

PRESS NOTE

**WEBUILD: CIVIL WORKS AND TRACKLAYING COMPLETED
FOR FIRST SECTION OF VERONA–PADUA HIGH-SPEED RAILWAY**

OVER 50 KM OF DOUBLE TRACK LAID IN HEART OF VENETO REGION



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- *IRICAV Due Consortium, led by Webuild and operating on behalf of Rete Ferroviaria Italiana (FS Italiane Group), has completed civil works for railway platforms and tracks on Verona–Vicenza Junction*
- *Section is strategic junction for future high-speed railway between Milan and Venice*
- *Project in final phase, including installation of technological systems and noise barriers ahead of final configuration of railway*

MILAN, March 23, 2026 – An important part of a new mobility network across Northern Italy is taking shape. The IRICAV Due Consortium, led by the Webuild Group and working on behalf of Rete Ferroviaria Italiana (FS Italiane Group), has completed the civil works and the laying of tracks along the 44.25-kilometre-long route of a new high-speed railway between Verona and Vicenza Junction. It marks a major milestone for the First Functional Lot of the project that will not only enhance connections in the region but also serve as a crucial section of the Mediterranean Corridor of the Trans-European Transport Network (TEN-T) that will strengthen links between Italy and the rest of the continent.



Construction of the railway required coordination that was technically highly complex because it crosses a densely populated area already fitted with extensive transport infrastructure. Its route passes through 13 municipalities in the provinces of Verona and Vicenza, blending into the surrounding landscape through a combination of cutting-edge engineering solutions. The railway platform consists of more than 38 kilometres of embankments and 12 viaducts spanning over six kilometres in total. Three tunnels and several trench sections are also included. The project also upgraded local mobility by creating 25 road infrastructures, including pedestrian and cycling paths and underpasses to ensure vehicle and pedestrian traffic in the region.

Alongside the concrete and steel structures, the project saw the laying of more than 50 kilometres of double track. To give a sense of the scale of the work, 476,000 tonnes of ballast and over 168,000 sleepers were used to provide the stability and safety required for the passage of high-speed trains. With a combined total of 206 kilometres of rail laid, the backbone of this section is complete, marking the transition from major structural works to the detailed finishing phase.

Technical teams are focusing on the finishing works and the installation of technological systems. Installation of noise-reducing barriers is underway, together with mounting of the electrical power supply, telecommunications and railway traffic control systems. These elements represent essential steps toward the final configuration of the railway and the subsequent testing phase, leading to the commissioning of a strategic infrastructure for the competitiveness and sustainability of Italy's transport system.

The Verona–Padua high-speed/high-capacity railway, which will stretch a total of 76.5 kilometres, will complete the high-speed link between Milan and Venice. As part of the TEN-T Mediterranean Corridor, it will strengthen the integration of Europe's transport networks, connecting Spain to the Hungarian-Ukrainian border through modern, high-capacity infrastructure.

Webuild is a global leader in the construction of large, complex infrastructure, with a focus on sustainable mobility, hydropower, water treatment and supply, and green buildings. It has long been recognised as the world's top contractor in the water infrastructure sector. Active in approximately 50 countries, the Group employs some 95,000 people directly and indirectly of over 125 nationalities. With 120 years of history and over 3,700 completed projects, Webuild boasts a track record that includes 13,686 kilometres of railways, 895 kilometres of metros, 82,708 kilometres of roads and highways, 1,023 kilometres of bridges and viaducts, 3,466 kilometres of tunnels, and 320 dams and hydropower plants. Among its most iconic delivered projects are the Grand Ethiopian Renaissance Dam, the expansion of the Panama Canal, the Long Beach International Gateway in the United States, the Second Bosphorus Bridge in Turkey, the Riachuelo environmental restoration system in Argentina, and new metro lines in cities such as Copenhagen, Paris, Rome, Milan, Naples, Doha, Thessaloniki, and Riyadh. Among those under construction are strategic public works in Italy, such as the New Genoa Breakwater, the Brenner Base Tunnel, the Pedemontana Lombarda Highway, Rome Metro's Line C, sections of high-speed and/or high-capacity railways between Genoa and Milan, Verona and Padua, Naples and Bari, and Palermo, Catania and Messina. Abroad, there is the Snowy 2.0 hydropower scheme in Australia and key sections of the Grand Paris Express in France. As of December 31, 2025, the Group reported total revenues of €13.6 billion and a total order backlog of €58.4 billion, with over 95% of the construction backlog aligned with the United Nations Sustainable Development Goals. Webuild is headquartered in Italy and subject to the direction and coordination of Salini Costruttori S.p.A. Listed on the Milan Stock Exchange (WBD; WBD.MI; WBD:IM), its stock is included in the MIB ESG index of Italy's leading blue-chip companies for ESG practices.

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