

COMPANY PROFILE

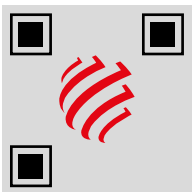
2026 EDITION

webuild 

COMPANY PROFILE

2026 EDITION

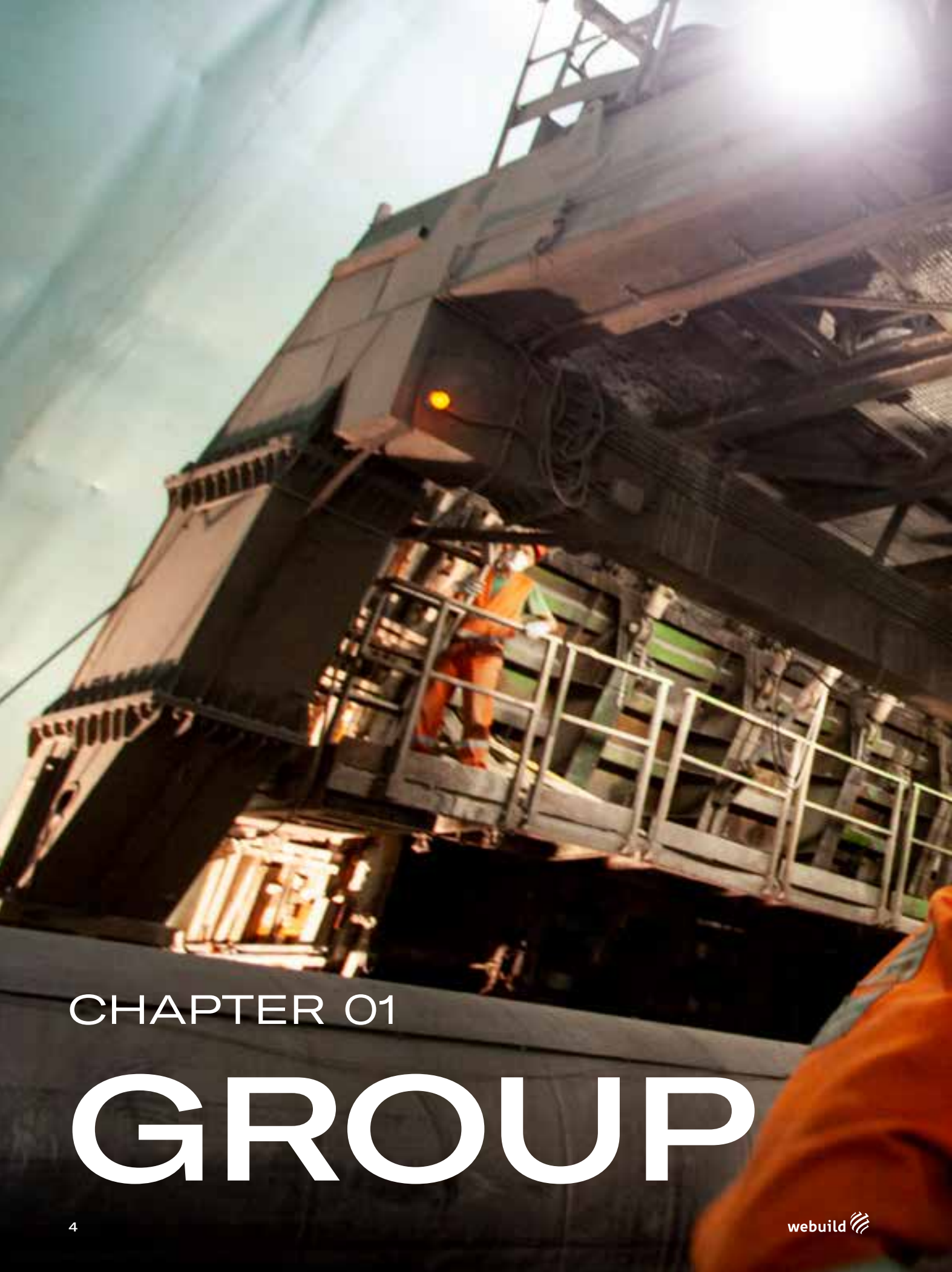
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to discover exclusive contents

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CHAPTER 01

GROUP



webuild 

GROUP

WHO WE ARE



Everything we do is rooted in who we are: a global Group that for more than a century has been building infrastructure capable of transforming territories, communities and development prospects. Our identity brings together tradition, vision and the ability to lead change in an evolving world.

We are a Group founded over 120 years ago that has grown across generations, technologies and borders. We operate in around 50 countries, with approximately 150 major projects underway across five continents, and a professional community of about 95,000 people from more than 125 nationalities. Our Group is not defined by our reach alone, but by our strength. We have an industrial and operational network that connects different locations and contexts so as to be able to deliver a unique operating model on the world stage and a technical heritage that is renewed from project to project.

Our identity lies in our ability to operate in heterogeneous environments – geological, climatic and logistical – by addressing constraints and challenges with reliable engineering solutions. Each project enriches our experience, further strengthened by the synergy between the Group and our subsidiaries, which expand our skills, specialisations and execution capabilities: Lane Construction in the United States, Clough in Australia, Fisia Italmimpianti in the water sector, Seli Overseas in tunnelling, and Cossi Costruzioni in the road sector. Together, we form a fully integrated system that is unique in terms of history and track record.

Our geography is “alive”: tunnel-boring machines advancing beneath cities; dams powering national energy systems; metro stations serving as conveyors of urban transformation; and water infrastructure enhancing the resilience of entire regions. Italy, France, the United States, Saudi Arabia, Ethiopia, Australia, Norway, Canada, Romania, Tajikistan and beyond. Each location has its own specific characteristics, which we manage without losing our identity. As a result, every project tells a different story but rooted in the same culture of quality and safety, all the while making a positive impact on communities.

Alongside us is a supply chain made up of 17,500 companies worldwide. It is a strategic network of workshops, industrial districts, small- and medium enterprises and larger groups. We share technical, quality and H&S standards, processes and investments as we together contribute to the development of local economies and the quality of our projects.

This is the identity of the Webuild Group: a global operating system capable of renewal without losing continuity. We bring together skills, technologies, cultures and communities to deliver infrastructure that generates real development.

GROUP THE SECTORS WE WORK IN



SUSTAINABLE MOBILITY

- Metros
- High Speed Railways
- Railways
- Roads & Motorways
- Bridges & Viaducts
- Ports & Sea works



CLEAN HYDRO ENERGY

- Hydroelectric Dams & Plants
- Pumped Storage



CLEAN WATER

- Desalination & Water Treatment
- Wastewater Management Plants
- Hydraulic works
- Irrigation dams



GREEN BUILDINGS & OTHER

- Civil and Industrial Buildings
- Stadiums
- Hospitals
- Airports
- Energy Transition Projects

GROUP GLOBAL FOOTPRINT

5
Continents

~150
Main Ongoing
Projects

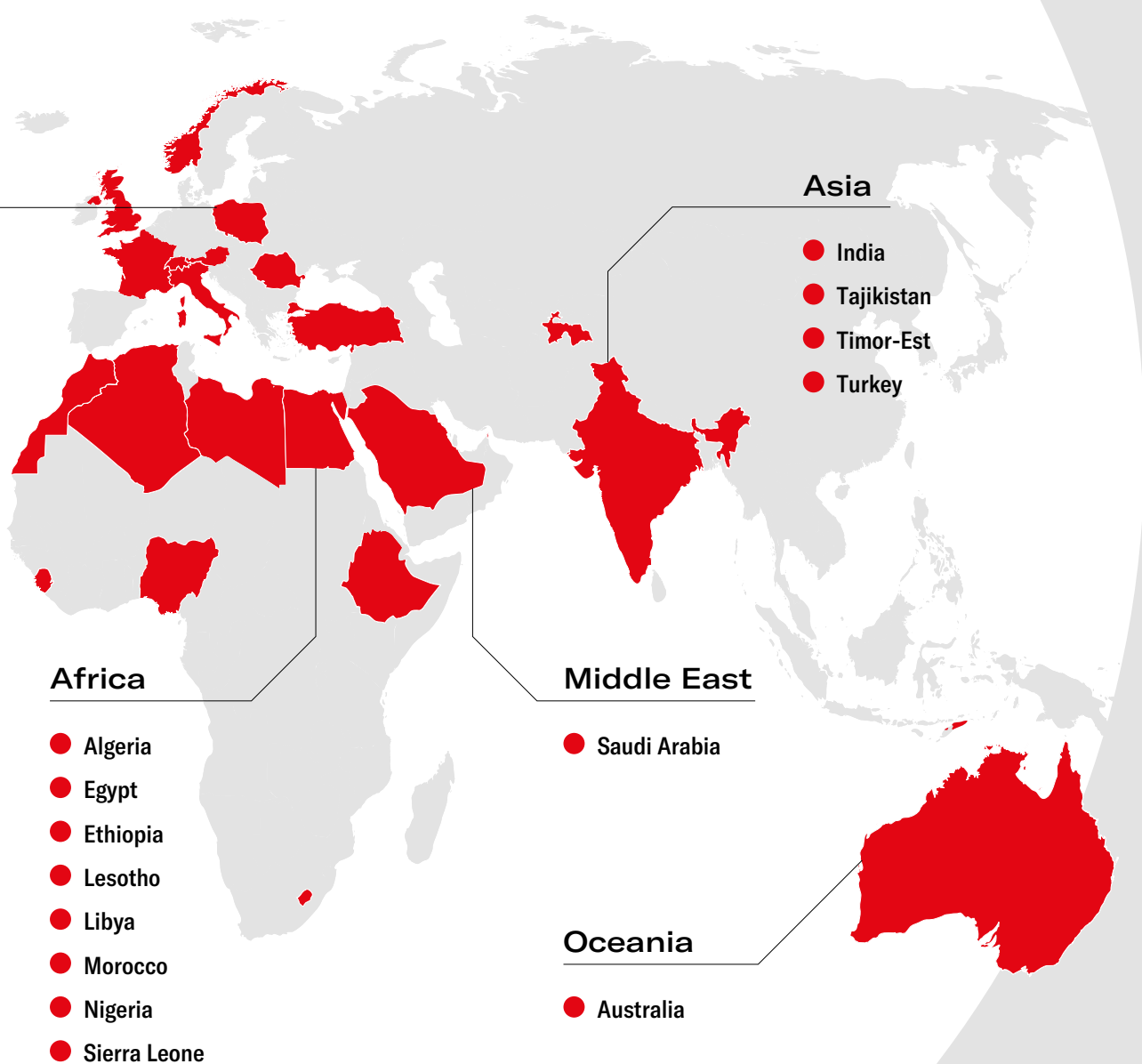
95,000
People

LEGEND

- Countries where main ongoing projects are located



50
Nations





CHAPTER 02

THE STREET OF OUR S

An aerial photograph of a large suspension bridge spanning a body of water. The bridge's white cables and structure are prominent in the foreground. Below the bridge, a large cargo ship with a red and yellow hull is moving across the water. In the background, a green, hilly coastline features a small white lighthouse. The sky is overcast.

LENGTH SCALE



THE STRENGTH OF OUR SCALE

WHEN SIZE BECOMES VALUE

Our scale is not a statistical figure: it is strategic leverage. The size of the projects and the level quality of our people and their skills enable us to create value, accelerate growth and address the most complex infrastructure challenges.

We manage a project pipeline that crosses geographic and sector boundaries, with a total order backlog of €58.4 billion*.

This scale allows us to plan multi year investments, consolidate specialised expertise, ensure training and workplace safety, and maintain high industrial standards in design, construction and processes of innovation.

Scale translates into operational capability: international know-how, highly qualified personnel, proprietary equipment and advanced technologies deployed where needed, reducing start-up times and increasing the quality of execution and safety.

Our global supply chain, comprising 17,500 partner companies, benefits from digital processes, shared training and increased opportunities. It fosters a competitive and resilient industrial ecosystem.

Scale is also a factor of resilience. Geographic, sector and technological diversification enables us to absorb economic cycles and adapt to evolving regulatory and political contexts. The strength of our scale lies in our ability to turn complexity into a coherent, agile and solid system, one that builds infrastructure while simultaneously creating development opportunities for communities.

* As of December 31, 2025

THE STRENGTH OF OUR SCALE OUR VALUE IN NUMBERS

Updated as of December 31, 2025

YEARS OF ENGINEERING AND CONSTRUCTION

>120

AVERAGE DIRECT AND INDIRECT GLOBAL WORKFORCE

~95,000

NATIONALITIES

>125

GLOBAL SUPPLY CHAIN

17,500

REVENUES

€13.6 bln

MAJOR ONGOING PROJECTS WORLDWIDE

~150

TOTAL ORDER BACKLOG

€58.4 bln

CONSTRUCTION BACKLOG

€50.9 bln

THE STRENGTH OF OUR SCALE OUR TRACK RECORD

Updated as of December 31, 2025

COMPLETED PROJECTS

>3,700

RAILWAYS

13,686 km

TUNNELS

3,466 km

DAMS AND HYDROELECTRIC PLANTS

320

ROADS AND MOTORWAYS

82,708 km

METROS

895 km

BRIDGES AND VIADUCTS

1,023 km

INSTALLED CAPACITY

58,809 MW

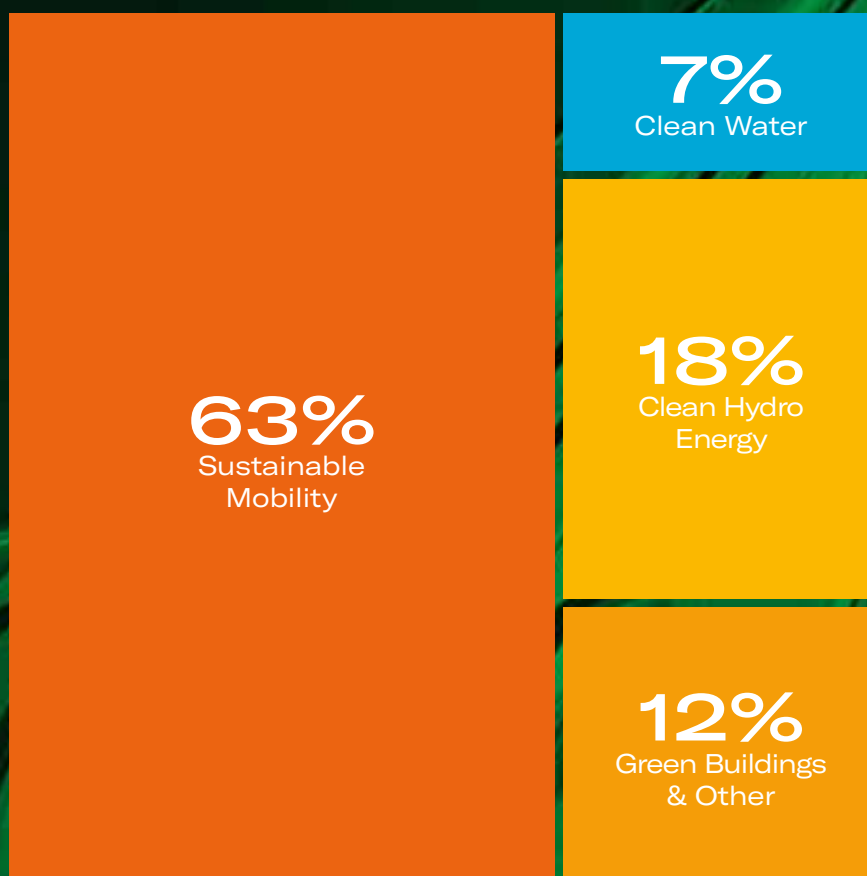
THE STRENGTH OF OUR SCALE OUR CONTRIBUTION TO THE UN SDGs (SUSTAINABLE DEVELOPMENT GOALS)



>95%

percentage of construction backlog related to projects
that contribute to the advancement of the United Nations SDGs

BACKLOG ACCORDING TO BUSINESS AREA



Updated as of December 31, 2025

OUR CONTRIBUTION TO THE FIGHT AGAINST CLIMATE CHANGE

11 out of 17 SDGs directly supported through operational activities



ALIGNMENT WITH THE EU TAXONOMY FOR SUSTAINABLE ACTIVITIES

52.1%

CapEx

50.1%

OpEx

44.6%

Revenues

4.9 million

people who will be served every day by the new metro systems under construction by the Group

>12 million

people who will be served by the water infrastructure under construction by the Group

50,000 GWh/year

renewable electricity that will be generated by ongoing projects

-34% GHG emissions

Greenhouse gas emission intensity Scope 1&2 (2025 vs. 2022)**

* Scope 1&2 indicates the CO₂ emissions coming from the consumption of fuels (Scope 1) and electricity (Scope 2)



CHAPTER 03

OUR LEA



LEADERSHIP

OUR LEADERSHIP

EXCELLENCE THAT LEADS CHANGE



Our leadership is built on solid foundations: operational excellence, technical expertise, responsible governance, global presence and an integrated network of outstanding partners. This enables us to lead in markets and make a tangible contribution to the progress of the communities we serve.

