

## PRESS NOTE

**WEBUILD: COMPLETED FIRST TUNNEL BETWEEN ITALY AND AUSTRIA IN BRENNER BASE TUNNEL  
AT THE HEART OF SCANDINAVIAN-MEDITERRANEAN CORRIDOR OF TEN-T NETWORK**

**WEBUILD CEO SALINI: PROUD TO CONTRIBUTE TO DEVELOPMENT OF SUSTAINABLE MOBILITY IN  
EUROPE ON ONE OF WORLD'S MOST DIFFICULT ENGINEERING PROJECTS**



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- *Breakthrough of diaphragm in exploratory tunnel between Italy and Austria, following completion of tunnelling works by TBM Flavia in May*
- *At 64 km, Brenner Base Tunnel will be world's longest railway tunnel*
- *Webuild involved in a total of 50 km of the project, divided in four lots, two of which already completed*

*MILAN, September 18, 2025* – For the first time, a tunnel connects Italy and Austria under the Alps: the last diaphragm of the exploratory tunnel of the Brenner Base Tunnel between these two countries was broken through today, a decisive milestone in the construction of the world's longest railway connection. The tunnel work on the Italian side was done by a consortium led by Webuild on behalf of BBT SE. It is where the Flavia tunnel-boring machine (TBM) completed excavation of the tunnel up to the border with Austria under the Alps, ending a more than 14-kilometre journey.

At approximately 1,400 metres under the Brennero, a delegation symbolically crossed the international border inside the tunnel, passing through the new European axis that, as of today, connects the two nations.

With this latest achievement, one of Europe's key infrastructures for sustainable mobility is taking shape, destined to revolutionise freight and passenger transport along the Brenner axis. "We are proud to be able to contribute to the development of sustainable mobility in Europe with strategic projects like the Brenner Base Tunnel," said Webuild Chief Executive Pietro Salini. "Today's outcome is the fruit of the extraordinary work made possible by the commitment and expertise of Webuild Group's people and the companies along the supply chain in facing one of world's most complex engineering feats. We have excavated under the Alps, overcoming extreme geotechnical conditions thanks to the adoption of advanced technological solutions, all the while ensuring safety and sustainability at every stage. The tunnel that today joins Italy and Austria represents the skill of Italy's infrastructure industry in building strategic projects for a greener future in mobility in Europe."

The Brenner Base Tunnel lies at the heart of the Scandinavian-Mediterranean Corridor of the Trans-European Transport Network (TEN-T), which will connect Helsinki, Finland to La Valletta, Malta. The Munich-Verona axis is part of this corridor. With its 64 kilometres – including the Innsbruck railway bypass – the Brenner Base Tunnel will be the world's longest underground railway connection. Once completed, it will allow passenger trains to travel up to 250 kilometres per hour, reducing travel times between Fortezza and Innsbruck from 80 minutes to just 25 minutes. The infrastructure was conceived to shift freight and passenger transport from road to rail, contributing to the decarbonisation of transport in the Alpine area, thereby reducing atmospheric and acoustic pollution.

Webuild has played a leading role in building the Brenner Base Tunnel. It has overseen the construction of a section of more than 50 kilometres, subdivided into four lots. Two of these lots are completed: the Isarco Underpass at the southern end of the Tunnel before access to the Fortezza station in Italy, and Lot H33 Tulfes-Pfons in Austria. The Group's work on the project also extends to two other strategic projects for Rete Ferroviaria Italiana (RFI) of the FS Italiane Group: the upgrade of the Fortezza-Ponte Gardena section and the Trento railway bypass. These two projects will strengthen the efficiency and capacity of the railway system connected to the Brenner Base Tunnel, making it a key infrastructure for Italian and European logistical competitiveness.

In order to face the project's complex geotechnical challenges, Webuild made use of advanced engineering solutions like the freezing of soil with nitrogen to consolidate the ground, ensuring safety and sustainability at each stage of the project.

In addition to the Brenner Base Tunnel, Webuild is engaged in the construction of the Turin-Lyon railway, another strategic project to strengthen trans-Alpine connections between countries and promote greater sustainable mobility in Europe. With a track record of about 3,500 kilometres of tunnels completed globally, Webuild confirms itself as a global leader in the construction of complex infrastructure, contributing to the creation of a more connected, resilient and low-emissions Europe.

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*Webuild is a global leader in the construction of large, complex infrastructure projects, with a focus on sustainable mobility, hydropower, water treatment, and green buildings. A recognized leader in the water sector and active in about 50 countries, the Group employs approximately 95,000 people of over 125 nationalities. It boasts nearly 120 years of experience with over 3,700 completed projects. Its track record includes 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 iconic projects are the expansion of the Panama Canal, the Long Beach International Gateway bridge in California (USA), the*



*Second Bosphorus Bridge (Turkey), the Sydney Metro Northwest skytrain viaduct and bridge (Australia), the Kingdom Centre skyscraper in Riyadh (Saudi Arabia), and metro lines in cities such as Copenhagen, Paris, Rome, Milan, Naples, Doha, Thessaloniki, and Riyadh. Ongoing projects include the New Genoa Breakwater, the Brenner Base Tunnel, the Pedemontana Lombarda Highway, Metro di Roma's Line C, the Genoa-Milan and Naples-Bari high-speed/high-capacity railways, the Palermo-Catania-Messina high-capacity railway, the Snowy 2.0 hydropower scheme in Australia and the Trojena dams in Saudi Arabia. As of December 31, 2024, revenues totalled €12 billion. As of June 30, 2025, its total order backlog stands at approximately €59 billion, with over 90% of its construction backlog related to projects linked to the United Nations Sustainable Development Goals (SDGs). Listed on the Borsa Italiana stock exchange in Milan (WBD; WBD.MI; WBD:IM), it is member of the MIB ESG index of Italian companies with best ESG practices. Headquartered in Italy, it is subject to the management and coordination of Salini Costruttori S.p.A.*

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