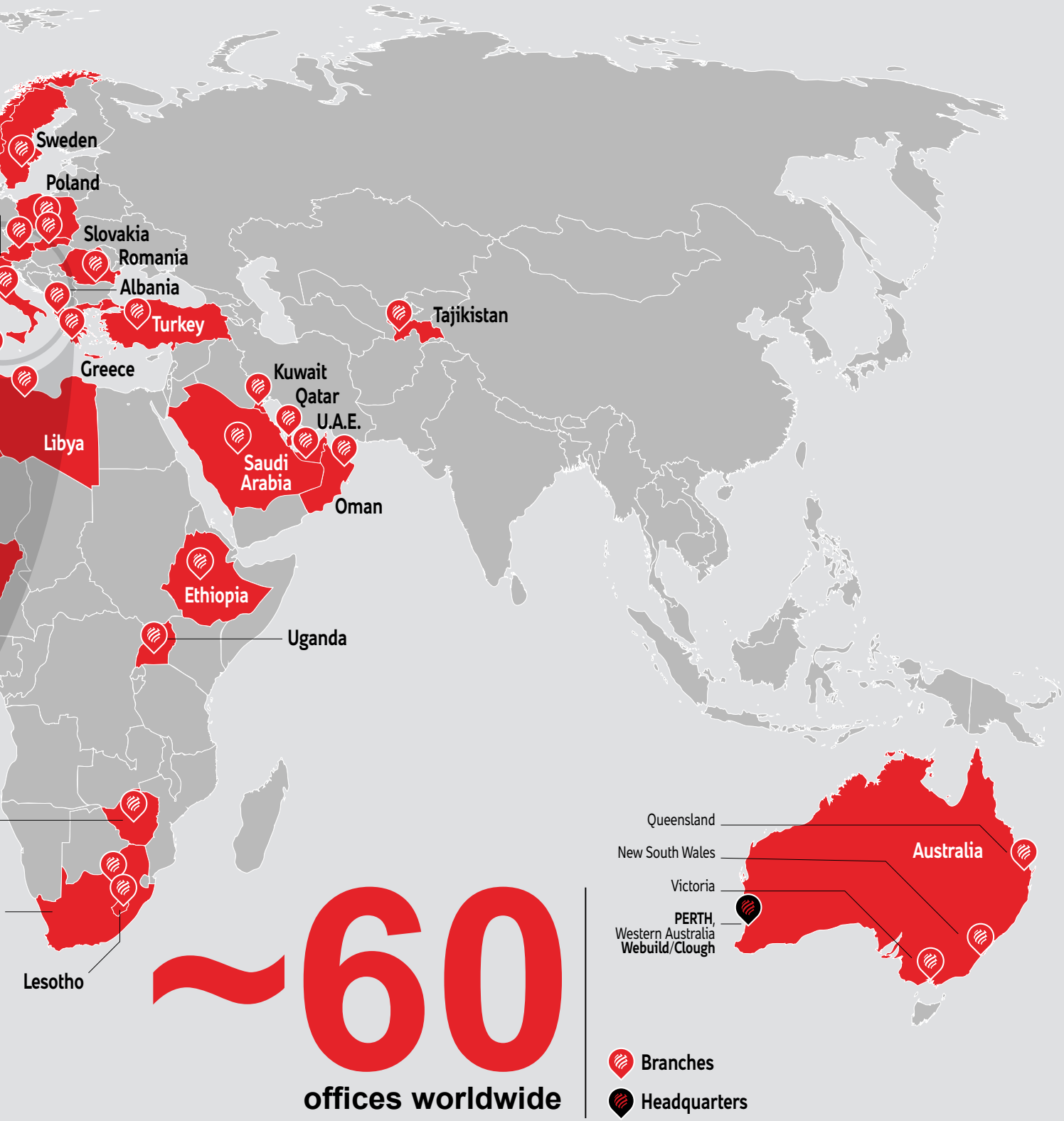


2023

ROMANIA
Braila Bridge

10 LANDSCAPE

Global footprint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