**OPERATIONAL
EXCELLENCE**

- Global Group focused on large scale civil engineering projects
- Outstanding skills and qualifications in key segments through >4,000 engineers deployed on key iconic projects worldwide
- Long and successful track record dating back 120 years
- Proven ability to generate shared value in local markets, working closely with all the involved stakeholders

**INTEGRATED SUPPLY
CHAIN AND SHARED
INNOVATION**

- Ability to aggregate and coordinate a structured and innovative supply chain, optimizing synergies among roughly 17,500 partners involved in projects underway, to ensure maximum efficiency and added value
- Promotion of a collaborative ecosystem, fostering the development of local expertise and knowledge transfer between different supply chain actors, benefiting the entire sector
- Construction sites are innovation hubs, where technologies, digitalisation and AI drive efficiency, quality and sustainability
- Support for the growth of local partners, strengthening the industrial fabric in target markets through strategic investments and long-term collaborations
- Focus on creating a shared culture of quality and safety at work

**SELECTIVE COMMERCIAL
STRATEGY**

- Strong focus on market opportunities
- Ability to compete selectively, focusing on projects with the best balance between available resources and risk/reward profile
- Strict selection of partners/suppliers of high quality
- Rigorous business strategy and target project selection, with a rigorous bidding approach based on a careful 360-degree analysis of each individual project of interest
- Solid track record of tenders won on the basis of the best technical offer

SIGNIFICANT GEOGRAPHICAL DIVERSIFICATION

- Large and long-term backlog of orders
- Strong foothold in low-risk markets: Italy, Europe, Australia, United States, Saudi Arabia
- Unique track record of large size projects performed in more than 110 countries
- Proven ability to penetrate new markets

PROFITABILITY AND CASH GENERATION

- Financial discipline and targeted actions for contracts, costs and working capital to build up profitability and cash generation
- Price revisions and advanced contract standards
- Enhanced contract management
- Direct/indirect cost optimisation
- Management of working capital
- Reorganisation of subsidiaries
- Enhancement of non-core assets

EFFICIENT ORGANISATION AND RISK MANAGEMENT SYSTEM

- End-to-end processes and integrated governance to maximise operating efficiency, competitiveness and control over costs, timing, quality and safety
- Optimised processes throughout the project lifespan
- Integrated risk management model (strengthened in 2015) applied to all business phases
- Proven M&A execution with skills integration and rationalization

RESPONSIBLE BEHAVIOUR: ROBUST ESG STANDARDS

- Solid ethical principles: integrity, legality, fairness, transparency and sustainability
- Framework of policies and governance systems compliant with the highest standards
- Rules and procedures to safeguard people, environment and society at large
- Clear and transparent communication towards different stakeholders
- Labor rights protection and promotion of safe and secure working environments for all workers
- 3.6 million hours of H&S training (last six years)
- Leader among its peers (MSCI ESG Solutions)





CHAPTER 04

IMPACT A THE WOR



AROUND
RLD

IMPACT AROUND THE WORLD

PROJECTS THAT TRANSFORM COMMUNITIES



Each project delivers a tangible impact: sustainable mobility, clean energy, potable water and resilient infrastructure. Across every continent, our work leaves a positive, lasting impression, supporting economic development, ecological transition and quality of life for millions of people.

The infrastructure we deliver produces measurable benefits to daily life. Metro and rail lines reduce travel times and emissions; dams and hydropower plants generate clean energy; water systems ensure access to potable water; ports and logistics projects strengthen the resilience of production systems. The impact is immediate, measurable and enduring.

In sustainable mobility, we help transform city accessibility through projects such as the Grand Paris Express, Milan Metro Line 4 and Italy's new high-speed and high-capacity railways. In Africa and Asia, projects like the Grand Ethiopian Renaissance Dam enhance socio-economic resilience and accelerate

energy transition. In Australia, Snowy 2.0 increases pumped hydro capacity, while in the USA hydraulic tunnels in Washington, D.C. reduce discharges into the Anacostia River by 98%.

Every project delivers improvements: a more accessible city, a cleaner river, a safer territory, a more connected economy. Through our work, millions gain access to essential resources such as drinking water, energy and efficient public services.

Our global impact stems from consistent application of technical, environmental and social standards everywhere we operate. Each project is a piece of a larger mosaic: a more connected, sustainable and resilient planet.

IMPACT AROUND THE WORLD

MAIN NEW CONTRACTS 2022 – 2025

Canada

- Ontario Line, Toronto - Pape Tunnel and Underground Stations (PTUS) lot
- Ontario Line, Toronto - "RSSOM" Contract

France

- Grand Paris Express, Line 15 West Lot 2

United States

- Seminole Expressway/SR 417 (Florida)
- I-275 / I-4 Highway Interchange, Tampa (Florida)
- I-4 and Sand Lake Road Interchange Improvements (Florida)
- I-4 / Apopka-Vineland Road Interchange Improvements (Florida)
- Tyndall Air Force Base (Florida)
- Widening of Mainline Turnpike (Florida)
- I-20 Bridge Replacement over Wateree River (South Carolina)
- Oceana Naval Air Station Taxiway Pavement Repairs (Virginia)
- I-77 Roadway System, (South Carolina)
- Palisades Tunnel (Package 1A) (New Jersey)
- Interstate-85, (North Carolina)
- Highway I-64 (Virginia)

Switzerland

- New Railway Industrial Plant (NSIF)
- N2 Gentilino-Lamone Highway, Lot 202

Romania

- Caransebes-Timișoara-Arad Railway, Lot 3
- Sibiu-Pitesti Highway Lot 3
- Caransebes-Timișoara-Arad Railway, Lot 4
- Cluj-Napoca-Episcopia-Bihor Railway, Lot 4
- Caransebes-Timisoara-Arad Railway, Caransebes-Lugoj Lot

LEGENDA

- Sustainable Mobility
- Clean Hydro Energy
- Clean Water
- Green Buildings & Other

Norway

- Sotra Connection PPP PROJECT

Italy

- Pedemontana Piemontese Highway, Lot 1 (Sections 1-2)
- A25 Torano-Pescara Motorway (4 viaducts)
- New Genoa Breakwater (Phase A)
- Trento Railway Bypass, Lot 3A
- Rome Metro Line C, Section T2
- Naples Metro Line 10
- Gemelli Polyclinic CUORE Heart Centre in Rome
- Palermo-Catania Railway line, Lot 1+2 Fiumetorto - Lercara Junction
- Palermo-Catania Railway line, Lot 3 Lercara - Caltanissetta Xirbi
- Palermo-Catania Railway line, Lot 4a Caltanissetta Xirbi - Nuova Enna
- Palermo-Catania Railway line, Lot 4b Nuova Enna - Dittaino
- Salerno-Reggio Calabria HS Railway, Lot 1A, Battipaglia-Romagnano
- Salerno-Reggio Calabria HS Railway, Cosenza/Paola-S. Lucido (Santomarco Tunnel) Section

Saudi Arabia

- Riyadh Diriyah Square Package 2 Super-Basement Works
- Riyadh Diriyah Square Package 3 and additional structural works
- Metro Riyadh, Red Line

Australia

- Woodman Point Water Resource Recovery Facility Upgrade Project
- Women and Babies Hospital, Perth
- Perdaman Industries Urea Plant
- Darwin Ship Lift Facilities
- Dampier Bulk Handling Facilities
- Sydney Metro-Western Sydney Airport Project (SSTOM Package)
- Suburban Rail Loop (SRL) East

IMPACT AROUND THE WORLD

SUSTAINABLE MOBILITY

- Metros
- High Speed Railways
- Railways
- Road & Motorways
- Bridge & Viaducts
- Ports & Sea works



Sustainable mobility is one of the most dynamic drivers of the infrastructure sector. The latest projections by the International Transport Forum (OECD) indicate a potential increase of up to 50% in global passenger mobility demand by 2030, and almost a doubling by 2050. This evolution represents a major opportunity to make mobility more efficient, sustainable and accessible for a growing population.

In this context, rail transport plays a central role in strategies to combat climate change, thanks to its ability to move large numbers of passengers and freight with emissions that are significantly lower than road or air transport. Metro systems are an equally crucial component: present in more than 200 urban agglomerations worldwide, they form the backbone of urban mobility. The latest UITP report, Global Metro Figures 2024, highlights that these networks carry more than 50 billion passengers each year, helping to reduce traffic and urban congestion and replacing the equivalent of hundreds of millions of vehicles every day.

Focusing solely on the projects under construction, metro projects will enable the transport of 4.9 million people per day, while railway projects will help avoid the emission of 4.5 million tonnes of CO₂ per year.

Alongside metro and rail networks, road infrastructure will continue to play a fundamental role in the movement of people and goods. In advanced economies, this means focusing on modernisation, digitalisation and congestion reduction; in lower-income countries, it means ensuring access to essential services, strengthening economic connections and supporting urban and demographic growth.

Sustainable mobility is a true enabler of development, capable of transforming the way people live, work and travel, and helping to make cities and territories more inclusive and resilient.

IMPACT AROUND THE WORLD MAIN METROS

Canada

- Hurontario Light Rail Transit Project*
- Montreal Metro, Line 1 1975

United States

- San Francisco Central Subway 2015
- New York Metro Line, Line F 1984
- LYNX Blue Line Extension, North Carolina* 2017
- Metromover Extension Project Miami, Florida** 1993

Venezuela

- Caracas Metro, Line 3, Line 3 Plaza Venezuela el Valle Section 1995

Peru

- Lima Metro

France

- Paris Subway Eole and Meteor Line 1998
- Grand Paris Express, Line 15 Lot 2
- Grand Paris Express, Line 16 Lot 2
- Extension of Line 14 South to Orly Airport within Grand Paris Express Project Lot 4 2023
- Marseille Metro Line 1 1991

Portugal

- Porto Light Subway 2006

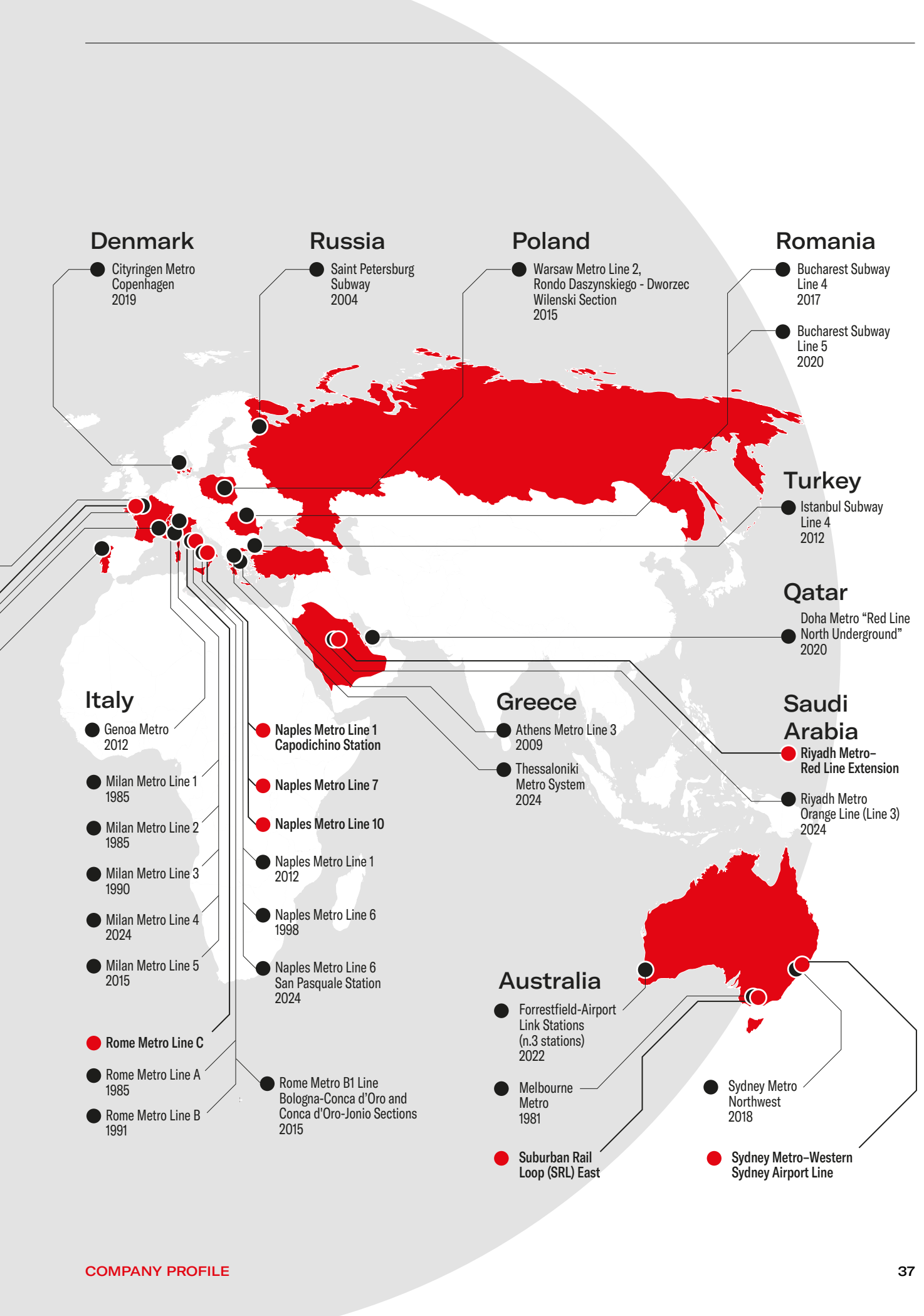
LEGEND

*Mass Transit

**Light Rail Transit

● — In progress

● — Completed
XXXX Completion date





ITALY

ROME METRO LINE C

The capital's new metro line: a blend of sustainability, culture and innovation

Line C represents an unprecedented engineering challenge for the city's underground. Crossing Rome from south-east to north-west, it connects the outskirts to the city centre. At 29 km long – 20 underground and 9 aboveground – it comprises a total of 31 stations, from Monte Compatri/Pantano to Farnesina. Construction work is proceeding in functional sections. 24 stations have been completed and are operational for the section from the south-eastern terminus to Colosseo/Fori Imperiali in the historic city centre: 22 km of line with 24 stations and 1 depot/workshop. The next stations to be connected will be Venezia, in the historic city centre, followed by Chiesa Nuova, Piazza Pia/Castel Sant'Angelo, Ottaviano, and Mazzini, currently under construction, and then Auditorium and Farnesina (in the executive design phase). A distinctive feature of the line is its archaeological stations, true "diffuse museums" that showcase the archaeological finds uncovered during excavation works: in addition to those already operational—San Giovanni, Colosseo/Fori Imperiali, and Porta Metronia—Venezia, Chiesa Nuova, and Piazza Pia/Castel Sant'Angelo will also be archaeological stations.

TECHNICAL/PRODUCTION KPIs

1,830,000 m³
concrete*

307,800 tons
steel*

5,190,000 m³
underground excavations*

SUSTAINABILITY KPIs

800,000
passengers/day (maximum capacity)

-310,000 tons/year
CO₂ emissions

625,000 m³
archaeological excavations*

* Estimated data relating to the route up to Farnesina







ITALY

CAPODICHINO STATION (NAPLES METRO LINE 1)

A new mobility hub for the city of Naples

The station is part of the Naples Metro Line 1 upgrade and development project. Once completed, it will help to make Naples one of the first cities in the world that can boast a direct underground connection linking the port, airport and mainline railway network, including high-speed trains, with significant benefits for travel times and traffic volumes. The project involves the construction of a new station to serve Capodichino airport and the redevelopment of the surrounding urban area. Designed by Ivan Harbour (RSHP Architects) and inspired by the Pozzo di San Patrizio in Orvieto, the areas of the station that will be open to the public will have a circular layout with a diameter of about 33 m and a maximum depth of about 50 m. The circular portion is a single open-plan area with eight central lifts and four spiral staircases that lead up along the walls to the open entrance hall at street level. The roof of the station – which is made of steel, glass and concrete – is reminiscent of a hangar and weighs 450 tonnes.

TECHNICAL/PRODUCTION KPIs

70,000 m³

concrete used for the entire structure

8,000 tons

steel used for the entire structure

SUSTAINABILITY KPIs

9 min

airport-city centre connection time

15,000,000

passengers expected per year

+250,000 m³

land reused to redevelop the area



FRANCE

GRAND PARIS EXPRESS LINE 15 WEST LOT 2

Part of the most innovative sustainable mobility project in Europe

Webuild has undertaken a joint venture to design and construct 4 underground stations, 7 km of tunnels and 6 functional works for Line 15 West of the Grand Paris Express, currently the most important and innovative sustainable mobility project in Europe. The route of the line will run between Pont de Sèvres and Saint-Denis Pleyel stations. Its construction will be guided by the key principles of eco-design and reduction of the environmental impact of the works. As such, less carbon-intensive construction concrete and materials with a lower environmental impact will be used. Overall energy consumption will be mitigated thanks to energy recovered from the installations, technical equipment and train braking. There are plans for green terraces on the roof of the stations, including 50% of the trees being native species to ensure biodiversity. To excavate the tunnels, Webuild intends to use a TBM (Tunnel Boring Machine) with a cutter head spanning 9.86 m in diameter and a length of over 100 m.



TECHNICAL/PRODUCTION KPIs

7 km
tunnels

500,000 m³
total volume of earth excavated (estimate)

79%
proportion of precast segments made of
fibre-reinforced concrete

SUSTAINABILITY KPIs

240,000
passengers/day expected to pass through
the four new stations

19 min vs. 46 min (current)
reduction in travel time between
La Defense and Saint-Denis Pleyel

800,000
residents involved



FRANCE

GRAND PARIS EXPRESS METRO LINE 16 LOT 2

Part of the biggest sustainable mobility project in Europe

The future Grand Paris Express Line 16 will serve several communes in the northern and eastern parts of the Paris metropolitan area. Lot 2 involves the excavation of 11.1 km of tunnels, already completed, and the construction of 4 of the 10 stations planned along the entire line (Aulnay-sous-Bois, Sevran-Beaudottes, Sevran-Livry and Clichy-Montfermeil), in addition to 11 connected works. The whole line will serve the Seine-Saint-Denis department, for a total of 16 communes, with an estimated capacity of 200,000 passengers a day, helping to alleviate road traffic and preventing the emission of 52,000 tonnes of CO₂ each year.

TECHNICAL/PRODUCTION KPIs

810,000 m³
TBM excavation

2,481 m³
traditional excavations

~49,000 kg
steel ribs used to line the tunnels

SUSTAINABILITY KPIs

200,000
passengers/day*

-154,000
cars off the road every day*

-52,000 t
CO₂ emissions/year*

* Estimated data pertaining to Line 16 as a whole



CANADA

HURONTARIO LIGHT RAIL TRANSIT

Sustainable urban mobility for growing cities

The HuLRT is an 18 km-long light rail transit system with 19 stops that runs along Hurontario Street from Port Credit in Mississauga to the Brampton Gateway Terminal. The HuLRT will operate in a separated guideway with traffic priority throughout most of the corridor, accommodating a double cycle path and becoming a people-oriented corridor connecting communities and accommodating growth anticipated over the next years. The project also comprises upgrade and commissioning of third party infrastructure, road resurfacing and widening, construction, modifications and rehabilitations of bridges, traffic management and detours, road signing and lighting, parking areas and one Building for the Operations and Maintenance for the LRT vehicles.

