

**PRESS NOTE**

**WEBUILD: 15<sup>th</sup> CAISSON INSTALLED AND  
MORE THAN 50,000 GRAVEL COLUMNS COMPLETED**

**SUPERVISING THE DEPTHS: HIGH-TECH MONITORING CONVERTS SEABED INTO DATA**



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- *The 15<sup>th</sup> caisson has been positioned and the milestone of 50,000 installed gravel columns surpassed, with 79% of the seabed foundation completed*
- *A dense network of sensors, including piezometres and inclinometres, monitors the ground under the breakwater at depths of up to 50 metres, transforming the invisible marine construction site into precise engineering data*
- *"The Breakwater's Eyes": second episode of "Number Ten" web series goes online, exploring 10 points of excellence of New Genoa Breakwater built by PerGenova Breakwater consortium led by Webuild, the latest dedicated to sophisticated underwater geotechnical monitoring systems*

GENOA, December 12, 2025 – The construction site of the New Genoa Breakwater, one of the most complex maritime works in Europe, is progressing both above and below the water's surface. The PerGenova Breakwater Consortium, led by Webuild, has completed the installation of the 15<sup>th</sup> caisson, while more than 50,000 gravel columns having been set, equal to 79 percent of the total planned. Meantime, overall progress on the pouring of gravel on the seabed as part of the consolidation of the foundation has reached 87 percent. The project is being done on behalf of Western Ligurian Sea Port Authority.

Crucial progress on the foundations – although invisible, they form the backbone of the structure – has also involved the installation of drains, each 22 metres long, at a depth of 30 metres. They are essential to stabilise and level out the support base of a section of the breakwater.



One feature of this project is the constant supervision of the underwater construction site. Given the exceptional depths involved - up to 50 metres - the use of high-tech monitoring systems managed by third-party supplier SOCOTEC is essential.

As highlighted in the “[Number Ten](#)” web series produced by the consortium, the monitoring activities are described as the “eyes of the breakwater” and compared to the work of a master tailor: an essential task in an area that must be constantly supervised, anticipated, and understood.

In order to ensure structural stability, a dense network of sophisticated sensors – including piezometres, inclinometres, and profilometres – has been installed to monitor the breakwater’s foundation. These interconnected instruments process real-time data on conditions like pressure and ground movement that can occur on the seabed. The data enable the creation of maps and models that support every engineering decision. In parallel, aboard the vessel “Implacabile”, technicians carry out readings 12 hours a day, seven days a week, ensuring that every phase of the project is carried out with maximum safety and precision.

Once completed, the New Genoa Breakwater, with its length of six kilometres, will allow the Port of Genoa to accommodate ships up to 400 metres long, making it a privileged hub for major international maritime routes. The project, part of an integrated infrastructure system with the Terzo Valico dei Giovi–Genoa Junction, also under development by Webuild, will strengthen connections between the Mediterranean and the heart of 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 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 319 dams and hydropower plants. Among its most iconic projects are the Grand Ethiopian Renaissance Dam in Ethiopia, the expansion of the Panama Canal, the Long Beach International Gateway bridge in California, the Second Bosphorus Bridge in Turkey, the Sydney Metro Northwest skytrain viaduct and bridge, the Kingdom Centre skyscraper in Riyadh, 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 Dams System in Trojena in Saudi Arabia. As of December 31, 2024, the Group registered total revenues of €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. 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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