

PRESS NOTE

WEBUILD–RFI: MECHANIZED EXCAVATION COMPLETED ON THE ITALIAN SIDE OF THE BRENNER BASE TUNNEL, THE WORLD’S LONGEST RAILWAY TUNNEL

ON BEHALF OF BBT SE, CONTROLLED ON THE ITALIAN SIDE BY RFI (FS ITALIANE GROUP)

TBM “FLAVIA” COMPLETES ITS JOURNEY THROUGH THE WEST MAIN TUNNEL, REACHING THE AUSTRIAN BORDER

SIX PROJECTS UNDERWAY OR COMPLETED BY WEBUILD TO SUPPORT THE DEVELOPMENT OF THE BRENNER TUNNEL

Milan, 3 May 2025 – Excavation work on the Italian side of the Brenner Base Tunnel, the world’s longest railway tunnel, has been completed. The consortium led by Webuild, on behalf of BBT SE – the client company controlled on the Italian side by RFI (FS Italiane Group) through TFB (Tunnel Ferroviario del Brennero) – has finished the excavation of the west main tunnel using the Tunnel Boring Machine (TBM) “Flavia”. The TBM has bored beneath the Alps for the Mules 2–3 lot, reaching the border with Austria. The east main tunnel was already completed in 2023, and overall progress on Lot Mules 2–3 now stands at over 95%.

Once the Brenner Base Tunnel, the world's longest railway tunnel, is completed, with its 64 km in total, will redesign transport between Italy and Austria, strengthening Europe's sustainable mobility and reducing the environmental impact of transport in the Alpine area. The project work is part of the Munich-Verona railway axis. It also represents a central element of the Scandinavian-Mediterranean Corridor of the TEN-T network, of which it is also the most important section because it allows to go beyond the natural barrier formed by the Alps.

The Tunnel will connect the cities of Fortezza, approximately 50 km north of Bolzano, and Innsbruck in Austria. It is called a “Base” tunnel because it runs beneath the Brenner Pass at its base, at an altitude of approximately 800 meters above sea level. Along its route, passenger trains will be able to travel at speeds of up to 250 km/h, cutting travel time from the current 80 minutes to just 25. The Mules 2-3 Lot, which represents the main section of the Italian side of the Tunnel, is a key component of the project. It involves the excavation of a complex system of 65 km of tunnels, over 40 km of which were bored using TBMs. This section has also seen work by TBM “Virginia”, which completed its journey in March 2023 after finishing the excavation of the eastern main tunnel.

Webuild, a global leader in the construction of sustainable mobility infrastructure, which boasts a track record of almost 3,500 km of tunnels built globally, is also engaged in other lots of the Brenner Base Tunnel. Besides Mules 2-3 Lot, Webuild is also working on the Austrian side of the tunnel, with the Gola del Sill-Pfons Lot, having already completed the Tulfes-Pfons Lot, also located on the Austrian side of the border. The Group has also built the Isarco Underpass, which marks the southernmost point of the Tunnel before reaching the Fortezza station. Moreover, along the Munich-Verona railway axis, Webuild is also working on the project to strengthen the Fortezza-Ponte Gardena section and the Trento Rail bypass. These two initiatives are designed to enhance the infrastructure connecting to the Brenner Base Tunnel, further improving the efficiency and capacity of the overall system.

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 works in approximately 50 countries with over 92,000 people of 125 different nationalities. The Group boasts nearly 120 years of applied engineering on more than 3,700 completed projects, with a track record of 13,648 kilometres of railways, 891 kilometres of metro lines, 82,577 kilometres of roads and highways, 1,022 kilometres of bridges and viaducts, 3,462 kilometres of tunnels, and 318 dams and hydropower plants. Among its most famous projects: 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 numerous metro lines in Copenhagen, Paris, Rome, Milan, Naples, Doha, Thessaloniki, and Riyadh. Among the main ongoing projects, the following stand out: the New Genoa Breakwater, the Brenner Base Tunnel, the Pedemontana Lombarda Highway, Line C of Rome's metro network, the high-capacity railways between Genoa and Milan, the high-speed railway between Naples and Bari, the Palermo-Catania-Messina high-capacity railway, the Snowy 2.0 hydropower scheme in Australia, and the Trojena dam network in Saudi Arabia. As of December 31, 2024, the Webuild Group registered total revenues for €12 billion and a total backlog of €63 billion, with more than 90% of its construction backlog related to projects linked to the United Nations Sustainable Development Goals (SDGs). Webuild, subject to the direction and coordination of Salini Costruttori S.p.A., is headquartered in Italy, is listed on the Milan Stock Exchange, Borsa Italiana (WBD; WBD.MI; WBD:IM), and since 2021, it is included in the MIB ESG index of the Italian blue-chip companies with the best ESG practices.

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