TECHNICAL/PRODUCTION KPIs

82,862 m³
concrete

236,249 t
asphalt

796,308 m³
excavations

SUSTAINABILITY KPIs

14,000,000
passengers per year

-8,573 tons/year
greenhouse gases (CO₂ equivalent)

-30,000
trips by car per day

* Estimated quantities over the entire project lifecycle



Courtesy of Victoria Government

AUSTRALIA

SUBURBAN RAIL LOOP EAST PROJECT – TUNNELS NORTH

A project that will transform public transport in Melbourne amid strong population growth in the coming years

Webuild leads the joint-venture designated to design and build the Tunnels North contract of Suburban Rail Loop East, a project that will transform public transport in Melbourne amid strong population growth. Suburban Rail Loop, of which the East section is a part, will improve travel efficiency for more than 80% of Melbournians and take more than 600,000 cars off the roads every day. Webuild's contract entails the excavation of two parallel tunnels for nearly 10 kilometres between the future stations of Box Hill and Glen Waverley, the creation of 39 cross passages between them, two station boxes, two tunnel access shafts, and one intervention and ventilation shaft. The tunnels will be excavated using tunnel-boring machines (TBMs).

TECHNICAL/PRODUCTION KPIs

2
parallel tunnels

39
cross passages

2
station boxes

SUSTAINABILITY KPIs

>80%
Melburnians benefiting from the project*

>600,000
cars off the road every day*

* Figures referred to the whole Suburban Rail Loop Project



SAUDI ARABIA

RIYADH METRO - ORANGE LINE (LINE 3)

The longest line in the new metro network of Saudi Arabia's capital

The Orange Line, with its approximately 41 km route, is the longest line in the entire Riyadh metro network, designed to promote intermodality and sustainable transport in the Saudi capital. The route includes 22 stations - two of which feature unique designs - 2 depots, and 6 park facilities. One of these iconic stations is Qasr Al Hokm Station (Downtown Station), located in the heart of the city, near the Riyadh Governor's Palace. The station spans an area of more than 20,000 m² and is distinguished by a monumental entrance in the shape of a large inverted cone made of stainless steel - an exceptionally complex and one-of-a-kind structure. The construction of the Orange Line represented a significant technical challenge. The alignment passes through a densely populated area, and 2 Tunnel Boring Machines (TBMs) were used for tunnel excavation.

TECHNICAL/PRODUCTION KPIs

~41 km
total line length

11 km
length of the tunnel section

22
stations

SUSTAINABILITY KPIs

3,6 millions
passengers per day*

* Metro System Capacity



ITALY

MILAN METRO – LINE 4

With its launch, the city's entire metro network has now reached 118 km in length, making it the sixth largest in Europe

Milan Metro Line 4, also known as M4, was fully opened to the public in October 2024 and connects the city from west to east, passing through the historic centre and extending to Linate Airport. The line extends between its two terminals, Linate and San Cristoforo, covering 15 km with 21 stations, completed in just a 30-minute journey. It has a capacity to transport 24,000 people per hour in each direction. The construction of the M4 was a complex engineering project, adopting cutting-edge techniques. Six Tunnel Boring Machines (TBMs) were used to excavate the tunnels at an average depth of 20 meters below street level, reaching a maximum depth of 30 meters. Soil stabilization was achieved using the jet grouting method, which involves injecting cement mixtures to solidify the ground and prevent water infiltration. Another advanced technique used was artificial ground freezing with liquid nitrogen, preventing subsidence during excavation.

TECHNICAL/PRODUCTION KPIs

+240,000 m²
diaphragms (station perimeter walls)

+170,000 m³
precast segments to line the tunnels

~1,000,000 m³
cast-in-place concrete

SUSTAINABILITY KPIs

86,000,000
passengers expected annually

-180,000
vehicles removed from roads daily

-75,000 tons/year
estimated CO₂ emissions reduction



GREECE

THESSALONIKI METRO

The city's first metro line and its largest archaeological excavation

The new driverless metro in Thessaloniki spans 9.6 km, running underground along major roads and in central areas of the city, ensuring a transport capacity of 18,000 passengers per hour in each direction. The route includes 13 stations, a 50,000 m² depot for rolling stock, and a maintenance workshop for mechanical and electrical equipment repair. The line is fully automated with a CBTC signaling system. During construction, significant archaeological finds were discovered, including marble slabs from the Decumanus Maximus, the ancient road that crossed the city. The archaeological excavation covered an area of 30,000 m², the largest in the city. To preserve and highlight the artifacts, the tunnels were dug about 20 meters deep, and some stations were redesigned, such as the Venizelos station, which underwent design changes, and the Demokratias station, which was moved 10 meters. The tunnel excavations were carried out using two TBMs for a total of 14.6 km.

TECHNICAL/PRODUCTION KPIs

9.6 km
metro line length

13
stations

SUSTAINABILITY KPIs

315,000
passengers expected daily

-212 tons/day
CO₂ emissions reduction

-60,000
vehicles removed from the roads daily



AUSTRALIA

FORRESTFIELD-AIRPORT LINK (AIRPORT LINE)

A new infrastructure to take 15,000 vehicles off the roads every day, reducing up to 2,000 tonnes of CO₂ emissions a year.

The project comprised the design, construction and maintenance for 10 years of the Forrestfield Airport Link, to connect the eastern suburbs of Perth with the existing suburban rail network as well as the airport. Completed in October 2022, the line reduces road traffic and travelling times: travel times to reach the centre is reduced by over 50%, going from 45 to 20 minutes. The line is 8.5 km long, and its construction involved the excavation of two parallel tunnels, each approximately 8 km long, the building of 3 stations (Redcliffe, Airport Central and High Wycombe), 12 underpasses, and additional related works. Tunnel excavation, carried out using two specially designed TBMs, was particularly challenging due to the hydrogeological conditions of the ground and because the alignment runs beneath existing active railway lines and the runways of Perth Airport, reaching a depth of over 26 metres at the point where it passes beneath the Swan River. In 2019, Webuild received the Concrete Institute of Australia (WA) Award in the "Excellence in Technology and Innovation" category for the design and production of the precast concrete segments used for the tunnels of the Forrestfield-Airport Link.

TECHNICAL/PRODUCTION KPIs

8 km

length of each of the two tunnels

3

stations

SUSTAINABILITY KPIs

-2,000 tons

CO₂ emissions per year

**Award for Public Architecture
(Western Australia Chapter) 2023
Australian Institute of Architects
Awards, for excellence in design
and architecture**







QATAR

DOHA METRO, RED LINE NORTH UNDERGROUND

The first underground metro system of Qatar

The Red Line North Underground forms part of the overall project to build the new infrastructural mobility system promoted by Qatar. The overall route develops entirely in an urban environment and crosses the Financial District of Doha West Bay featuring a total length of 13 km through 7 new stations. The project involved the excavation of two parallel tunnels, one in each direction, approximately 11.6 km long with an internal diameter of 6.17 m lined with reinforced fiber prefabricated segments. To build it, 4 EPB (Earth Pressure Balance Type) TBMs were used to excavate the tunnels. The project won the Qatar Sustainability Award in 2017 and in 2018 it won the RoSPA (Royal Society for the Prevention of Accidents) Silver Award for its strong health and safety performance, qualifying as one of the projects with the best practices in its sector.

TECHNICAL/PRODUCTION KPIs

2,700,000 m³
excavations

530,000 m³
recovered excavation materials

725,000 m³
conventional concrete

SUSTAINABILITY KPIs

-215,000
trips by car per day

-45,000 tons
CO₂ emissions per year



ROMANIA

BUCHAREST METRO LINE 5 LOT 1

A new leap forward for the city's sustainable mobility

The plans for Lot 1 of Line 5 of the Bucharest Metro involved the design and construction of two singletrack tunnels – each 4.2 km long – as well as nine stations, over the section that runs entirely underground between Râul Doamnei and Eroilor stations (PS Opera). In total, the works required the excavation of just over 8 km of tunnels, using EPB TBMs (Earth Pressure Balance Tunnel Boring Machines), as they have characteristics that are particularly well suited to excavating the types of subsoils that sit beneath urbanised areas. Eroilor station provides a direct link with the rest of the metro network by means of a pedestrian underpass leading to the existing Lines 1 and 3. The other stations were placed along main thoroughfares served by street-level public transportation, in an effort to improve intermodal travel by facilitating interchanges between underground and overground means of transport.

TECHNICAL/PRODUCTION KPIs

383,000 m³
concrete

34,500 tons
steel

385,000 m³
underground excavations

SUSTAINABILITY KPIs

-5,400 kg
CO₂ emissions/day

-293 kg
NO_x emissions/day

-541 kg
emissions of volatile organic compounds/day



DENMARK

COPENHAGEN CITYRINGEN METRO

The underground loop line leading the city towards its goal of carbon neutrality

Cityringen, which was completed in 2019, is a modern, sustainable infrastructure that circumnavigates Copenhagen. Its construction involved the excavation of 31 km of tunnels, connecting a total of 17 elegant stations located beneath the city's historical centre. The excavations were carried out with TBMs (Tunnel Boring Machines): enormous mechanical 'moles' which negotiated their way through the ancient wooden foundations of the city's buildings, all without putting them at risk or disrupting the day-to-day life of citizens with the noise of diggers, the traffic of heavy vehicles, or the encumbrance of loading and unloading cargo. An impressive feat of engineering that allowed the peace and quiet of Copenhagen to remain undisturbed. Cityringen was designed with an ambitious goal namely to support the city in its goal to become the first carbon-neutral capital in the world. With 85% of citizens now served by a station located within 600 m of their homes, car use has dropped dramatically, with the effect of significantly reducing emissions.

TECHNICAL/PRODUCTION KPIs

428,000 m³
concrete

115,000 tons
steel

862,000 m³
underground excavations

SUSTAINABILITY KPIs

240,000
passengers/day

-96,000
car journeys/day

-50,000 tons
CO₂ emissions per year





ITALY

NAPLES METRO LINE 1

A gem of engineering that boasts the most magnificent Art Stations in Naples

Line 1 of the Naples Metro, built in multiple stages as part of the plan to improve the city's underground transportation network, is nothing short of a gem of engineering and art. The works form part of the overarching 'Art Stations' programme which, drawing upon the expertise of internationally renowned artists and architects, aims to transform places traditionally considered merely transitional into fully fledged art galleries. Webuild built 10 of the 20 stations on Line 1 currently in operation, including some of the most iconic Art Stations: Toledo, Università, Dante, Materdei, and Museo. Toledo station – designed by Spanish architect Óscar Tusquets Blanca and officially opened in 2012 – has garnered numerous awards, for its beauty and innovative use of underground space, including the Emirates Glass LEAF Award in 2013 and the ITA International Tunnelling Award in 2015. In 2014, it was also named the most beautiful station in Europe by the Telegraph and ranked among the world's most beautiful stations according to a list compiled by the American broadcaster CNN. On Line 1, Webuild is currently constructing Capodichino station.

TECHNICAL/PRODUCTION KPIs

50 m

depth of Toledo Station

43,000 m³

surface area of Toledo Station

SUSTAINABILITY KPIs

**Emirates Glass LEAF Award 2013
for design**

**ITA International Tunnelling Award
2015 for the innovative use
of underground space**

IMPACT AROUND THE WORLD

MAIN HIGH SPEED RAILWAYS

Italy

- Turin – Lyon HS Railway Base Tunnel - Lot 2
- Turin – Milan High Speed Railway System 2009
- Milan-Genoa "Terzo Valico dei Giovi" - HS/HC Railway
- "Firenze" Multipurpose Train Depot, Milan 2000
- Bologna-Florence High Speed Railway System 2010
- Firenze-Roma "Direttissima" High Speed Railway 1983
- Verona-Padua HS/HC Line
- Afragola High Speed Railway station 2017
- Salerno - Reggio Calabria HS Railway, Lot 1A Battipaglia-Romagnano

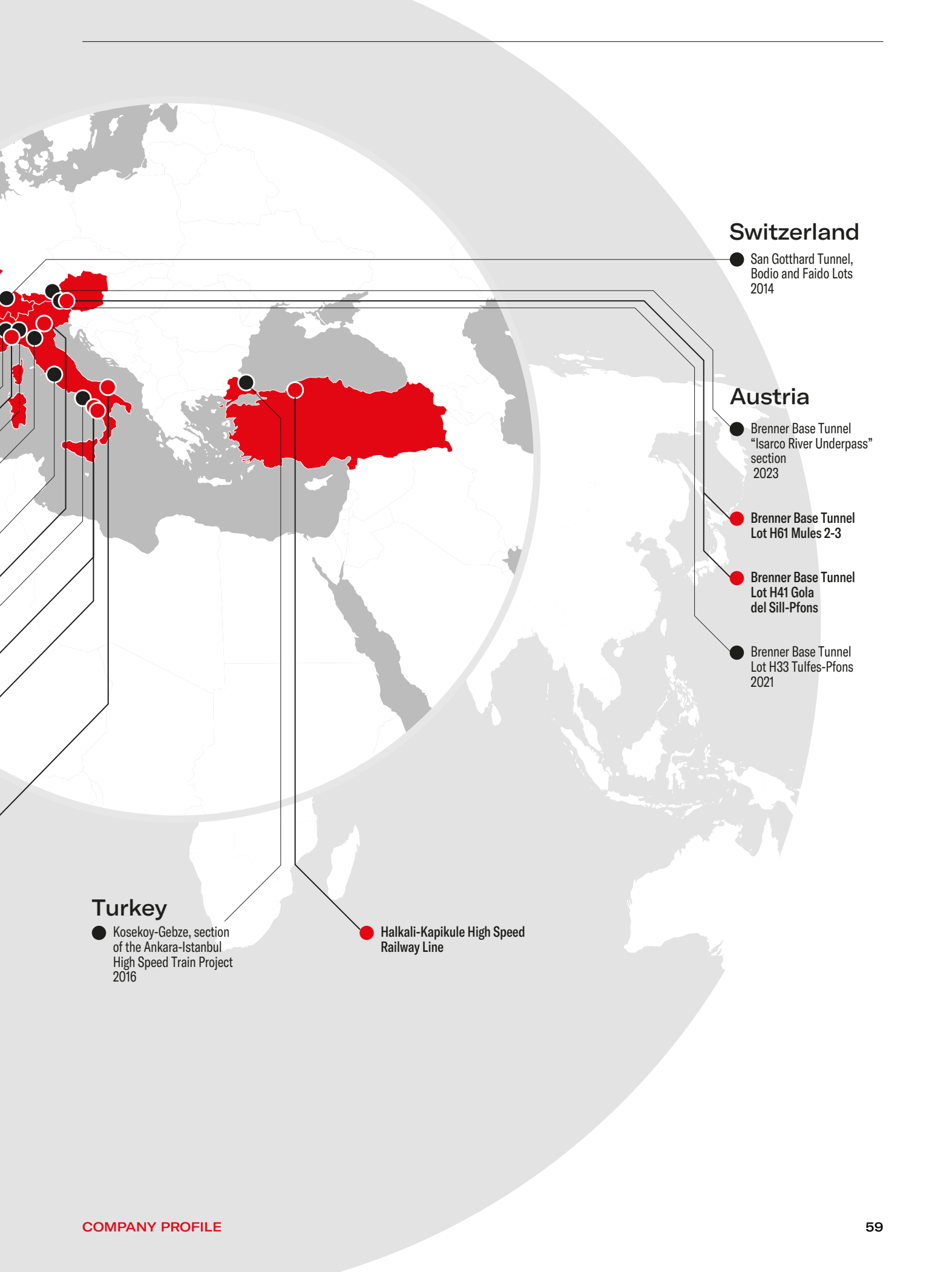
France

- Turin – Lyon HS Railway Base Tunnel, Lot 2
- Turin – Lyon HS Railway Modane safety site, Lot 5A
- TGV Nord Aronde (Lot 19-16) 1992
- TGV Lille and A5 Viaduct 1992
- TGV Line Rhone-Alps, "Rhone" Viaduct 1992

LEGEND

- In progress
- Completed
XXXX Completion date

- Salerno-Reggio Calabria HS Railway, Cosenza/Paola-S. Lucido (Santomarco Tunnel) Section
- Napoli-Bari HS/HC Railway Napoli-Cancello section
- Naples-Bari HS/HC Railway Apice-Hirpinia section
- Naples-Bari HS/HC Railway Orsara-Bovino section
- Naples-Bari HS/HC Railway Orsara-Hirpinia section



Switzerland

- San Gotthard Tunnel, Bodio and Faido Lots 2014

Austria

- Brenner Base Tunnel "Isarco River Underpass" section 2023
- Brenner Base Tunnel Lot H61 Mules 2-3
- Brenner Base Tunnel Lot H41 Gola del Sill-Pfons
- Brenner Base Tunnel Lot H33 Tulfes-Pfons 2021

Turkey

- Kosekoy-Gebze, section of the Ankara-Istanbul High Speed Train Project 2016
- Halkali-Kapikule High Speed Railway Line





ITALY

TERZO VALICO DEI GIOVI – GENOA JUNCTION ONE PROJECT

The Genoa-Milan high-speed line brings Italy to the centre of Europe, improving rail services for passengers and freight

Terzo Valico dei Giovi and Genoa Junction are the two essential parts of the One Project for the construction of the new high-speed, high-capacity railway line from Genoa to Milan. Once completed, it will be the longest underground railway line in Italy. The project is the first part of the European TEN-T Rhine-Alps Corridor, and will strengthen connections between the Ligurian port system, the ports of the northern Tyrrhenian Sea, northern Italy and the rest of Europe. The route is 53 km long, 70% of which is in tunnels. Considering the single and double-tube tunnels and secondary interconnections, the project involves the excavation of 90 km of tunnels. The Terzo Valico connects to the Genoa junction at the Fegino junction. It then enters, in succession, the Campasso Tunnel (700 m, already completed), the Valico Tunnel (27 km), the Serravalle Tunnel (7 km) and the Pozzolo Tunnel (2 km).

