

**PRESS NOTE**

**WEBUILD: ARCHEO-STATIONS COLOSSEO/FORI IMPERIALI AND PORTA METRONIA  
OPEN WITH THREE NEW KM FOR LINE C OF ROME METRO**

**PIETRO SALINI: “THE NEW STATIONS ARE ENGINEERING CHALLENGES MADE POSSIBLE BY UNIQUE  
EXPERTISE FOR THE CAPITAL’S GROWTH”**



*Colosseo/Fori Imperiali Station (Credits: Metro C)*

- *Inaugural visit by Italian Infrastructure and Transport Minister Matteo Salvini, Culture Minister Alessandro Giuli, Rome Mayor Roberto Gualtieri*
- *Stations up to about 30 metres deep, and works carried out in collaboration with public institutions to enhance archeological heritage*
- *Colosseo/Fori Imperiali provides direct access to major archaeological sites in historic centre and key interchange with Line B*
- *At Porta Metronia, design redefined following discovery of vast ancient military compound (2<sup>nd</sup> Century AD)*

*ROME, December 16, 2025* – Rome’s historic centre now boasts two new stops on Line C of its metro system: Colosseo/Fori Imperiali and Porta Metronia, archeo-stations built by the Metro C consortium led by Webuild together with Vianini Lavori, as part of public works commissioned by Roma Metropolitana on behalf of Roma Capitale. With the opening of these two stations along with three kilometres of new metro line – the project improves mobility between the centre and the suburbs, thanks also to the interchange with the current Line B. At the same time, the project was also able to deliver to the city a showcase of the artifacts unearthed during the excavations highlighting the strong commitment to preserving Rome’s extraordinary cultural heritage through a joint effort between private companies and public institutions.

Today marked the inaugural visit and journey along the new section of the line by Italian Minister of Infrastructure and Transport Matteo Salvini, Minister of Culture Alessandro Giuli, and Mayor of Rome Roberto Gualtieri. Welcoming the Ministers were Pietro Salini, Chief Executive of Webuild, and Vincenzo Onorato, Chief Executive of Vianini Lavori. Also present, among others, were Maria Lucia Conti, the Extraordinary Commissioner for the project, Eugenio Patanè, Councilor for Mobility, and Alfonsina Russo, Head of the Department for the Enhancement of Cultural Heritage.

“The delivery of the Colosseo/Fori Imperiali and Porta Metronia stations represents – for Rome and for Italy – a strategic milestone that combines in an exemplary way progress in infrastructure with the conservation of our heritage. It is all thanks to a vision of the city’s future shared by businesses, institutions, and communities,” said Salini. “I thank the many companies in the supply chain, our excellent partners, and above all the people who worked on this project for bringing to Rome their unique expertise developed on some of the world’s largest projects. Today, we are building a transport system that improves people’s lives, saves time lost in traffic and ensures cleaner air for future generations. It brings together construction excellence with millennia of history.”

The Colosseo/Fori Imperiali station, located beneath Via dei Fori Imperiali between the Colosseum and the Basilica of Maxentius, blends into its monumental surroundings. With a width ranging between 30 and 50 metres and a depth of up to 32 metres, it has four underground levels and a direct connection to the existing Colosseo stop of Line B. The museum inside the station, curated and funded by the Colosseum Archaeological Park and developed with the Sapienza University of Rome (Department of Architecture and Design), offers a historic journey that accompanies commuters from the entrance to the station all the way to the train platforms.

Porta Metronia station is also rich in history. Located in Piazzale Ipponio next to the Aurelian Walls, its structure is rectangular, with five underground levels reaching a maximum depth of 30 metres below street level. Excavations revealed a vast ancient military compound (2<sup>nd</sup> Century A.D.), including a Commander’s House featuring frescoes and mosaic floors. The design of the station had to be redefined in order to preserve and enhance this discovery.

When complete, Line C, one of the most complex infrastructures to be built in Rome, will extend for 29 kilometres with 31 stations up to Farnesina. As of today, 24 stations have been completed along the section from Monte Compatri/Pantano, the eastern terminus, to Colosseo/Fori Imperiali in the historic centre.

The Colosseo/Fori Imperiali and Porta Metronia stations are among the six archeo-stations planned for Line C, together with San Giovanni (already operational), Venezia (under construction), and Chiesa Nuova and San Pietro (at the design phase). Developed under the guidance of the Ministry of Culture and the relevant Superintendencies, the archeo-stations represent an opportunity to showcase the numerous artifacts uncovered during the works, involving 625,000 m<sup>3</sup> of archaeological excavations along the entire line.

In order to manage the complexities of Rome’s unique archaeological and geological nature, Line C adopted an “archaeological top-down” technique, developed specifically for the stations in Rome’s historic centre and applied to Colosseo/Fori Imperiali and Porta Metronia. The method has intermediate slabs installed progressively as excavation advances from top to bottom, ensuring structural stability and continuity for the archaeological digs as construction work proceeds.

Webuild, together with the Metro C consortium, is working on the Venezia station as well as the section that will connect Venezia to Clodio/Mazzini, passing under the Tiber River. At the Venezia station, the so-called macro-phase 2 has begun. Meantime, work on the executive design is underway for the Chiesa Nuova, San Pietro, Ottaviano and Clodio/Mazzini stations, while the final design is proceeding for the Auditorium and Farnesina stations.

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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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