

PRESS NOTE

WEBUILD: FIRST PHASE OF VENEZIA STATION WALLS OF ROME'S METRO C LINE COMPLETED WITH HYDRO-MILLING MACHINE EXCAVATIONS REACHING 85 METRES UNDERGROUND

Rome, May 20, 2025 – One of the most complex and strategic construction sites of Rome's line C proceeds according to programme. The large hydro-milling machine of the to-be Venezia Station, in the heart of Rome, completed the construction of the panels foreseen by the first phase, which will make up the perimeter walls of the underground box structure inside which the station will be built. The work, built by the consortium led by Webuild and Vianini Lavori, is commissioned by Roma Metropolitana on behalf of Roma Capitale. At a small distance from the construction site of Piazza Venezia, the last activities of the archaeological stations Porta Metronia and Colosseo/Fori Imperiali also continue, which will be delivered in the forthcoming months.

Venezia Station, one of Europe's most deep and articulated, will develop on six underground levels, ensuring direct access to some of the major cultural nodes of the city, Palazzo Venezia, the Vittoriano and Fori Imperiali. Venezia Station will be an archaeological station: all the first level will be dedicated to a museum area and will host archaeological findings that emerged during the excavations.

The hydro-milling machine is 24.5 metres high and weighs 185 tons and has the ambitious task of excavating the perimeter of the box structure where the station will be built, reaching a record depth of 85 metres. Once the box structure has been created in its perimeter, the area in which the station will be built will be excavated. This will allow reducing impacting the areas on the surface, preserving the archaeological findings. A little more than a year since it was put into operation, the hydro-milling machine completed its first 124 diaphragms, the perimeter walls of the future station. 352 underground panels are foreseen for all of the three excavation phases foreseen by the project, including 170 diaphragms.

The hydro-milling machine's work will continue now on another side of the square: the machine has in fact now been moved to Via dei Fori Imperiali, right under the Vittoriano, where the construction site will be set-up, as in the forthcoming Fall season the archaeological excavation will take place, together with the first portion of the roofing floor. This will allow road mobility and traffic to go back to normal in the square on the Palazzo Venezia side, and to build the remaining diaphragms of the station's box structure.

The square is also at the very centre of the "Murales" urban regeneration project, which every 4 months transforms the construction site into an open-air contemporary art expo. The project was born with the collaboration between Webuild and internationally renowned artists and is promoted by the consortium led by Webuild and Vianini Lavori, with the patronage of Roma Capitale, and in agreement with the competent Supervisory bodies. The work named "*Ci eleviamo sollevando gli altri*" by artist Marinella Senatore is the protagonist piece of art of these months.

The entire Line C of Rome's Metro crosses the city from south-east to the south-west, connecting the suburbs to the city center, from the Monte Compatri/Pantano station, the last stop on the south-eastern side, to Clodio/Mazzini. In its totality, it is 26 km in length – 17 km underground and 9 km above ground, with a total of 29 stations.

Alongside the works of Venezia Station, there are tests currently being carried out along the approximately 3 km of the line from the San Giovanni station (which is already operating) to the future Colosseo/Fori

Imperiali station, with operating and safety tests started last February. On this section, the two new archeo-stations, Porta Metronia and Colosseo/Fori Imperiali have been built, which are foreseen to be delivered to the Client for all of the necessary operating tests in the forthcoming months. While the remaining stops of Chiesa Nuova, San Pietro, Ottaviano and Clodio/Mazzini are being designed.

Webuild boasts a solid experience in the metro sector, with 891 km of new metro lines built globally. During the past months, the last section of Milan's M4 metro, the Thessaloniki metro (the first Greek driverless metro) and the Orange Line (Line 3) in Riyadh (the longest line of the Saudi metro) were all inaugurated. Among the ongoing works: Line 15 West and Line 16 of the Grand Paris Express in France, Line 2 and Line 4 of the Lima Metro in Peru, the Sydney Metro–Western Sydney International Airport and the Suburban Rail Loop East in Melbourne, Australia, while in Italy there's the finalizing of the Capodichino station of Line 1 of Naples' metro.

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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