TECHNICAL/PRODUCTION KPIs

15 millions m³

excavated material

3.5 millions m³

concrete (estimate for the entire project)

136,000 tons

reinforcing steel for reinforced concrete
(estimate for the entire project)

SUSTAINABILITY KPIs

-33%

travel time between Genoa and Milan

+3.5 millions

passengers served each year (estimate)

-55%

CO₂ emissions vs. road transport



ITALY/AUSTRIA

BRENNER BASE TUNNEL (FOUR LOTS)

A strategic infrastructure project for increasingly integrated and sustainable mobility in Europe

The Brenner Base Tunnel is the central element of the Scandinavian-Mediterranean European TEN-T Corridor. It is also its most important project as it will overcome the natural barrier of the Alps. The project is part of the Munich-Verona axis and extends for 64 km, including the Innsbruck junction. Once completed, it will be the longest underground railway link in the world and passenger trains will be able to travel at a maximum speed of 250 km/h on the new line, reducing the journey time between Fortezza and Innsbruck from the current 80 minutes to just 25 minutes. Webuild is involved in two lots of this project, Mules 2-3 on the Italian side and Sill Gorge-Pfons on the Austrian side and has already completed the Tulfes-Pfons lots in Austria and the Isarco underpass in Italy. Advanced soil consolidation techniques, such as jet grouting and freezing, were used in the construction phase.



TECHNICAL/PRODUCTION KPIs
ISARCO UNDERPASS LOT

64 km

tunnel length to connect Innsbruck
to Fortezza

>50 km

length of Webuild lots
(completed or in progress)

SUSTAINABILITY KPIs

-69%

reduction in travel time between
Fortezza and Innsbruck for passengers



ITALY

TRENTO RAILWAY BYPASS (LOT 3A)

A strategic project to enhance the Brenner Base Tunnel system and relieve congestion in the urban node of Trento

The Trento Railway Bypass (Lot 3A) is a strategic infrastructure integrated into the Brenner Base Tunnel system, contributing to the strengthening of the Fortezza-Verona high-capacity rail axis, a key part of the Scandinavian-Mediterranean TEN-T Corridor. The project includes approximately 13 km of new railway line, developed almost entirely underground. The core of the works is a twin-tube natural tunnel with a single track per tube, approximately 11 km long, with portals in artificial twin-track sections. The project will make it possible to divert passenger and freight traffic away from the city centre of Trento, improving traffic flow and reliability, reducing noise and environmental impact on the city, and freeing up the historic line for more efficient use as part of the urban metropolitan service. SELI Overseas, a Webuild Group company specialised in tunnelling, is also involved in this lot.

TECHNICAL/PRODUCTION KPIs

13 km
railway line length

~11 km
artificial tunnel

2
entrances (portals) of a double-track artificial tunnel

SUSTAINABILITY KPIs

-65,000 tons
CO₂ emissions per year

Significant reduction of railway traffic in the urban node of Trento

Reduction of noise impact thanks to the diversion of freight traffic



ITALY

VERONA-PADUA HS/HC LINE

A crucial project for Italy's integration into the Mediterranean Corridor of the TEN-T network

The Verona-Padua HS/HC line – which will span a total of 76.5 km as it passes through the provinces of Verona, Vicenza and Padua – is a strategic piece of infrastructure for Italy, in that it forms part of the Mediterranean Corridor of the TEN-T Trans-European Transport Network (Europe's core network). It will quadruple the existing line, improving the quality of the Italian railway service and its integration with the European railway network. The line is divided into 3 functional lots. The first of these, the Verona-Vicenza junction section, is currently under construction and runs for 44.2 km through 13 municipalities (8 in the province of Verona, 5 in the province of Vicenza). The second functional lot, which is also under construction, pertains to the Vicenza Crossing, which will stretch for approximately 6.2 km from the town of Altavilla Vicentina to Vicenza station (an engineering challenge due to the crossing of Vicenza's urban centre). The third functional lot, which is currently in the design stage, pertains to the Vicenza-Padua stretch, which will cover more than 26 km.

TECHNICAL/PRODUCTION KPIs

42 km

railway trenches and embankments*

2.4 km

man-made tunnels*

10.2 km

viaducts*

SUSTAINABILITY KPIs

4,000

jobs expected for the entire project (direct and indirect)

3 millions

passengers expected per year

-300,000 tons/year

CO₂ emissions

* Cumulative data for the First Functional Lot (Verona-Vicenza junction) and the Second Functional Lot (Vicenza Crossing)



LYON-TURIN BASE TUNNEL (THREE LOTS)

An enabling infrastructure for growth,
sustainability and European market integration

The new Lyon-Turin high-speed/high-capacity (HS/HC) line is a strategic project for Europe, reshaping freight and passenger mobility flows between Italy, France and the entire Mediterranean axis of the TEN-T network, fostering economic growth, environmental sustainability and market integration. Webuild plays a leading role in this transformation with two highly complex lots currently under construction – Lot 5A in France and Operational Sites 6 & 7 in Italy – contributing to the realization of the Mont Cenis Base Tunnel, the core of the 57.5 km cross-border link, and has completed the Maddalena 1 Interchange Niches Lot in Italy. The project overcomes the natural barrier of the Alps by replacing the historic Fréjus line, which no longer meets European standards and is characterized by steep gradients that limit transport capacity. With the new line, trains will run faster, with lower energy consumption, enhanced safety and greater capacity, improving the overall efficiency of the European corridor. Lot 5A includes 4 parallel vertical shafts, each 500 m deep, for base tunnel ventilation, as well as 3 km of tunnels. Operational Sites 6 & 7 include 25 km excavated using 3 TBMs and 21 km using traditional methods. The Niches Lot involved the construction of 22 service niches.

TECHNICAL/PRODUCTION KPIs*

57.5 km

total length of the Base Tunnel

23.1 km

Section under Webuild's responsibility

4

parallel vertical ventilation shafts,
500 m deep

SUSTAINABILITY KPIs

>1,200

people employed (direct and indirect)*

1,000,000 tons/year

CO₂ emissions avoided per year (figure
referring to the entire Base Tunnel)

* Data updated as of 31 December 2025,
referring to Lot 5A and Operational
Sites 6 & 7





ITALY

SALERNO-REGGIO CALABRIA HS LINE LOT 1A BATTIPAGLIA-ROMAGNANO

A strategic corridor for passenger and freight transport along Italy's north-south axis

This is a strategic project for passenger and freight transport along Italy's north-south axis. Once completed, it will provide access to high-speed rail services to areas that are currently excluded, such as Cilento and Vallo di Diano, the Ionian coast, and the upper and lower Cosenza areas. Lot 1A Battipaglia-Romagnano is the first segment of this new infrastructure and foresees the construction of 35 km of new railway line, designed for speeds of up to 300 km/h. The alignment runs within the province of Salerno, across the municipalities of Battipaglia, Eboli, Campagna, Contursi Terme, Sicignano degli Alburni and Buccino, and includes a junction at Romagnano to connect with the future high-speed line and the existing Potenza-Metaponto line. The route develops for 18 km underground and includes 8 cut-and-cover tunnels totaling 4 km, as well as 12 natural tunnels. Eight tunnels will be excavated using 4 TBMs, including 3 equipped with cutter heads exceeding 13 metres in diameter, among the largest used by Webuild in Europe. The project also foresees the construction of 19 viaducts, totaling 6 km in length. As part of the Salerno-Reggio Calabria high-speed project, the Webuild Group has more recently also been awarded the contract for the Cosenza-Paola/San Lucido doubling, which includes the construction of the Santomarco Tunnel.

TECHNICAL/PRODUCTION KPIs*

35 km

total length of the route

18 km

underground development of the route

4

number of TBMs used

SUSTAINABILITY KPIs

3h40 mins vs. 5h (current)

reduction in travel times on the Salerno-Reggio Calabria route

* Data referring to Lot 1A
Battipaglia-Romagnano



ITALY

SALERNO–REGGIO CALABRIA HIGH-SPEED LINE COSENZA–PAOLA/ SAN LUCIDO DOUBLE TRACKING (SANTOMARCO TUNNEL)

A strategic infrastructure to enhance connections between the Tyrrhenian coast and the Calabrian inland, and the Bari–Taranto–Gioia Tauro freight corridor

The Cosenza–Paola/San Lucido doubling is one of the most significant projects of the Salerno–Reggio Calabria (HS/HC) line. It is intended to improve the capacity and efficiency of the rail connection between the Tyrrhenian coast and the urban area of Cosenza, while also strengthening the Bari–Taranto–Gioia Tauro freight corridor. It includes about 22.2 km of railway line, almost entirely underground, with the main feature being the new Santomarco Tunnel, over 15 km long—one of the most important works along the Salerno–Reggio Calabria route. The new tunnel will run parallel, at a distance of about 100 metres, to the existing single-track tunnel, which will be decommissioned once the works are completed. Excavation will involve the use of four TBMs to construct a twin-bore, single-track tunnel. The route passes through the municipalities of Paola, San Lucido, Rende, Montalto Uffugo, San Vincenzo la Costa, and San Fili. The project also includes 9 bridges and 2 railway viaducts. The project is part of the completion of the Salerno–Reggio Calabria HS/HC line, for which Webuild is also constructing Lot 1A Battipaglia–Romagnano.

TECHNICAL/PRODUCTION KPIs

22.2 km

total length of the route

>15 km

length of the Santomarco Tunnel

4

number of TBMs used

SUSTAINABILITY KPIs

1,500

Peak number of jobs generated locally

3h40 mins vs. 5h (current)

reduction in travel times on the Salerno–Reggio Calabria route



ITALY

NAPLES-BARI HS/HC RAILWAY LINE APICE-HIRPINIA LOT

A strategic project for southern Italy, forming part of the TEN-T network

Webuild is working on four lots of the Naples-Bari high-speed/high-capacity railway line (Orsara-Bovino, Hirpinia-Orsara, Apice-Hirpinia, Naples-Cancello), where it is building over 74 km of new railway line out of a total of 145 km, equal to approximately half of the entire project. The Apice-Hirpinia lot involves building 18.7 km of line, with three natural twin-track tunnels (Grottaminarda, Melito, Rocchetta) and four viaducts, in an area between the provinces of Avellino and Benevento that is highly complex in terms of structure and geomorphology. The project also includes the construction of the Hirpinia station. Two of the eight latest-generation green TBMs that Webuild has allocated to the entire project will be used to excavate the tunnels. The TBM Aurora, which has already excavated the Grottaminarda Tunnel (1,965 m long), will also excavate the Melito Tunnel (4,413 m), while the TBM Futura has completed excavation of the Rocchetta Tunnel (6,455 m). The viaducts will span the Ufita River and will be between 705 and 230 m long.

TECHNICAL/PRODUCTION KPIS

18.7 km

length of the section

13 km

length of the tunnel section

2

TBMs

SUSTAINABILITY KPIS

2h vs. 4h (current)

reduction in travel time between Naples and Bari*

~141,000 tons

Average CO₂ emissions avoided each year*

* Estimated data pertaining to the entire Naples-Bari line



ITALY

NAPLES-BARI HS/HC RAILWAY LINE ORSARA-BOVINO LOT

A strategic project for southern Italy, forming part of the TEN-T network

Webuild is currently working on 4 lots of the Naples-Bari HS/HC railway line – namely Orsara-Bovino, Hirpinia- Orsara, Apice-Hirpinia and Naples-Cancello – which comprise over 74 km of its total 145 km length, approximately half of the entire project. The Orsara-Bovino lot involves doubling the final section of the line before reconnecting it to the Bovino-Foggia-Bari line, which has been in operation since 2017. The section extends for approximately 12 km, mostly in the Apulian territory, with about 10 km referring to the Orsara tunnel. This tunnel has a doublebore, single-track configuration from the entrance on the Bari side. Due to the requirements of the route, the tunnel has a single-bore, double-track configuration in the stretch preceding the exit on the Naples side, with the transition between the two configurations being achieved by means of a junction chamber. For the excavation of the tunnel's two tubes, the use of two latest-generation green TBMs is planned.

TECHNICAL/PRODUCTION KPIs

~12 km
length of the section

~10 km
length of the tunnel section

2
TBMs

SUSTAINABILITY KPIs

2h vs. 4h (current)
reduction in travel time between Naples and Bari*

~141,000 tons
Average CO₂ emissions avoided each year*

* Estimated data pertaining to the entire Naples-Bari line



ITALY

NAPLES-BARI HS/HC RAILWAY LINE HIRPINIA-ORSARA LOT

A strategic project for southern Italy, forming part of the TEN-T network

Webuild is working on four lots of the Naples-Bari high-speed/high-capacity railway line (Orsara-Bovino, Hirpinia-Orsara, Apice-Hirpinia, Naples-Cancello), where it is building over 74 km of new railway line out of a total of 145 km, equal to about half of the entire project. The Hirpinia-Orsara lot is the second functional lot of the Apice-Orsara section (the first lot and the Apice-Hirpinia section) and extends for 28 km between Campania and Puglia. The section covers the central part of the Naples-Bari line, and almost the entire route is in tunnels, with the Hirpinia Tunnel extending for 27 km and competing for the title of longest tunnel in Italy with the Valico Tunnel in Genoa (also built by Webuild). The Hirpinia Tunnel is a highly complex project, not only because of its length, but also because it crosses the Southern Apennines. Four EPB (Earth Pressure Balance) TBMs will be used to excavate the tunnel, working simultaneously. The project also includes the construction of a 314 m long viaduct.

TECHNICAL/PRODUCTION KPIs

28 km

length of the section

27 km

length of the tunnel section

4

TBMs

SUSTAINABILITY KPIs

2h vs. 4h (current)

reduction in travel time between Naples and Bari*

~141,000 tons

Average CO₂ emissions avoided each year*

* Estimated data pertaining to the entire Naples-Bari line



ITALY

NAPLES-BARI HS/HC RAILWAY LINE NAPLES-CANCELLO LOT

A strategic project for southern Italy, where excavation is carried out using hyperbaric technology

Webuild is working on four lots of the Naples-Bari high-speed/high-capacity railway line (Orsara-Bovino, Hirpinia-Orsara, Apice-Hirpinia, Naples-Cancello), where it is building over 74 km of new railway line out of a total of 145 km, equal to about half of the entire project. The Naples-Cancello section is the first section of the Naples-Bari line and is strategic for the reorganisation of metropolitan, regional and long-distance connections throughout the area, as it will allow the high-speed/high-capacity line to serve the Naples-Afragola high-speed station (also built by the Group). The lot, approximately 15.6 km long, runs entirely along a variant of the historic line and crosses a heavily urbanised area. The route includes four viaducts, three of which are steel arch bridges, over 3 km of artificial tunnel, two stations and one stop. A significant innovation for this lot is the construction of a section of the Casalnuovo tunnel, which runs partly below the water table, using the hyperbaric excavation technique, the first example in Italy in the construction of tunnels that interact with the aquifer.

TECHNICAL/PRODUCTION KPIs

15.6 km
length of the section

3.3 km
man-made tunnel

0.65 km
excavation length in hyperbaric mode

SUSTAINABILITY KPIs

2h vs. 4h (current)
reduction in travel time between Naples and Bari*

~141,000 tons
Average CO₂ emissions avoided each year*

* Estimated data pertaining to the entire Naples-Bari line



ITALY

NAPLES-AFRAGOLA HIGH SPEED RAILWAY STATION

The futuristic, meandering high-speed rail station designed by starchitect Zaha Hadid

The station, which opened to the public in 2017, is a modern transport hub that complements the connections offered at Napoli Centrale station. It takes the form of a long, slinky bridge that passes over the tracks, with a central body 400 m long by 44 m wide. Including the external courtyards, it occupies a total area of 60,000 m². Designed by starchitect Zaha Hadid, the station is characterised by curved forms that influenced the materials selected (steel, glass and Corian) and considerably increased the complexity of its construction. As of its completion, the project boasted the largest surface area of Corian panels ever used in a single construction in Italy: 20,000 m². Energy saving was the primary consideration in the design and construction of the project. For example, the station is equipped with a solar thermal system providing around 200 kW of power for winter heating, along with multi-purpose refrigeration units: solutions aimed at reducing its environmental impact and generating benefits in terms of CO₂ emissions.

TECHNICAL/PRODUCTION KPIs

25 months

turnaround time

5,000 tons

steel used to construct the decks and curved roof structures

5,000 m²

glass used for the transparent roof

SUSTAINABILITY KPIs

55 min

Naples-Afragola – Rome Termini journey time

3,000,000

users served in the provinces to the north of Naples and Caserta





ITALY

TURIN-MILAN HS/HC RAILWAY LINE TURIN-NOVARA SECTION AND NOVARA-MILAN SECTION

A fast connection to match growing traffic and mobility requirements

The Turin-Milan section is 125 km long. The planning and construction met the need to make the project fit a strongly anthropized environment, characterized by the presence of some protected natural areas. The new railway line, connected to the existing line through three interconnections, runs along the infrastructural corridor beside the existing highway. The twin rail line includes bridges and viaducts for a total length of 22 km, 95.3 km of embankments, 4.3 km of trenches and 3.4 km of man-made tunnels. Works included motorway diversions and adjustments to the existing road system, worksite tracks; over 100 bypasses and overpasses for the railway, roads and motorway interchanges; approximately 40 kilometres of service tracks for civil protection; more than 200,000 m² of anti-noise barriers.

TECHNICAL/PRODUCTION KPIs

3,239,000 m³
concrete used

289,000 tons
steel used

14,866,000 m³
open excavations

SUSTAINABILITY KPIs

-47%
time of travel



ITALY

BOLOGNA-FLORENCE HS/HC RAILWAY LINE

From Bologna to Florence in just 35 minutes

Owing to the dimensions of the work, the engineering-related challenges, the sheer amount of manpower involved, the importance of the financial commitment, and the orographical and hydrogeological features of the Tuscan-Emilian Apennines, the Bologna-Florence High Speed Railway line represented a major engineering challenge for Italy and was at the time of completion one of the most important projects in Europe. To cross the Apennine range, the 79-km route required the construction of 72 km of natural tunnels and 5.2 km of open-air works, including 4 km of embankments and 6 viaducts for an overall length of 1.2 km.

