

PRESS NOTE

WEBUILD: WORKS ON JONICA NATIONAL ROAD (S.S. 106) NOW AT ALMOST 70% OF TOTAL WORK ADVANCEMENT

IN CALABRIA, WORKS TO BUILD AVENA VIADUCT CONTINUE

- *The Avena Viaduct reaches 72 metres in height. It is entirely built in steel and represents the most important "overpass" engineering and architectural work of the entire project*
- *To build the Third Megalot, 1,200 people and over 800 supply chain companies engaged as of today since works started*
- *Works will contribute to transforming the Ionian Corridor into a strategic infrastructure that will connect the Ionian coasts of Calabria, Basilicata and Puglia*

Milan, January 28, 2025 - Works of the Third Megalot construction site of the Ionian National Road (SS 106) in Calabria that Webuild is building on behalf of ANAS (FS Italiane Group), and that as of today have reached 67% of the total work advancement, continue rapidly. Currently, the Avena Viaduct is being built, which is the most significant engineering and architectural "overpass" work of the entire project.

After the first of the two "V-shaped" piers, part of the Avena Viaduct, were raised at height last December, the deck is now being pushed, a technique used when the piers reach important heights. It allows the work to be built by progressively pushing the deck forward, section after section, using specific "pushing" instruments. The totally-steel-made Avena Viaduct (72 metres high and approx. 660 metres long) is being raised between the two municipalities of Albidona and Amendolara. Its deck is made with 4.7-metre-high beams, placed in a continuous manner along the entire structure. They rest on the two abutments of the viaduct and on the four piers.

The Avena Viaduct is expected to be completed by 2025. While, by the end of this summer, the excavation of the Trebisacce natural tunnel (approx. 3.3 km long, double barrel, per direction) will also be completed. Excavation and lining works for the other 10 artificial tunnels to build along the route where the excavation of the Roseto 1 natural tunnel (last May) and of the Roseto 2 natural tunnel section has already been completed, are currently ongoing.

The Third Megalot is the main work to be built along the section in Calabria of the Ionica National Road. The project foresees a section measuring 38 km in length, on two different lanes, including 14 natural and artificial tunnels, measuring 10 km in total, and 7 km of viaducts. The section develops in the province of Cosenza, between Sibari and Roseto Capo Spulico, passing through towns of the "Alto Jonio Cosentino" like Cassano All'Ionio, Francavilla Marittima, Cerchiara di Calabria, Villapiana, Trebisacce, Albidona, Amendolara and Roseto Capo Spulico. The section foresees 4 road intersections (Sibari, Cerchiara-Francavilla, Trebisacce and Roseto) that will ensure a connection with the existing road network, and between the coast and the inland territory.

The work will contribute to connecting the Ionian coasts of Calabria, Basilicata and Puglia, improving the access of many coastal towns and connecting the A14 and A2 motorways, benefiting in terms of reduced travel times. Some 1,200 people are currently involved in the project (directly and indirectly hired), with a supply chain that since works began has reached over 880 companies (of which 45% from Calabria), which include direct suppliers and sub-suppliers.



The Third Megalot project is one of the 19 construction sites that Webuild is managing in the South of Italy and that will contribute to providing the South of the nation with modern and sustainable works. Like the high-speed railway line that, after the Naples-Bari section, is destined to reaching Calabria; or the Palermo-Catania-Messina high-capacity railway route: Webuild projects in the South of Italy, as of today, include over 8,000 people (direct and third-party personnel). Since works began, 4,300 companies have been engaged in these projects.

Webuild is a global leader in the design and construction of large, complex infrastructure projects in sustainable mobility, hydropower, water treatment, and green buildings. A recognized leader in the water sector, it is present in 50 countries with approximately 92,500 people, ranking among the leading international players in Australia, Europe and the United States. In nearly 120 years of applied engineering on more than 3,200 projects, the Group has built 14,140 kilometres of rail and metro lines, 82,533 kilometres of roads and highways, 1,020 kilometres of bridges and viaducts, 3,408 kilometres of tunnels, and 313 dams and hydropower plants. Projects include the expansion of the Panama Canal, the Long Beach International Gateway bridge in California, the Third Bosphorus Bridge in Turkey, the Sydney Metro Northwest skytrain viaduct and bridge, the Kingdom Centre skyscraper in Riyadh, Saudi Arabia, and metro lines in Copenhagen, Paris, Rome, Milan, Doha and Riyadh. Others under construction include the new Genoa Breakwater, the Brenner Base Tunnel, Line C of Rome's metro network, the high-capacity railways between Genoa and Milan, and Naples and Bari, the PalermoCatania-Messina high-capacity railway, the Snowy 2.0 hydropower scheme in Australia, and the Trojena dam network for NEOM in Saudi Arabia. As of June 30, 2024, Webuild Group achieved a total backlog of €65 billion, with more than 90% of its construction backlog related to projects linked to the advancement of the United Nations Sustainable Development Goals (SDGs). As of December 31, 2023, revenues totalled €10 billion. Webuild, subject to the direction and coordination of Salini Costruttori S.p.A., is headquartered in Italy and listed on the Milan stock exchange, Borsa Italiana (WBD; WBD.MI; WBD:IM). Since 2021, it is member of the MIB ESG, the index of publicly listed Italian companies with the best ESG practices.

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