

PRESS NOTE

WEBUILD, TWO NEW MILESTONES FOR THE MESSINA–CATANIA RAILWAY LINE: SCALETTA TUNNEL COMPLETED, EXCAVATION BEGINS ON THE LETOJANNI TUNNEL

WITH 20 PROJECTS UNDERWAY IN THE SOUTH, WEBUILD CONSOLIDATES A WIDESPREAD WORKSITE INVOLVING 10,200 JOBS AND A SUPPLY CHAIN OF 7,500 COMPANIES, PART OF A GROUP OF 95.000 PEOPLE WORLDWIDE, OF WHOM 22,000 IN ITALY



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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*
- *The Scaletta tunnel (2.7 km) has been completed using the TBM “Letteria”. Excavation has begun on the Letojanni tunnel (over 3.8 km) with the TBM “Alessia”*

Milan, 5 June 2026 – Work is progressing steadily on the doubling of the Messina–Catania railway line, one of the most important infrastructure projects currently underway in Southern Italy. The project is set to transform mobility in eastern Sicily and significantly reduce travel times and distances along the Ionian corridor.

While the TBM “Letteria” has completed excavation of the first tube of the Scaletta tunnel, near Giampileri—marking a new milestone for the project—another main protagonist will begin its work: the tunnel boring machine “Alessia” has begun excavation in Letojanni, launching a new phase of the works.

Two operational fronts moving in parallel demonstrate the fast pace of a strategic infrastructure project for the future of the Italian island’s rail connections. The doubling of the Messina–Catania line, delivered by the consortium led by Webuild on behalf of RFI (FS Italiane Group), aims to make the network more modern, efficient, and sustainable, increasing both capacity and service reliability.

This infrastructure will significantly reduce travel times across the island: 45 minutes between Messina and Catania, and around two hours between Palermo and Catania. That means one hour saved along the western axis and 30 minutes along the Ionian side—figures that translate into more sustainable commuting, more accessible tourism, and less isolated production networks in everyday life.

The project, part of the TEN-T Scandinavian–Mediterranean Corridor, crosses a complex territory where infrastructure is often built underground rather than on the surface. Overall, the route includes 43 km of new railway line set back from the coast, designed to overcome geological constraints that have long slowed local mobility.

The completion of the first tube of the Scaletta tunnel represents a key milestone for Lot 2 Letojanni–Giampileri, which alone accounts for more than 28 km of new double-track line. The TBM “Letteria,” 135 meters long with a cutterhead exceeding 9 meters in diameter, has crossed the metropolitan area of Messina, excavating one of the two parallel tubes of the Scaletta tunnel, each over 2.7 km long. The route then connects to Giampileri station, ensuring continuity between the historic line and the new infrastructure.

A few kilometers away, after completing the nearly 2.5 km-long Forza d’Agrò tunnel, the TBM “Alessia” was dismantled, transported along a 90-meter viaduct suspended over the Fondaco Parrino stream, and reassembled at the entrance of the new Letojanni tunnel. The TBM will now begin excavation of the first tube of the Letojanni tunnel, a structure of over 3.8 km which, once completed, will give way to a series of above-ground works. These include the Letojanni viaduct, composed of two parallel bridges measuring 225 and 245 meters respectively, designed to span the complex morphology of the Ionian coastline without interfering with the urban fabric.

The entire Giampileri–Fiumefreddo axis involves 16 municipalities, including Taormina. The route includes highly complex works, such as the future underground Taormina station, planned within Lot 1 Fiumefreddo–Letojanni—a structure invisible at surface level but central to international tourist flows, given the area's potential. The first lot alone also includes more than 11 km of tunnels and major viaducts, such as the one over the Alcantara River, featuring a 120-meter arch span.

The doubling of the Messina–Catania line is just one of the flagship projects within Webuild’s broader industrial presence in Southern Italy. The company is currently involved in 20 infrastructure projects in the region, employing over 10,200 people (both direct and third-party staff) and working with a network of 7,500 companies, many of them local.

In addition, two industrial plants in Belpasso, on the slopes of Mount Etna, are now operational, producing prefabricated tunnel lining segments. A third facility in Dittaino, in the province of Enna, further strengthens the industrial capacity supporting the progress of the works.

There is also the Belpasso training center, where training takes place using TBM simulators and machinery under the guidance of technicians who work daily on construction sites. This is where skills are developed that will remain in the region even after the works are completed.

The new Sicilian railway line is part of a broader process of infrastructure modernization in Southern Italy, which has accelerated significantly in recent years. From the Palermo–Catania–Messina corridor—where Webuild is working on six lots (after completing the Bicocca–Catenanuova section in 2025)—to the Ragusa–Catania motorway, a strategic link for mobility in the southeast of the island.

Together, these projects are creating a new infrastructure backbone for Southern Italy, which, alongside the Salerno–Reggio Calabria and Naples–Bari high-speed lines, will ensure a more continuous and faster transport network capable of supporting economic growth and territorial cohesion across Italy.

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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