TECHNICAL/PRODUCTION KPIs

3,640,000 m³
concrete used

30,000 tons
steel used

9,920,000 m³
underground excavations

SUSTAINABILITY KPIs

-49%
time of travel

IMPACT AROUND THE WORLD MAIN RAILWAYS

France

- Simplon Railway Line
1910
- Marsiglia-Ventimiglia
Railway Line
1991

Norway

- Nykirke-Barkaker
Rail Line

Canada

- Canadian Pacific,
Limited, CP Railroad
1983
- Canadian Pacific
Railroad-Roger Pass Tunnel
1988

Switzerland

- Rorschach - San Gallo
Railway Line and
Galgetobel Bridge
1981

Algeria

- El Gourzi-El Khroub
and Ramdane-Djamel
Constantine Railway
Line
1985

Cameroon

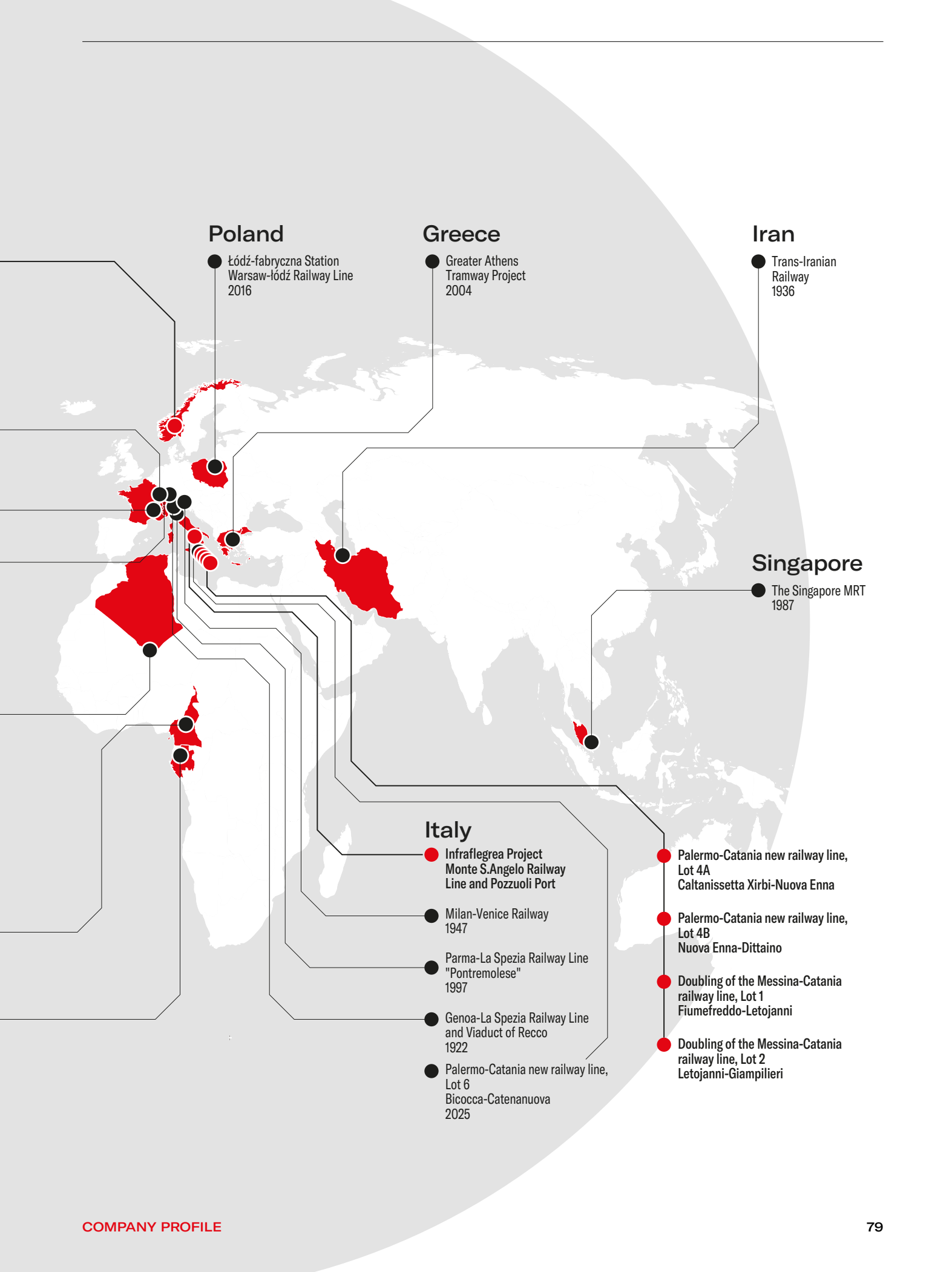
- Trans-Cameroon Railway
1987

Gabon

- Trans-Gabon Railway
1986

LEGEND

- In progress
- Completed
XXXX Completion
date



Poland

- Łódź-fabryczna Station
Warsaw-Łódź Railway Line
2016

Greece

- Greater Athens
Tramway Project
2004

Iran

- Trans-Iranian
Railway
1936

Singapore

- The Singapore MRT
1987

Italy

- Infraflegrea Project
Monte S. Angelo Railway
Line and Pozzuoli Port
- Milan-Venice Railway
1947
- Parma-La Spezia Railway Line
"Pontremolese"
1997
- Genoa-La Spezia Railway Line
and Viaduct of Recco
1922
- Palermo-Catania new railway line,
Lot 6
Bicocca-Catenanuova
2025

- Palermo-Catania new railway line,
Lot 4A
Caltanissetta Xirbi-Nuova Enna
- Palermo-Catania new railway line,
Lot 4B
Nuova Enna-Dittaino
- Doubling of the Messina-Catania
railway line, Lot 1
Fiumefreddo-Letojanni
- Doubling of the Messina-Catania
railway line, Lot 2
Letojanni-Giampileri



ITALY

MESSINA-CATANIA RAILWAY LINE LOT 1 - FIUMEFREDDO-LETOJANNI

A crucial project for the development of sustainable mobility in southern Italy

Webuild is constructing six sections of the Palermo–Catania–Messina railway corridor, for which it has already completed Lot 6 Bicocca–Catenanuova. Lot 1 Fiumefreddo-Letojanni is part of the Messina-Catania route and runs along the eastern side of Sicily, passing right by Mount Etna and the Strait of Messina. The project involves doubling 15.4 km of the line, including about 11 km of tunnels (partly excavated with TBMs), Taormina station (entirely underground), two stops and new viaducts. One of these viaducts, which passes over the Alcantara Valley, will be 928 m long with an arch span of 120 m, making it one of the longest arch bridges in Italy. The two Taormina tunnels being excavated will form one of the main junctions on the route. Excavation work for the odd-numbered track has already begun with the 'Lucia' TBM, starting from the entrance on the Catania side. Once completed, the doubled track will help to reduce travel times between Messina and Catania from 75 to 45 minutes.

TECHNICAL/PRODUCTION KPIs

15.4 km

total length of the section

~11 km

tunnel section

9.16 m

excavation diameter of Taormina tunnels

SUSTAINABILITY KPIs

45 min vs. 75 min (current)

reduction in travel time between Messina and Catania*

* Data pertaining to the entire Messina-Catania line



ITALY

MESSINA-CATANIA RAILWAY LINE, LOT 2 - LETOJANNI-GIAMPILIERI

A crucial project for the development of sustainable mobility in southern Italy

Webuild is constructing six sections of the Palermo-Catania-Messina railway corridor, for which it has already completed Lot 6 Bicocca-Catenanuova.

Lot 2 Letojanni-Giampilieri is part of the Messina-Catania route and involves the construction of around 28.3 km of new double-track line.

The route runs almost exclusively through tunnels and sits farther from the coast than the existing line. The project includes six double-bore tunnels (partly excavated with TBMs), two single-bore tunnels and seven viaducts. One of the main works to be done along the section is the Sciglio tunnel which also extends into the adjacent Fiumefreddo-Letojanni lot and which, at over 9 km long, is the longest on the entire Giampilieri-Fiumefreddo section. Once completed, the project will help to reduce travel times between Messina and Catania from 75 to 45 minute.

TECHNICAL/PRODUCTION KPIs

28.3 km

total length of the section

6

double-bore tunnels

2

single-bore tunnels

SUSTAINABILITY KPIs

45 min vs. 75 min (current)

reduction in travel time between Messina and Catania*

* Data pertaining to the entire Messina-Catania line



ITALY

PALERMO-CATANIA RAILWAY LINE, LOT 1+2 - FIUMETORTO-LERCARA JUNCTION

A new railway axis designed to facilitate sustainable mobility in Sicily

Webuild is constructing six sections of the Palermo–Catania–Messina railway corridor, for which it has already completed Lot 6 Bicocca–Catenanuova. The works planned for this route aim to improve the interconnection and interoperability of the line by bringing it up to European standards, as well as offering better links between the inland areas of the island and its three coastal cities and, additionally, higher capacity and speed for freight transportation. Lot 1+2 Fiumetorto-Lercara Junction is part of the Palermo-Catania line and involves a route that runs for 30 km, including 20 km of double-bore, single-track tunnels – which will be excavated with the use of four TBMs – and over 2 km of viaducts. The project includes 7 km of link roads and three stations, one of which (Valle del Torto) is being built from scratch, with the other two (Cerda and Lercara) being modernised.

TECHNICAL/PRODUCTION KPIs

30 km
overall length of the section

20 km
tunnels

3
stations

SUSTAINABILITY KPIs

-33%
reduction in travel time between Palermo and Catania*

* Data pertaining to the entire Palermo-Catania line



ITALY

PALERMO-CATANIA RAILWAY LINE, LOT 4A CALTANISSETTA XIRBI-ENNA

A new line designed to facilitate sustainable mobility in Sicily

Webuild is constructing six sections of the Palermo–Catania–Messina railway corridor, for which it has already completed Lot 6 Bicocca–Catenanuova. The works planned for this route aim to improve the interconnection and interoperability of the line by bringing it up to European standards, as well as offering better links between the inland areas of the island and its three coastal cities and, additionally, higher capacity and speed for freight transportation. Lot 4A Caltanissetta Xirbi-Enna is part of the Palermo-Catania route and involves the executive design and construction of 27 km of new line. The work mostly follows a variant of the existing line and requires the excavation of 20 km of tunnels (including interconnections), predominantly with the use of TBMs, as well as the construction of 3 km of viaducts. There are also plans to build a new station (Caltanissetta Xirbi) and a passing loop (Villarosa).

TECHNICAL/PRODUCTION KPIs

27 km

overall length of the section

20 km

tunnels (including interconnections)

3 km

viaducts

SUSTAINABILITY KPIs

-33%

reduction in travel time between Palermo and Catania*

* Data pertaining to the entire Palermo-Catania line



ITALY

PALERMO-CATANIA RAILWAY LINE, LOT 3 - LERCARA JUNCTION- CALTANISSETTA XIRBI

A new railway line designed to facilitate sustainable mobility in Sicily

Webuild is constructing six sections of the Palermo-Catania-Messina railway corridor, for which it has already completed Lot 6 Bicocca-Catenanuova. The works planned for this route aim to improve the interconnection and interoperability of the line by bringing it up to European standards, as well as offering better links between the inland areas of the island and its three coastal cities and, additionally, higher capacity and speed for freight transportation. Lot 3 Lercara Junction-Caltanissetta Xirbi is part of the Palermo-Catania route and involves the construction of 47 km of new line. The project requires the excavation of approximately 22 km of tunnels (including interconnections), which will be carried out using five TBMs (Tunnel Boring Machines). It also involves the construction of 11 km of viaducts and 32 km of link roads, as well as the modernisation of Vallerlunga station and three passing loops (Marcatobianco, Marianopoli and San Cataldo).

TECHNICAL/PRODUCTION KPIS

47 km
total length of the section

~22 km
tunnels (including interconnections)

5
TBMs

SUSTAINABILITY KPIS

-33%
reduction in travel time between Palermo and Catania*

* Data pertaining to the entire Palermo-Catania line



ITALY

PALERMO-CATANIA RAILWAY LINE, LOT 6 - BICOCCA-CATENANUOVA

A new railway line designed to facilitate sustainable mobility in Sicily

Webuild is constructing six sections of the Palermo-Catania-Messina railway corridor, for which it has already completed Lot 6 Bicocca-Catenanuova. The works planned for this route aim to improve the interconnection and interoperability of the line by bringing it up to European standards, as well as offering better links between the inland areas of the island and its three coastal cities and, additionally, higher capacity and speed for freight transportation. Lot 6 Bicocca-Catenanuova is part of the Palermo-Catania route and involved doubling around 38 km of line, partly by running a new track alongside the historical line and partly by converting the existing line into a double track. The route will help to improve the rail service between Enna and Catania and represents a crucial step in bolstering rail links with the ports of Catania, Augusta and Palermo, as well as Palermo and Catania airports.

TECHNICAL/PRODUCTION KPIs

~38 km

total length of the section

17

railway viaducts

160 km/h

top speed made possible

SUSTAINABILITY KPIs

-33%

reduction in travel time between Palermo and Catania*

* Data pertaining to the entire Palermo-Catania line



ITALY

PALERMO-CATANIA RAILWAY LINE LOT 4B - ENNA-DITTAINO

A new railway line designed to facilitate sustainable mobility in Sicily

Webuild is constructing six sections of the Palermo-Catania-Messina railway corridor, for which it has already completed Lot 6 Bicocca-Catenanuova. The works planned for this route aim to improve the interconnection and interoperability of the line by bringing it up to European standards, as well as offering better links between the inland areas of the island and its three coastal cities and, additionally, higher capacity and speed for freight transportation. Lot 4B Nuova Enna-Dittaino is part of the Palermo-Catania route and involves the executive design and construction of approximately 15 km of new line – of which 8.5 km will run through tunnels and 2 km will run over viaducts – between the towns of Enna and Dittaino, in the province of Catania. The project includes the construction of Enna station and the modernisation of Dittaino station.

TECHNICAL/PRODUCTION KPIs

~15 km
total length of the section

8.5 km
tunnels

2 km
viaducts

SUSTAINABILITY KPIs

-33%
reduction in travel time between Palermo and Catania*

* Data pertaining to the entire Palermo-Catania line



NORWAY

NYKIRKE-BARKAKER RAIL LINE

A new line to facilitate fast and sustainable transport along the east coast of Scandinavian country

The project consists in the upgrade of 13.6-kilometer section of a rail line between the towns of Nykirke and Barkaker, south of Oslo. A double-track line, including two bridges, three tunnels (two in drill&blast, one in cut&cover) and a station near the town of Skoppum. The project concerns a section of the so-called Vestfold Line, which is being modernized to reduce travel times and increase railway passenger capacity. Norway has as one of its priorities the establishment of a continuous double-track rail line between Oslo and Tønsberg and the upgrade of the section between Nykirke and Barkaker is critical to achieve this goal. Once it is upgraded, travel time between the two cities will be about an hour, with a frequency of up to four trains an hour in either direction. The project will also favour economic development beyond the Norwegian capital.

TECHNICAL/PRODUCTION KPIs

87,719 m³
concrete

39,314 tons
steel reinforcement

1,482,354 m³
open air excavation

SUSTAINABILITY KPIs

-20%
time of travel between Oslo and Tønsberg

-35%
time of travel between Skien and Oslo

IMPACT AROUND THE WORLD

MAIN ROADS AND MOTORWAYS

United States

- I-95 Express Lanes, Virginia 2014
- I-495 Capital Beltway Express Lanes, Virginia 2013
- Interstate - 64, Virginia
- Interstate - 75, Florida
- I-405 Motorway, California
- I-10 Corridor Express Lanes, California
- I-77 Roadway System, South Carolina
- Interstate - 85, North Carolina

Poland

- S-7 Expressway, Naprawa-Skomielnia Biala Section and Zakopianka Tunnel

France

- Frejus Highway Tunnel 1980

LEGEND

- In progress
- Completed
XXXX Completion date

Chile

- East - West highway in Santiago - Chile 2005

Argentina

- Buenos Aires 'North access' Motorway 2001

Brazil

- Anchieta - Imigrantes Motorway System 2002

Turkey

- Northern Marmara Motorway 2018
- Anatolian Motorway 2010

United Arab Emirates

- Umm Lafina Link Road
- Dubai Parallel Roads 2013
- Ras Al Khor Interchange - Dubai 2012

Australia

- North East Link project (NEL) - Melbourne

Italy

- Pedemontana Lombarda Motorway, Lots B,C2
- Pedemontana Lombarda Motorway 2015
- "Autostrada del Sole" A1 Motorway 1964
- Gran Sasso Highway Tunnel 1982
- Brennero A22 Highway 1974
- Marche-Umbria Quadrilateral Highway Network (Maxi Lot 2)
- Jonica National Road, Third Maxi Lot
- Ragusa - Catania Motorway, Lot 1
- Salerno - Reggio Calabria Motorway 2016



USA

I-10 CORRIDOR EXPRESS LANES, CONTRACT 1, CA

A new infrastructure to respond to population growth in San Bernardino County

The I-10 Corridor serves on average 265,000 daily local, commuter, and interstate travelers, and is a critical link within the Inland Empire. It also serves as a major trucking route between Southern California and the rest of the country. The project includes the design and construction of 11 miles (approximately 18 km) of two express lanes in each direction of I-10 from the Los Angeles/San Bernardino County line to east of the I-10/I-15 interchange. The project includes the widening of the existing highway, partial pavement rehab, bridge and drainage works, utilities.

