

PRESS NOTE

WEBUILD: COMPLETED CASALNUOVO TUNNEL ON HS/HC NAPLES-BARI RAILWAY LINE, THE FIRST IN ITALY WITH HYPERBARIC EXCAVATION

WITH THE ACTIVATION OF THE FIRST TWO SECTIONS OF THE LINE, FROM 2025, FOR THE FIRST TIME, IT WILL BE POSSIBLE TO TRAVEL FROM NAPLES TO BARI IN 2 HOURS AND 40 MINUTES

- *The functioning of the Naples-Cancello lot, foreseen by the first months of 2026, will allow trains on the Naples-Bari line to reach Afragola Station*
- *A best practice also at a European level, the Casalnuovo tunnel excavations were carried out by inserting pressurized air to keep the groundwater away from work areas*
- *Over 10 km of tracks on Naples-Cancello lot now laid*

Naples, July 21, 2025 – The high speed/high-capacity Naples-Bari railway line has reached today an important threshold, as the Casalnuovo Tunnel on the Naples-Cancello route has now been completed, built by Webuild on behalf of RFI (FS Italiane Group). The Tunnel is one of the most complex and innovative engineering works of the entire line. Built for the very first time in Italy using the hyperbaric method, it opens a path towards a new threshold: from the end of 2025, it will reduce the time it takes to move between the two cities to just 2 hours and 40 minutes; while from the first months of 2026, the trains of the new railway line being built will reach the HS Afragola Station.

Approximately 650 metres of the new tunnel have been excavated without interruption, day and night, seven days a week, crossing a hugely dense demographic area. This was possible thanks to this innovative technique that has been used a few times, even at a European level. The method uses pressurized air to keep the groundwater away from the work areas and carry out excavations in a dry environment, therefore also ensuring benefits from an environmental perspective, as it allows the stratum not to enter into contact with cement mixes and chemical additives. All the means used to excavate were electric, with zero emissions.

The tunnel was hermetically isolated to allow works to be carried out. It was also divided into watertight compartments, and workers were allowed to enter by passing through a compensation chamber, where pressure was gradually raised to allow them to get used to the hyperbaric environment. The complexity of the excavation required an efficient logistic organization and an innovative and sustainable system. Specific health protocols, procedures and monitoring systems were also used to ensure workers' safety and health during excavations.

Also, on the Naples-Cancello route, which represents the first section of the to-be HS/HC Naples-Bari line, the track installation that began in February continues heading towards Naples. Over 10 km of tracks have been laid as of today, and the activity will be completed by the end of summer.

When the Naples-Cancello and Cancello-Frasso sections will start to be used, from the end of 2025, travel times between Naples and Bari will be, for the very first time, reduced to 2 hours and 40 minutes against the current 4 hours, and without changing trains. The activation of the Naples-Cancello section during the first months of 2026, will also allow the HS/HC Naples-Bari trains to reach the Napoli Afragola station, which will become, when fully operational, a strategic hub to connect the North and South of Italy and regional and national transport systems. The new Acerra and Casalnuovo stations will also begin to be used, which will



allow greater access to the high-speed railway system for a large territory of the Naples metropolitan area, comprised between Casoria, Casalnuovo, Afragola, Caivano and Acerra.

In total, the to-be high-speed line between Naples and Bari will be 145 km long (new railway), with 15 new tunnels and 25 viaducts, serving an overall of 20 stations and stops along the route. When works are finished on the entire route, it will be possible to connect Naples to Bari in just 2 hours against the current 4; Rome and Bari in 3 hours; and Lecce and Taranto towards Rome in 4 hours. The line is a fundamental piece for future sustainable mobility in the South of Italy. It is an integral part of the Scandinavian-Mediterranean Corridor of the TEN-T network, a strategic axis to connect the South of Italy to the North of Italy, and then to Europe.

The HS/HC Naples-Bari railway line is one of the 19 projects that Webuild is building in the South of Italy, islands included, among which also the large works commissioned by RFI (FS Italiane Group) that foresee building over 300 kilometres of new high-speed/high-capacity railway line, employing, as of today, over 8,100 people (direct and third party), engaging a supply chain of 5,400 companies since works began.

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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