

PRESS NOTE**WEBUILD GROUP COMPLETES EXCAVATION OF FORZA D'AGRÒ, FIRST TUNNEL ON MESSINA–CATANIA HIGH-CAPACITY RAILWAY AS PART OF TEN-T CORRIDOR**

WEBUILD AT WORK IN SICILY AND SOUTHERN ITALY FOR SUSTAINABLE MOBILITY WITH 20 PROJECTS, 10,200 PEOPLE EMPLOYED AND A SUPPLY CHAIN OF 7,500 COMPANIES



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- *The upgrade of the Palermo–Catania–Messina line will reduce travel times by 60 minutes between Catania and Palermo, and by 30 minutes between Messina and Catania*
- *TBM “Alessia” has completed excavation of eastbound track tunnel section on Taormina/Letojanni–Giampilieri lot of new Messina–Catania line*
- *A total of approximately 2.5 kilometres excavated using a TBM for Forza d’Agrò tunnel. Excavation of more than 3.8-kilometre Letojanni tunnel to begin shortly*

MILAN, February 17, 2026 – A new milestone for mobility in Sicily: the consortium led by Webuild has completed the excavation of the first tunnel for the high-capacity railway doubling of the Messina–Catania line. The breakthrough of the final diaphragm of the Forza d’Agrò tunnel, 2.5 kilometres long, marks the progress of the Taormina/Letojanni–Giampilieri Lot, a project commissioned by RFI (FS Italiane Group) and an integral part of the Scandinavian–Mediterranean Corridor of the Trans-European Transport Network (TEN-T). Once completed, the doubling of the Messina–Catania line will enable a significant reduction in travel times: 45 minutes between Messina and Catania, and about 2 hours between Palermo and Catania –30 and 60 minutes less than current journey times, respectively – offering tangible benefits for both regional and long-distance rail transport, as well as competitiveness of Sicily’s economic system. The project is also financed with PNRR funds.

The lot is one of 20 projects being developed by Webuild in Southern Italy, with a total awarded value of approximately €16 billion, employing 10,200 people – directly and indirectly – and involving 7,500 direct suppliers since the start of activities.

The construction section stretching from Fiumefreddo (Catania) to Giampilieri (Messina) extends for a total of 42.2 kilometres, 28.4 of which correspond to the Taormina/Letojanni–Giampilieri lot, which include the Forza d'Agrò tunnel. The new alignment, located further inland compared to the historic coastal railway, is designed to enhance the long-term resilience of the infrastructure. The lot includes six twin-bore tunnels, two single-bore tunnels, and seven viaducts. Among the major works is the Sciglio tunnel which, at more than 9 kilometres, will be the longest along the entire segment. To address a highly heterogeneous geological context, the tunnel-boring machines (TBMs) operate in dual-mode to adapt to varying soil conditions, as well as "Beam Scan" technology to ensure continuous geotechnical monitoring during excavation.

The doubling of the Messina–Catania railway is being carried out by the consortium led by Webuild with partner Pizzarotti. It also involves SELI Overseas, the tunnelling subsidiary responsible for two of the three TBMs being used on the lot, such as TBM "Alessia" that completed the Forza d'Agrò tunnel. The TBM will now be dismantled and prepared for reuse for the Letojanni tunnel, which will be more than 3.8 kilometres long.

Webuild is working on six lots along the Palermo–Catania–Messina route, having completed the Bicocca–Catenanuova section in 2025. The new railway axis is part of TEN-T, linking Northern Europe with the Mediterranean basin and reinforcing Sicily's strategic role in the continental transport system. In Sicily, the Group is also working on the Ragusa–Catania motorway, a crucial corridor for mobility across the island's eastern region.

The projects underway are driving infrastructure and economic development across the island, with strong engagement of the local industrial supply chain. This approach also promotes the growth of technical and professional expertise, leaving a lasting legacy for future generations. This commitment is already visible through two technologically advanced factories in Belpasso, Catania province, dedicated to producing concrete segments for Sicilian railway tunnels, along with a new plant in Dittaino, Enna province. This industrial effort goes hand in hand with investments in training and hiring new personnel. At the heart of Webuild's training capacity is the practical training centre in Belpasso, an innovative facility offering both theoretical and hands-on learning. Through the guidance of experienced in-house instructors, specialized external trainers, and the use of TBM equipment and simulators, the centre develops the skills required to operate with the highest standards of quality and safety.

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 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 13,686 kilometres of railways, 895 kilometres of metro lines, 82,708 kilometres of roads and highways, 1,023 kilometres of bridges and viaducts, and 320 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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