TECHNICAL/PRODUCTION KPIs

570,000 tons
PCCP concrete

200,000 t
structural concrete

2,177,450 m³
earthmoving

SUSTAINABILITY KPIs

50%
time of travel during peak hours



ITALY

MARCHE-UMBRIA QUADRILATERAL HIGHWAY NETWORK (MAXI LOT 2)

One of the largest road infrastructure projects currently under construction in Italy

The Marche-Umbria Quadrilateral project, currently nearing completion, aims to improve mobility between the two regions and their connections with the rest of Italy. It involves the construction of road infrastructure, the main axes of which form a conceptual quadrilateral. All in all, the project encompasses the completion and upgrading of two main thoroughfares: Maxi Lot 1 (covering the Foligno-Civitanova Marche SS77 axis) and Maxi Lot 2 (covering the Perugia-Ancona SS76 and SS318 axis, for an approximate total of 31 km of dual carriageway, 22 km of which passes through tunnels, as well as the Pedemontana delle Marche over the Fabriano-Muccia/Sfercia section, which is approximately 36 km of single carriageway in total, 5 km of which passes through tunnels). The Webuild Group is currently carrying out work on Maxi Lot 2. The route of Maxi Lot 2, which is split into two separate lots, covers 67 km, including 25 km of tunnels and 55 viaducts.

TECHNICAL/PRODUCTION KPIs

+1,000,000 m³
concrete

+9,100,000 m³
earthworks

+90,000 tons
steel

SUSTAINABILITY KPIs

-20%
reduction in travel time on the Perugia-Ancona route

Between -30 and -80%
reduction in air pollution in inhabited areas it passes through



ITALY

PEDEMONTANA LOMBARDA MOTORWAY (SECTIONS B2 AND C)

New sustainable smart roads in northern Italy

Sections B2 and C of the Pedemontana Lombarda Motorway will be fully fledged sustainable smart roads. Section B2 will run between Lentate sul Seveso and Cesano Maderno, where it will join up with the existing Section B1. Section C will link Cesano Maderno with Usmate-Velate, integrating with the A51, Milan's eastern ring road. The project includes the construction of around 25 km of motorway to improve the road links in the Varese-Como-Bergamo-Milan quadrant. In an effort to minimise its environmental impact and as a way of passing through one of the most densely built-up areas in Europe, around 85% of the route is underground. The project aims to ease congestion on the A4 and in the urban areas it runs through by improving the East-West axis of Corridor V of the TEN-T network. These smart roads will be fitted with Cooperative Intelligent Transport Systems (C-ITS) and technologies designed for self-driving vehicles, as well as a continuous diagnostic system for their load-bearing structures. There are also plans to clean up and reclaim the areas affected by the 1976 Seveso disaster.

TECHNICAL/PRODUCTION KPIs

1,100,000 m³
of concrete (estimate)

90,000 tons
of steel (estimate)

9,100,000 m³
of excavations (estimate)

SUSTAINABILITY KPIs

5
provinces linked

120,000 m²
reclaimed areas (estimate)



ITALY

IONIAN MOTORWAY (MEGA LOT 3)

A strategic component in the development of southern Italy's road network

The Mega Lot 3 of the Ionian State Road (SS106) is a key element of the project to transform the Ionian Corridor into a major transport infrastructure connecting the Ionian coasts of Calabria, Basilicata, and Apulia. It will complete the connection ring between the A2 Autostrada del Mediterraneo and the A14 Adriatic motorway, enhancing mobility in Southern Italy and improving accessibility to Calabrian municipalities, reducing travel times and increasing road safety. Mega Lot 3 is the main intervention planned along the Calabrian section of the SS106 and includes 38 km of main extra-urban road, 13 tunnels, 16 viaducts totaling 7 km in length, 4 interchanges, and minor works. The project stands out for its innovation and modern approach, with tailored solutions to address the complexity of the territory. The area also includes the archaeological site of Sibari and the Castle of Roseto.

TECHNICAL/PRODUCTION KPIs

38

dual carriageway road

13

tunnels

16

viaducts

SUSTAINABILITY KPIs

99%

waste recovery rate in 2022

From 36 to 20 min

reduction in travel time between Sibari and Capo Spulico



AUSTRALIA

NORTH EAST LINK (NEL)

It is the largest private–public partnership (PPP) for an infrastructure project in Australia

Part of the State of Victoria's Big Build infrastructure investment programme, it is the state's biggest road project. In addition to the tunnels, the project will include interchanges at the M80 Ring Road, Grimshaw Street, Lower Plenty Road, Manningham Road and Bulleen Road. There will be Melbourne's first dedicated bus lane with express lanes along the Eastern Freeway. Up to 135,000 vehicles will use the North East Link every day, reducing congestion in the city's north-east while maintaining local roads for local trips and the environmental impact.

TECHNICAL/PRODUCTION KPIs

6.5 km
twin tunnels

SUSTAINABILITY KPIs

+25 km
walking and cycling path

15,000
trucks off roads per day



UAE

DUBAI PARALLEL ROADS

A vital artery to the financial heart of Dubai

The project involved the construction of two road sections in Dubai: the first near the World Trade Center connecting Second Zabeel Road to Sheikh Rashid Road; the second consisting of a series of roads and bridges to improve traffic flow in the "Jumeirah Lake Towers" area. The construction of the 24 bridges stipulated by the two contractual lots required special solutions, including the use of launching gantries with an innovative "Combo" methodology for the first lot in order to finish the work quickly, and reduce traffic disruption. The project also included the construction of new roads, the expansion of existing ones, the construction of access ramps and installation of vertical and horizontal signs, street lighting and the repositioning of a high number of sub-services.

TECHNICAL/PRODUCTION KPIs

100,000 m³
concrete

250,000 m²
paving

SUSTAINABILITY KPIs

**Reducing traffic congestion
in the city**

IMPACT AROUND THE WORLD MAIN BRIDGES AND VIADUCTS

United States

- Unionport Bridge, New York
2025
- Max Brewer Bridge Replacement
2013
- Halls River Bridge Replacement
2017
- Long Beach International
Gateway
2020

Colombia

- Barranquilla Bridge
1974

Argentina

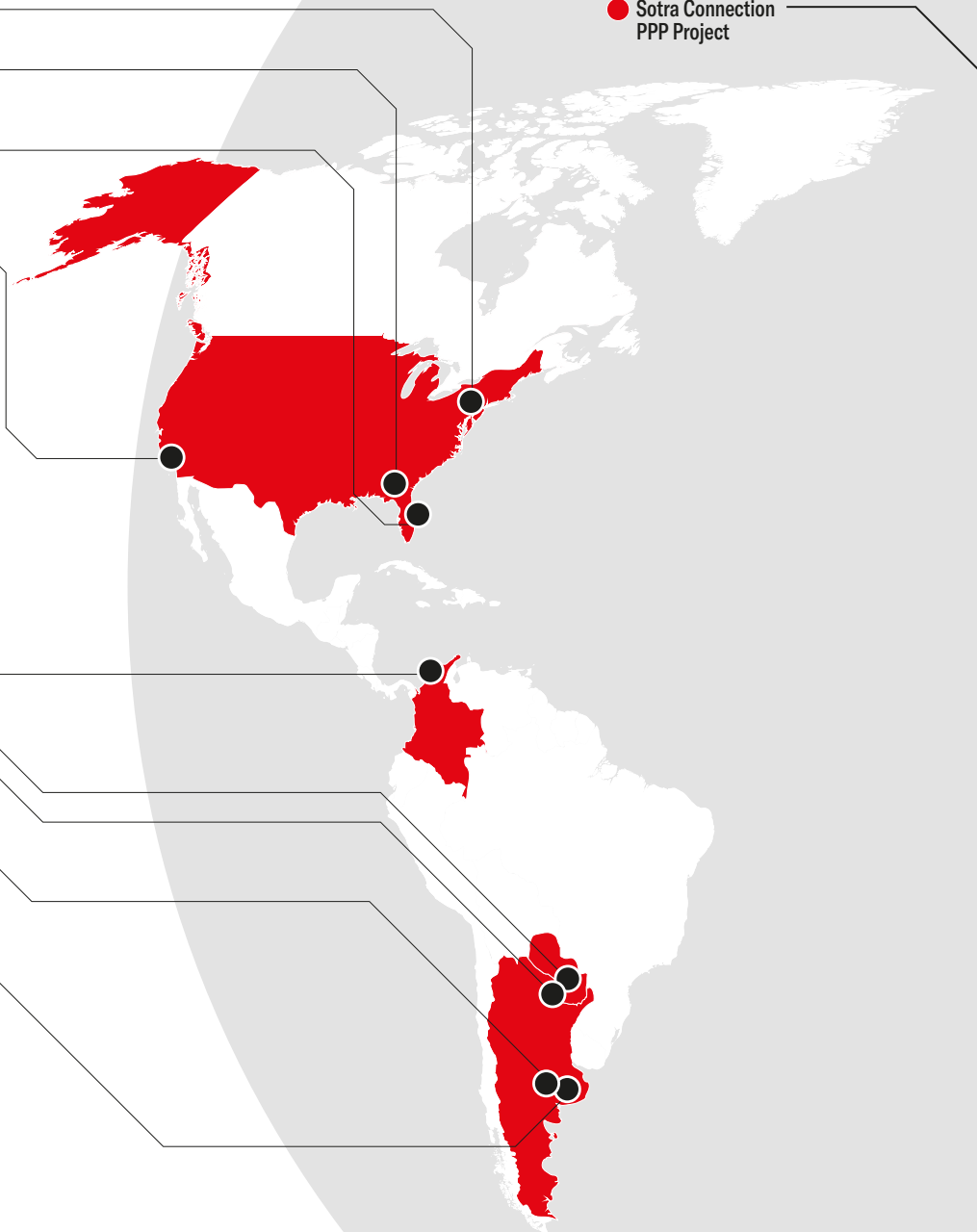
- Posadas-Encarnacion Bridge
1990
- Chaco Corrientes Bridge
1973
- Brazo Largo Bridges
1976
- Rosario-Victoria
Motorway Bridge
2003

Norway

- Sotra Connection
PPP Project

LEGEND

- In progress
- Completed
XXXX Completion
date





Russia

● Petrovski Bridges,
WHSD Project
2016

● Korabelny Bridges,
WHSD Project
2016

Romania

● Bridge over the Danube
river in Braila
2023

Turkey

● Second Bosphorus
Bridge
1994

● Haliç Metro Crossing
Bridge
2014

● Yavuz Sultan Selim Bridge
Third Bosphorus Bridge
2016

● Osman Gazi Bridge
2016

Italy

● Genoa
San Giorgio Bridge
2020

● Recco Viaduct
1922

● Bridge on the
Trebbia River,
Travo
1925

● Bridge on the
Taro River,
Fornovo
1911

● Favazzina Viaduct
2014

Lybia

● Wadi-El Kuf Bridge
1971

Lesotho

● Senqu Bridge
2026

Australia

● Skytrain Viaduct,
Sydney Metro Northwest
2018



ITALY

GENOA "SAN GIORGIO" BRIDGE

A smart and sustainable bridge for connections and transport in Liguria and Italy

The bridge has a continuous steel deck 1,067 metres in length with 19 spans supported by 18 elliptical piers made of reinforced concrete, the majority of which positioned 50 metres from each other. The collection of sunlight through its photovoltaic solar panels will allow the structure to produce the energy required for the night and day operation of all its systems, such as lighting, sensors and plants. The high quality of the structure of steel and cement will guarantee its longevity while maintaining the highest levels of safety thanks to a special system that will dehumidify the inside of the structure to avoid condensation and corrosion. The construction of the bridge, achieved in record time (a mere 15 months from start to finish), has become the symbol of Genoa's rebirth after the city was wounded by the collapse of the Morandi Bridge, but also of a new developmental phase for Italy. Underpinning the success of its construction is a model centred around collaboration between large companies working closely with one another and the public.

TECHNICAL/PRODUCTION KPIs

67,000 m³
concrete

24,000 tons
steel

80,000 m³
open excavations

SUSTAINABILITY KPIs

100%
reused excavation waste

95%
the energy needed for the functioning of the bridge's system is produced by photovoltaic solar panels



USA

LONG BEACH INTERNATIONAL GATEWAY, CA

An iconic project for the city of Long Beach that has helped to improve traffic flow and road safety

The Long Beach International Gateway, a cable-stayed bridge, is a strategic hub for links between the city and the port of Long Beach, whose skyline it has helped to redefine. It has a total length of 2,680 m, with a main span of 330 m and access viaducts stretching approximately 2 km. Its construction was intended to replace an existing structure – the Gerald Desmond Bridge – with a more modern infrastructure that better conformed to earthquake resistance requirements, as well as to improve traffic flows and ease congestion. The capacity of the previous bridge, built in the 1960s, could no longer keep up with the city's ever-growing volumes of traffic. The project to build the Desmond's replacement was exceptional due to the technical and organisational solutions adopted, which are typical of strategic infrastructures, where new structures must be built without obstructing the existing ones. Working without hindering the rail, road and maritime traffic was an essential condition for its successful construction.

TECHNICAL/PRODUCTION KPIs

7,650 tons

structural steel

23,500 tons

reinforced steel

190,000 m³

reinforced concrete

SUSTAINABILITY KPIs

1,200

vehicles/hour

100 years

expected life span

Accessibility of the port for the latest generation of cargo ships



TURKEY

NORTHERN MARMARA MOTORWAY AND YAVUZ SULTAN SELIM BRIDGE – THIRD BOSPHORUS BRIDGE

Europe and Asia getting closer thanks to the bridge of records

The construction of 150 km of the Northern Marmara Motorway stretch included the Third Bosphorus Bridge (now named Yavuz Sultan Selim Bridge) which is:

- the world's longest and widest hybrid bridge (width of 59 m and main span of 1,408 m);
- the first bridge designed to host an 8-lane highway and a double-track railway all at same level;
- the bridge with the highest tower in the world, above 320 m.

TECHNICAL/PRODUCTION KPIs

241,000 m³
concrete

5,000 tons
steel

897,000 m³
open excavations

SUSTAINABILITY KPIs

39,000,000
people in the catchment area

3.5%
energy consumption driven from
renewable energy sources (during
operation phase)



ROMANIA

BRIDGE OVER THE DANUBE RIVER, BRĂILA

The second-longest suspension bridge
in continental Europe

At 1,975 m long, the Brăila Bridge over the Danube is Romania's longest and continental Europe's second- longest suspension bridge. The central span measures 1,120 m, with a width of 31.7 m and two towers at just over 192 m high. The project includes 23 km of linked roads. Its construction has required some complex operations. Like the assembly of its two load-bearing cables, created by twisting over 18,000 steel wires (more than 9,000 for each cable), with a total weight of 6,775 tonnes. Or the assembly of the steel deck: more than 250 workers and specialist technicians installed the 86 segments of the deck – each with an average weight of 260 tonnes – using a specially designed launching and installation process. The bridge connects the two sides of the Danube in the Galati and Brăila area, reducing crossing times for around 7,000 vehicles every day from at least 45 minutes to a mere two on weekdays.

TECHNICAL/PRODUCTION KPIs

297,000 m³
concrete

52,360 tons
steel

19,000 m²
of 1m-thick diaphragms

SUSTAINABILITY KPIs

7,000
vehicles/day

From 45 to 2 min
reduction in river crossing time
on weekdays

Reduction of CO₂ emissions



TURKEY

OSMAN GAZI BRIDGE

The sixth-longest suspension bridge in the world at the time it was built

The Osman Gazi Bridge is a cable-stayed suspension bridge that forms part of the wider project of constructing the Gebze-Orhangazi-Izmir Motorway. It was built on the Gulf of İzmit, on the easternmost edge of the Sea of Marmara, near the city of İzmit and approximately 50 km southeast of Istanbul, Turkey. The bridge spans a total of 3,300 m and, at the time it was built, it was the sixth-longest suspension bridge in the world (now seventh) in terms of length of the main span, which is 1,550 m long. The bridge is suspended 64 m above sea level, with steel pylons standing at just over 230 m high. Comprising six lanes overall (three going in either direction), its construction has reduced the time taken to cross the bay from 60 minutes down to a mere six. The bridge was built in one of the most earthquake-prone areas in the world and so, to make the bridge as sturdy as possible, the pylons were built on a concrete base which rests on a large bed of gravel, allowing the pylons freedom to slide around in case of severe seismic events.

TECHNICAL/PRODUCTION KPIs

3,000 m
length of the bridge

1,550 m
length of the main span

230 m
maximum tower height

SUSTAINABILITY KPIs

From 60 to 6 min
reduction in bay crossing time



AUSTRALIA

SKYTRAIN – SYDNEY METRO NORTHWEST

An elegant, innovative, environmentally sustainable project unlike any other in Australia

The Skytrain project for the Sydney Metro Northwest railway involved the construction of eight stations and approximately 15.5 km of tunnels, running from Epping to Bella Vista, as well as the construction of a 4.5 km-long viaduct – partly formed of a 270 m-long curved cable-stayed bridge – connecting the areas of Bella Vista and Rouse Hill. Every last aspect of the project is nothing short of outstanding, starting with the machinery used to construct it. Take for instance the two gigantic gantry cranes, each 150 m long and weighing 600 tonnes, used to lower the 1,200 precast concrete segments into place in order to form the viaduct. One of the greatest engineering challenges of this project involved overcoming the considerable torsion effect caused by the curvature of the bridge, in the presence of its railway loads and stays. An elegant, innovative, environmentally sustainable bridge unlike any other in Australia, it has garnered countless awards, including being named '2018 Project of the Year' by Engineering News-Record (ENR).

TECHNICAL/PRODUCTION KPIs

4,500 m

total length of the viaduct

270 m

length of the cable-stayed bridge

1,200

precast concrete segments comprising the viaduct

SUSTAINABILITY KPIs

ENR's 2018 Project of the Year

IMPACT AROUND THE WORLD

MAIN PORTS AND SEA WORKS

Italy

- Civitavecchia Port Cruise Ships Quay 2000
- Pozzuoli Port 2006
- Naples Port 1996
- Olbia Industrial Port and Isola Bianca Dock 1999
- Santa Teresa di Gallura Harbour (Sassari) 1999
- Porto Torres Port Technical Upgrading 2007
- New Genoa Breakwater
- Gioia Tauro Port 1987
- Palermo Port 1948

LEGEND

- In progress
- Completed
XXXX Completion date

Honduras

- San Lorenzo Port 1979

Panama

- The New Panama Canal 2016





PANAMA

THE NEW PANAMA CANAL

Redrawing global shipping routes saving and reusing water

With 74 million cubic metres of excavations, 5 million cubic metres of concrete, 1.6 million tons of cement and 7.1 million cubic meters of dredging, the Third Set of Locks Project is the biggest feat of engineering to take place in several decades. A complex system of interconnected basins guarantees minimum impact on the environment, reducing the dispersion of fresh water flowing in the artificial basins, to the minimum. The New Panama Canal is a revolution for global trade. The approximately 12 thousand ships that currently cross it each year, will be connected to 1,700 ports belonging to 150 countries and to 144 maritime routes.

TECHNICAL/PRODUCTION KPIs

290,000 tons
reinforced steel

3,300 tons/hour
concrete aggregates production

1,240 m³/hour
concrete production

SUSTAINABILITY KPIs

60%
water saving thanks to the innovative Water Saving Basins system

+100
species typical of the tropical habitat were rescued during the construction

-16,000,000 tons
CO₂ emissions per year by enabling Post-Panamax ships to cross America instead of sailing round the continent







ITALY

NEW BREAKWATER IN GENOA

An example of exceptional innovation in engineering

The New Breakwater in Genoa is a key element in the overarching infrastructure investment plan to improve the city. The project is intended to consolidate the role of Genoa's port in the Rhine-Alpine Corridor of the TEN-T Trans-European Transport Network, which the Terzo Valico dei Giovi - Genoa Hub Single Project (another Webuild project) forms part of. This new infrastructure will allow for goods arriving from the Mediterranean basin to be delivered all over Europe, with a reduction in transportation times. The new dam will be longer and wider than the current one, making the port accessible to the latest generation of ships, which can reach up to 400 m long. It will be the result of a one-of-a-kind project in terms of both sheer scale and the complexity of the engineering. It will be built offshore using innovative techniques, all without interrupting the normal operation of the port. Its foundations will rest on the seabed at variable depths of up to 50 m, and it will consist of approximately 90 precast reinforced concrete caissons lined up next to one another.

TECHNICAL/PRODUCTION KPIs

~6,000 m

overall length of the new breakwater

800 m

diameter of the new turning basin

50 m

maximum depth

SUSTAINABILITY KPIs

~1,000

workers employed (at its peak, including direct employees and subcontractors)

Italian consortium

IMPACT AROUND THE WORLD

CLEAN HYDRO ENERGY

- Hydroelectrics Dams & Plants
- Storage and pumping systems



Hydropower is one of the cornerstones of the global energy transition. Its high reliability and flexibility make it essential for balancing and stabilising electricity generated from intermittent renewable sources such as wind and solar, ensuring continuity of supply across power grids.

It is also one of the renewable solutions with the lowest unit cost, making it particularly strategic in regions where access to electricity is still limited and where demographic and industrial growth requires robust and sustainable energy infrastructure.

The hydropower projects being delivered by Webuild worldwide will generate 50,000 GWh per year of renewable electricity. These projects are especially critical in Cen-

tral Asia and Australia, where hydropower infrastructure contributes significantly to regional energy security. The additional capacity created will make it possible to avoid millions of tonnes of CO₂ emissions per year, generating immediate and long-lasting environmental benefits.

The experience developed by the Group in building dams and hydropower plants across Europe, North and South America, Africa, Asia and Oceania enables Webuild to operate effectively in a wide variety of geological, climatic and social contexts. All projects are delivered in full compliance with international environmental and social standards, ensuring infrastructure that becomes a globally recognised benchmark in terms of quality, safety and performance.



IMPACT AROUND THE WORLD

MAIN CLEAN HYDRO ENERGY PROJECTS

Canada

- James Bay Hydroelectric Power Project 1982

Iceland

- Karahnjúkar Hydroelectric Plant 2008

Switzerland

- Val di Lei Dam 1960

Italy

- Valdo Hydroelectric Plant 1922
- Morasco Dam 1940
- Toggia Dam 1932
- Mignano Dam 1933

Colombia

- Sogamoso Hydroelectric Project 2015

Peru

- Huanza Hydroelectric Project 2013
- Mantaro Hydroelectric Project 1968

Paraguay

- Yacyretà Hydroelectric Project 1998
- Yaciretá Hydroelectric Power Plant (Brazo Aña Cuá Project)

Ghana

- Akosombo Hydroelectric Plant 1966

Uganda

- Bujagali Hydropower Plant 2013

Zambia

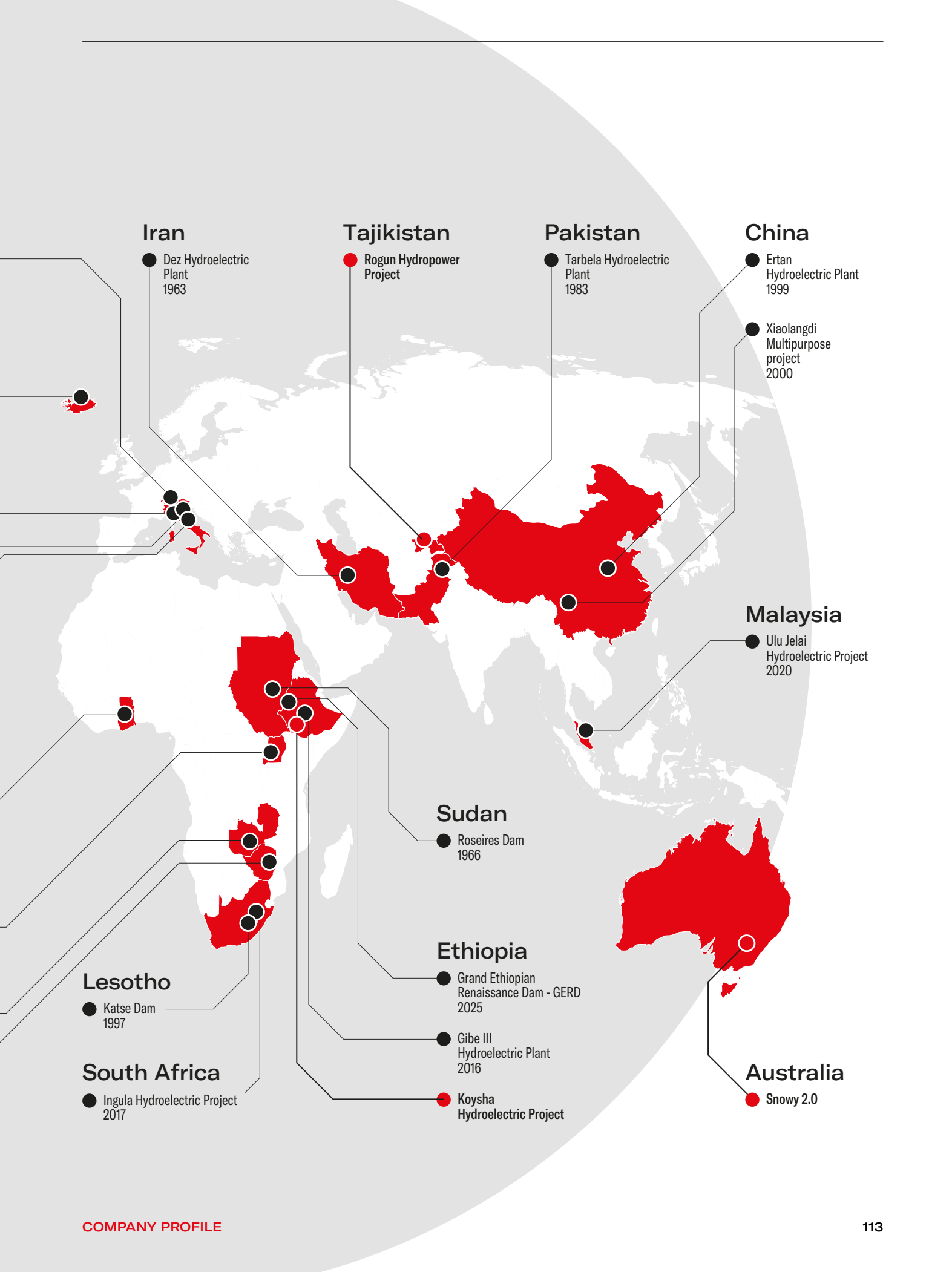
- Kariba Hydroelectric Plant 1960

Zimbabwe

- Osborne Dam 1994

LEGEND

- In progress
- Completed
XXXX Completion date





AUSTRALIA

SNOWY 2.0

A project designed to generate clean energy to support Australia's energy transition

Snowy 2.0 is a Pumped Storage Scheme. It is the largest committed renewable energy project in Australia. Snowy 2.0 will underpin the nation's secure and stable transition to a low-carbon emissions future at the lowest cost for consumers. The project involves linking two existing dams, Tantangara and Talbingo, through 29 km of tunnels and building a new underground power station with pumping facilities. Snowy 2.0 will increase by 2,200 MW (latest figures) the generating capacity of the Snowy Mountains Hydro-electric Scheme currently producing 4,100 MW. The new facility will boost the pumping capacity of the system, which is used to provide for the country's energy needs at times of peak demand or in case of supply shortages from renewable sources such as wind or solar power, supplying 350,000 MWh of large-scale storage, equivalent to 160 hours.



TECHNICAL/PRODUCTION KPIs

29 km

TBM Tunnel excavation

485,000 m³

Power House Complex excavation

3,000,000 m³

earthworks

SUSTAINABILITY KPIs

350,000 MWh

energy storage capacity

160

hours of energy supply guaranteed by the system before requiring recharging

>4,000

jobs (including direct employees and subcontractors) created in the Snowy Mountains region



TAJIKISTAN

ROGUN HYDROPOWER PROJECT

The tallest dam in the world to double the Tajikistan's energy production

The project consists of the construction of a 335-metre-high rockfill dam, the tallest in the world, on the Vakhsh River. The dam will be located in Pamir, one of Central Asia's main mountain ranges. Once completed, the plant will have 6 turbines of 600 MW each with a total installed capacity of 3,600 MW (the equivalent of three nuclear power plants). The Project foresees an early generation stage, today already concluded, with the activation of the first two turbines and the putting into operation of the following four within 2026.

TECHNICAL/PRODUCTION KPIs

74,000,000 m³
dam embankment

2,600,000 m³
open excavations

100,000 m³
underground excavations

SUSTAINABILITY KPIs

-1,200,000 tons
CO₂ emissions per year



ETHIOPIA

GRAND ETHIOPIAN RENAISSANCE DAM PROJECT (GERDP)

The dam that will help to transform Ethiopia into the 'green lung' of Africa

The GERDP is an extraordinary engineering achievement that promises to transform Ethiopia's energy future. Completed in 2025, the Grand Ethiopian Renaissance Dam is the largest dam in Africa and will contribute sustainably to the country's energy development, supporting its path toward carbon neutrality and helping to prevent the emission of over 2 million tons of CO₂ into the atmosphere each year. The GERDP was built approximately 700 km northwest of Addis Ababa, along the waters of the Blue Nile. The main structure is an imposing dam made of roller-compacted concrete (RCC): 1,800 meters long and 170 meters high. Its construction required 10.7 million cubic meters of RCC. The dam creates a reservoir covering an area of 172,500 square kilometers and can hold up to 74 billion cubic meters of water. At its base, two hydroelectric power plants have been built, housing a total of 13 Francis turbines.

TECHNICAL/PRODUCTION KPIs

170 m
height

5,150 MW
total installed capacity

15,700 GWh
expected average annual
electricity production

SUSTAINABILITY KPIs

-2,000,000 t
CO₂ emissions avoided every year



MALAYSIA

ULU JELAI HYDROELECTRIC PROJECT

A sustainable hydro-project to improve the energy production of the country

The Ulu Jelai plant is part of a programme that was promoted to develop hydroelectric energy in five sites, so that Malaysia can increase its hydroelectric capacity from its current 1,900 MW to more than 3,000 MW by 2020. Solutions to optimize the project's environmental impact were developed, and energy production efficiency also greatly improved: according to a UN report, Ulu Jelai generates a great quantity of energy with a reservoir with limited dimensions.

TECHNICAL/PRODUCTION KPIs

4,037,000 m³
excavation and earth moving

729,000 m³
volume of RCC dam

950,000 m³
underground rock excavations

SUSTAINABILITY KPIs

-250,000 tons
CO₂ emissions per year



COLOMBIA

SOGAMOSO HYDROELECTRIC PROJECT

A project with an important role in generating the annual average of energy requirement

The Sogamoso hydroelectric dam rises far above the eponymous river, using its waters to turn its massive turbines to produce about 10% of the country's electricity. Inaugurated in 2015, it is the fourth largest dam in Colombia with 820 megawatts of installed capacity. The operation involved the construction of a dam, 190 m high and 300 m long, of an underground power station that houses three turbines, of two diversion tunnels approximately 870 metres long, and the building of the system of access roads and tunnels for the underground power station.

TECHNICAL/PRODUCTION KPIs

493,000 m³
of concrete

20,200 t
of steel

8,350,000 m³
dam embankment

SUSTAINABILITY KPIs

10%
total production of Colombia's electricity



ETHIOPIA

GIBE III HYDROELECTRIC PLANT

A project to boost the national energy production by 85%, meeting the growing demand for energy

The works involved the design and construction of the tallest RCC dam in the world at the time of completion, and an open-air power plant with 10 Francis turbines, which have a total installed power of 1,870 MW and an expected energy output of 6,500 GWh per year. The project also involved three diversion tunnels and two twin adduction tunnels, two intake structures, two horizontal tunnels, four vertical shafts and two distributors. The project is the natural extension of the biggest complex along the Gilgel Gibe River with the two other hydroelectric dams Gibe I (completed and operational since 2004) and Gibe II (operational since 2010).

TECHNICAL/PRODUCTION KPIs

6,214,000 m³

Roller Compacted Concrete (RCC)

1,270,000 m³

excavation of river diversion tunnel (x3)

1,500,000 m³

tunnel excavation twin adduction tunnels

SUSTAINABILITY KPIs

-2,500,000 tons

CO₂ emissions per year



ICELAND

KÁRAHNJÚKAR HYDROELECTRIC PLANT

Clean hydro energy from the glacial waters

Located less than 200 km from the Arctic Circle, the Kárahnjúkar concrete-faced rockfill dam, with its 193 m in height, is the tallest dam in the Nordic region and the first of its kind in Europe. It receives the glacier waters of the Jokulsa a Dal River and transfers them to a 690 MW underground powerhouse. The headrace tunnel system, with a total length of around 50 km, was excavated with three TBM's.

TECHNICAL/PRODUCTION KPIs

254,000 m³
of concrete

8,870,000 m³
dam's rockfill embankment

396,000 m³
open excavations

SUSTAINABILITY KPIs

Iceland's major hydro plant, contributing to maintain the country a world leader in renewable energy



PARAGUAY

YACIRETÀ HYDROELECTRIC PROJECT AND POWER PLANT

Upgrading the existing plant on the Río Paraná

The existing dam, completed in 1998, measures nearly 70 km in length and stretches for 18.7 km across the Argentinian and Paraguayan sides of the Paraná river. The dam's reservoir of this bi-national project has a surface area of 1,600 km², and a total volume of water of 21 billion m³. The powerhouse currently houses 20 Kaplan turbines for a total installed capacity of 3,200 MW capable of providing approximately 60% of Argentina's hydroelectric energy, and 22% of the national energy demand. The new ongoing contract includes all civil works and some electromechanical works for the installation of three additional Kaplan Turbines. Once completed, the plant will register an increase in installed power of 270 MW and will have an average energy production of 1,700 GWh per year. The works for this upgrade will be mainly carried out in Paraguay.

TECHNICAL/PRODUCTION KPIs

265,000 m³
of concrete

11,500 tons
of steel

1,386,000 m³
open excavations

SUSTAINABILITY KPIs

9%
increased installed capacity

-265,000 tons
CO₂ emissions per year



CANADA

JAMES BAY HYDROELECTRIC POWER PROJECT

An extremely challenge construction site for the major hydro project in Canada

The James Bay is a complex project to exploit the water resources of the rivers to the east of James Bay to produce electrical power. The system produces around 83 billion kWh electricity each year. The most critical element in the overall project was having to deal with the extreme climatic conditions during the long winters. Along with China and Brazil, today Canada is one of the world's leading producers of hydroelectric power (with an export quota of as much as 30%). The James Bay system is the largest hydroelectric complex in the country with a combined generation capacity of 16,021 MW.

TECHNICAL/PRODUCTION KPIs

160 m
height

25,000,000 m³
dam volume

2,896 m
spillway channel length

SUSTAINABILITY KPIs

50%
total consumption of Quebec satisfied by the clean energy produced by the plant

IMPACT AROUND THE WORLD

CLEAN WATER

- Desalination & Water Treatment
- Wastewater Management Systems
- Hydraulic Works
- Irrigation Dams

The Group is among the global leaders in water infrastructure and operates across the entire water cycle, from drinking water production to wastewater treatment and reuse.

For over a decade, Webuild has ranked at the top of international sector league tables, also thanks to Fisia Italmimpianti, the Group company specialised in water treatment and desalination.

This integrated expertise makes Webuild a strategic partner for public authorities and private operators, particularly in regions experiencing severe water stress, such as the Middle East, where the Group has delivered essential infrastructure serving millions of people.

Webuild also has extensive experience in the construction of storage facilities for potable and irrigation purposes, in environmental restoration projects and in initiatives aimed at strengthening urban wastewater management networks. These projects help make water systems more resilient to increasingly frequent extreme weather events worldwide.

Today, more than 20 million people are supplied by desalination plants built by Fisia Italmimpianti. More broadly, more than 12 million people will benefit from the hydraulic infrastructure currently under construction by the Group. These figures reflect a concrete commitment to ensuring access to water, water security and sustainability in regions facing the most critical climate and environmental challenges.

IMPACT AROUND THE WORLD
MAIN DESALINATION & WATER TREATMENT PLANTS AND
PLANTS FOR WASTEWATER MANAGEMENT

Canada

● Ashbridges Bay Treatment
Plant Outfall

Italy

● San Colombano
Waste Water
Treatment Plant
2010

Argentina

● Riachuelo Environmental
Restoration System - Lot 2
2025

Nigeria

● Adiyen -
Waterworks
Phase II

LEGEND

- In progress
- Completed
XXXX Completion
date

Turkey

- Atakoy Water Treatment Plant 2018

United Arab Emirates

- Takreer Desalination Plant for CBDC Project, Abu Dhabi 2017
- Jebel Ali M1,M2,M3 2012
- Jebel Ali L2 2008
- Jebel Ali L1 2006
- Taweelah B Ext 2007

Qatar

- Ras Abu Fontas B2 2018
- Ras Abu Fontas A1 2010

Saudi Arabia

- Zuluf, Water treatment plant for water injection
- Shoaiba 3 Expansion II 2019

Oman

- Salalah Independent Water Project 2021

Australia

- Woodman Point Water Resource Recovery Facility Upgrade Project



ARGENTINA

RIACHUELO ENVIRONMENTAL REMEDIATION PLANT, LOT 2

The heart of the largest wastewater pre-treatment plant in Latin America

Lot 2 represents the core of the Riachuelo System, a strategic infrastructure for the environmental rehabilitation of the most polluted river in Argentina. Constructed by Fisia Italmimpianti (Webuild Group), it integrates advanced engineering solutions into the system for the sustainable treatment of wastewater in the Buenos Aires metropolitan area. This lot includes the construction of an advanced lifting system with a pumping capacity of 36 m³/s, a pre-treatment plant with a capacity of 27 m³/s, and an outlet pumping station, enabling the management of urban wastewater flows and their transfer to the final discharge network. This lot is an essential component of the entire system, which, once fully operational, is expected to treat up to 2.3 million m³ of wastewater per day, extending the sewage network to 1.5 million residents and significantly improving urban quality of life. As part of the Riachuelo System, Webuild also constructed Lot 3, a record-breaking 12 km subfluvial tunnel laid at a depth of 40 meters in the Río de la Plata, which conveys pretreated water through 34 vertical steel diffusers (risers).



TECHNICAL/PRODUCTION KPIs

2,300,000 m³/day
treated wastewater*

27 m³/s
pre-treatment plant capacity

36 m³/s
lifting system pumping capacity

SUSTAINABILITY KPIs

4,300,000
people served*

14
municipalities involved*

1,500,000
people with first-time access
to the sewage network*

* Data referring to the entire Riachuelo
System



JEBEL ALI M DESALINATION PLANT

Technology serving sustainability, providing drinking water to 2.5 million people

Jebel Ali M is an iconic project in the global desalination landscape. Built by Fisia Italmimpianti (Webuild Group), at the time of its completion it was the largest plant in the United Arab Emirates. Thanks to eight desalination units—among the largest in the world—the plant produces 636,400 m³ of drinking water per day for domestic use by the population of Dubai. Seawater, drawn from the Persian Gulf through large intake pipelines, is transformed into a vital resource through advanced technologies and highly efficient processes. In 2014, Jebel Ali M received the prestigious “Desalination Plant of the Year” award at the Global Water Awards, confirming the project’s engineering excellence and its strategic impact on the region.

TECHNICAL/PRODUCTION KPIs

8x17.5 MIGD
unit

9
performance ratio

112°C
top brine temperature

SUSTAINABILITY KPIs

636,000 m³
water per day produced

2,500,000
people served





TURKEY

ATAKOY WASTEWATER TREATMENT PLANT

A plant which can process a total of 20,000 cubic meters of water a day, serving a district of some one million people

Located in the south western part of Istanbul, on the European side, the plant uses advanced biological methods to treat the wastewater before discharging it into the Marmara Sea. Fisia Italimpianti, of the Webuild Group, completed in 2018 the extensive revamping works for the first phase and the construction of the additional second phase. Additionally a new section of 20,000 cubic meters per day based on Membrane Bio Reactor (MBR) technology – an innovative solution for Turkey – was added to allow for the reuse of the treated water for street cleaning and garden irrigation.

TECHNICAL/PRODUCTION KPIs

100,000 m²
total area

240,000 m³/day
capacity biological stage of the Activated Sludge Plant

SUSTAINABILITY KPIs

20,000 m³/g
wastewater treated

1,000,000
people served by the plant



CANADA

ASHBRIDGES BAY TREATMENT PLANT OUTFALL

The largest and most significant water quality improvement plant undertaking in Toronto

Ashbridges Bay Treatment Plant (ABTP), in Toronto, calls for construction of a new discharge line for treated water in Ontario Lake. ABTP is one of the largest and oldest wastewater treatment plants in Canada. The contract includes an onshore well 85 m deep and 16 m of internal diameter, next to the coast line; a 3.5 km-long tunnel (internal diameter of 7 m), built by the bottom of the well and through the rock, beneath Lake Ontario's lakebed using a Tunnel Boring Machine; 50 risers, installed in line with the tunnel, for water discharge into the lake; a new canal that will transport treated water from the ABTP to the well. Once complete, the improved outfall will be able to handle up to 3,923 megaliters per day.

TECHNICAL/PRODUCTION KPIs

~49,465 m³
total concrete to be poured

212,480 m³
open excavations

538,510 m³
underground excavations

SUSTAINABILITY KPIs

+23%
improved outfall capacity

1,400,000
people served by the plant

IMPACT AROUND THE WORLD

MAIN HYDRAULIC WORKS

United States

● Three Rivers Protection & Overflow Reduction Tunnel, Fort Wayne (Indiana) 2023

● Kansas City's Levees Flood Protection Project (Missouri)

● Ship Canal Water Quality Project - Storage Tunnel Project (Washington)

● West Side CSO Tunnel Project Portland (Oregon) 2006

● Lake Mead Intake Hydraulic Tunnel, Las Vegas (Nevada) 2016

● Cleveland, OH Dugway Storage Tunnel (Ohio) 2020

● Anacostia River Tunnel, Washington, D.C. 2018

● Northeast Boundary Tunnel (NEBT), Washington D.C. 2025

LEGEND

● In progress

● Completed
XXXX Completion date

Argentina

● Riachuelo Environmental Restoration Project (Lot 3 Hydraulic Tunnel) 2023



Qatar

● Abu Hamour Hydraulic Project
2018

United Arab Emirates

● Abu Dhabi Deep Sewer Tunnel
2014



ARGENTINA

RIACHUELO ENVIRONMENTAL REMEDIATION PLANT, LOT 3

A sanitation project to provide a sewage network serving over 4 million people

The Riachuelo System in Buenos Aires is a major infrastructural and engineering project aimed at reducing organic pollution in the Río de la Plata, where Argentina's most polluted river, the Riachuelo, flows. With its 12 km length, the project ranks among the 10 longest subfluvial tunnels in the world. The subfluvial tunnel will enable the discharge of treated wastewater from a new plant and will help improve water quality. The tunnel will be hydraulically connected to the river through 34-meter vertical diffusers, built using an innovative technology known as the "Riser Concept." At each diffuser (riser), a pair of special rings has been installed to allow the riser to be installed from inside the tunnel at a later stage. In 2021, the Riser Concept won the prestigious ITA Tunnelling Award in the "Technical Innovation of the Year" category.

TECHNICAL/PRODUCTION KPIs

314,000 m³
concrete

19,000 tons
steel

900
jobs

SUSTAINABILITY KPIs

4,300,000
people served

2,300,000 m³/day
Treated wastewater





USA

ANACOSTIA RIVER TUNNEL

A multi-awarded project to clean Washington, D.C. rivers

The Anacostia River Tunnel project, part of the “Clean Rivers” project of DC Water Authority, involved the construction of a 3.8 km-long hydraulic tunnel which, connected to the district’s network, contributes to reducing the volume of wastewater and runoff that flows into the Anacostia River by 98%. The TBM was fully assembled on the surface and then lowered to the bottom of the shaft by means of an overhead travelling crane and hydraulic jacks, for a total of about 650 tonnes. This solution allowed the machine assembly work to be carried out while other critical processes are under way, thus saving time and resources. In 2017, the project received the Award for Sustainability Initiative of the Year from the “International Tunneling and Underground Space Association”. The use of concrete segments only reinforced with fibres is an innovation for the US, as are several solutions used for the TBM (the vacuum erector system) and the spoils (the overhead travelling crane and electro hydraulic bucket). Innovative gaskets for the precast tunnel lining segments, directly anchoring to the precast segment during casting, therefore saving materials and labour usually needed for post-casting installation.

TECHNICAL/PRODUCTION KPIs

3.8 km
tunnel length

6
shafts from 9 to 22 m in diameter and approximately 30 m deep

1
soft ground tunnel with a minimum internal diameter of 7 m

SUSTAINABILITY KPIs

-86%
chance of flooding in the areas it serves per year

-98%
untreated sewage and stormwater runoff (combined sewage) discharged to the Anacostia River per year



USA

LAKE MEAD INTAKE HYDRAULIC TUNNEL

The tunnel beneath the lake that provides Las Vegas with fresh water

The project represents one of the greatest challenges in underground works: to quench the thirst of Las Vegas with 4,500,000 m³ of drinking water and water for domestic use to the urban area of Las Vegas. Water supply is guaranteed even in the case of severe drought. The work comprised an access shaft, excavated out of the rock on the shore of the lake, about 200 m deep and with an internal diameter of 9.15 m. A tunnel has been constructed at the bottom of the shaft, under the lake bed, approximately 4,600 m long and with an excavation diameter of 7.22 m. The intake structure is located at the end of the tunnel, approximately 100 metres below the surface of the lake, made from a structure in reinforced concrete with a pipe-shaped tubular steel structure on top, with a diameter of 6 m, 30 m high and weighing about 1,250 tonnes.

TECHNICAL/PRODUCTION KPIs

4.6 km

tunnel length

30,000 m³

underwater excavations

7.22 m

tunnel excavation diameter

SUSTAINABILITY KPIs

90%

Southern Nevada's water comes from Lake Mead

25,000,000

people in Nevada, Arizona, and California supplied by Lake Mead water

IMPACT AROUND THE WORLD MAIN IRRIGATION DAMS

Italy

- Mignano Dam 1933
- Ridracoli Dam 1989
- Gela Dam, Caltanissetta 1948
- Ancipa Dam, Enna 1952

United States

- Merriman Dam for Water Supply Lackawack, NY 1950
- Neversink Dam for Water Supply, NY 1950
- Manasquan Dam 1990

Spain

- Alcantara Dam 1968

Morocco

- Asfalou Dam 2000

Algeria

- Kramis Dam 2005

Tunisia

- Siliana Dam 1987

Nigeria

- Gurara Dam

Cameroon

- Mape Dam 1987

Zambia

- Itezihitezhi Dam 1977

Namibia

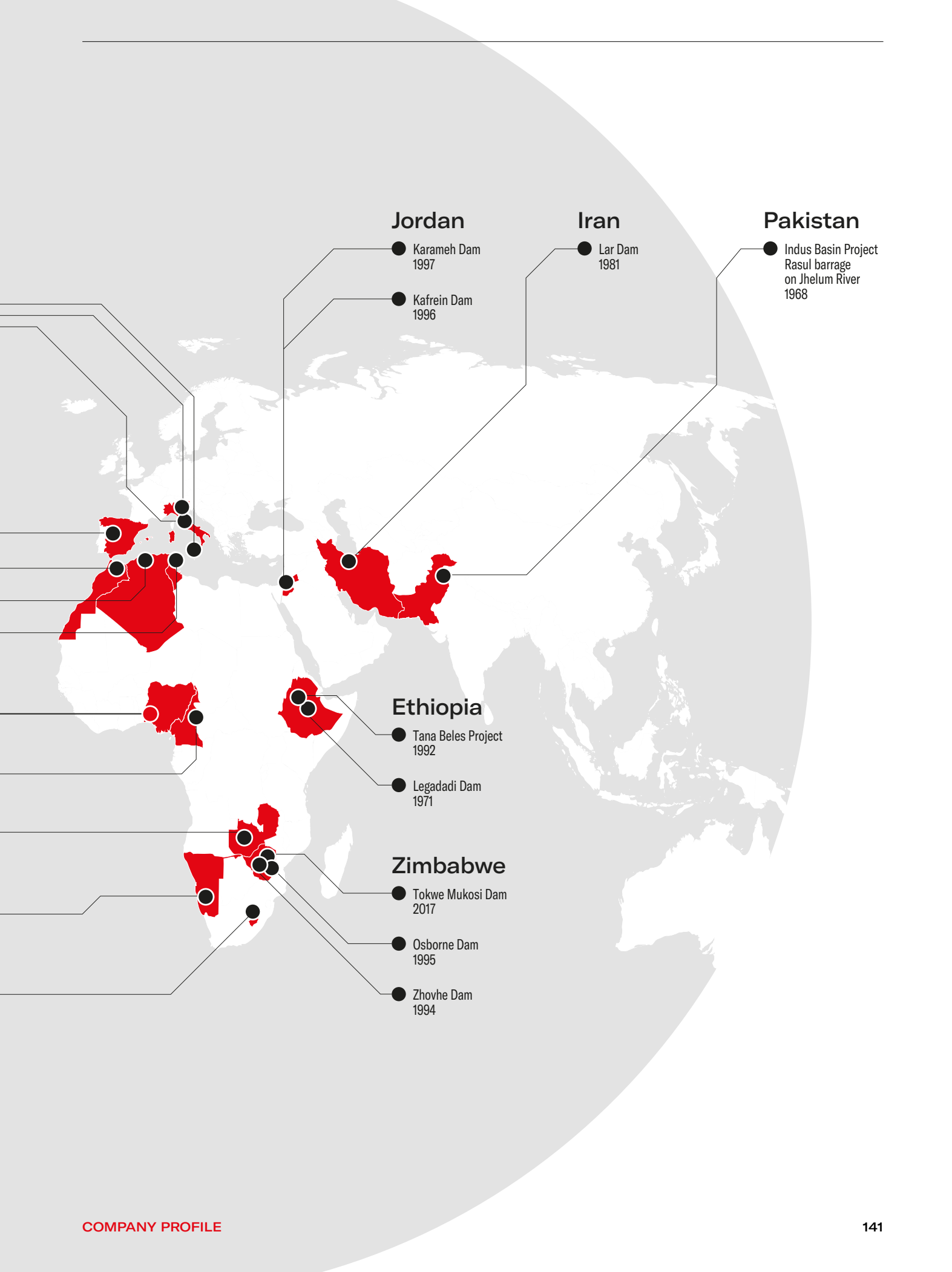
- Neckartal Dam 2020

Lesotho

- Mohale Dam 2003

LEGEND

- In progress
- Completed
XXXX Completion date



Jordan

● Karamah Dam
1997

● Kafrein Dam
1996

Iran

● Lar Dam
1981

Pakistan

● Indus Basin Project
Rasul barrage
on Jhelum River
1968

Ethiopia

● Tana Beles Project
1992

● Legadadi Dam
1971

Zimbabwe

● Tokwe Mukosi Dam
2017

● Osborne Dam
1995

● Zhovhe Dam
1994



NAMIBIA

NECKARTAL DAM

Namibia's largest dam to irrigate land for agricultural development

Located in the Karas region along the Fish River in the south of the country, the project is the first phase of the Neckartal Irrigation Scheme. Made from roller-compacted concrete (RCC), 78.5 metres high, 518 metres long and with a volume of 850,000 cubic metres, the Neckartal dam is aimed to harness water from the Fish River to produce energy and create a reservoir with a capacity of 857 million cubic metres, which will irrigate 5,000 hectares of land for the agricultural development of the area. The project included a crossing 13 km downstream of the dam, 360 metres long and 9 metres high, as well as a pumping station with corresponding intake structures. The water will flow through an 8.7 km steel pipe with a diameter of 1,100 mm to reach a reservoir with a capacity of 90,000 cubic metres, also part of the project.

TECHNICAL/PRODUCTION KPIs

78.5 m
dam height

850,000 m³
dam volume

857,000,000 m³
reservoir storage capacity

SUSTAINABILITY KPIs

5,000 hectares
land irrigated for the agricultural development of the area



ZIMBABWE

TOKWE MUKOSI DAM

The tallest dam in Zimbabwe

The dam, rising 90 m above its foundation, is the tallest in the country and it creates the largest artificial lake in Zimbabwe. It has a capacity of 1.8 billion cubic meters and the artificial basin is over 40 km in length. The dam, which will be mainly used for irrigation purposes, will irrigate approximately 25,000 hectares of farmland, in the downstream areas, contributing to agricultural development and to the agro-food industry in one of the poorest areas of the country. The project involved the construction of a Concrete Face Rockfill Dam (CFRD). The intake structure comprises a 35-m tower fitted with grilles that directs the water to a 6 m diameter concrete lined tunnel excavated along the left abutment (350 m long) equipped with a regulating tower and two service gates. The water is released into the riverbed throughout two 2 m diameter steel pipelines. There are two morning glory spillways, near the left and right abutments, with a concrete lined outlet tunnel, 6 m in diameter and about 200 m long. Webuild introduced a dedicated Plunge Pool with the aim to increase and guarantee the safety and stability of the dam toe.

TECHNICAL/PRODUCTION KPIs

1.8 billion m³
reservoir storage capacity

1,390,505 m³
main dam excavation

95.000 m³
of concrete

SUSTAINABILITY KPIs

~25,000 hectares
farmland irrigated

IMPACT AROUND THE WORLD

GREEN BUILDINGS & OTHER

- Civil & industrial Buildings
- Stadiums and sports infrastructure
- Hospitals and healthcare facilities
- Airports
- Energy Transition Projects



Building a sustainable future is an integral part of Webuild's vision. For years, the Group has invested in eco responsible architectural and engineering solutions aimed at improving the quality of life in cities and addressing global challenges such as rapid urbanisation, pollution and the need for resilient infrastructure. This includes civil, industrial, commercial, cultural, sporting and religious buildings designed to reduce the environmental footprint, as well as projects supporting the energy transition.

Over the course of its history, Webuild has delivered more than 200 healthcare facilities, over 80 airport infrastructures and numerous other "green" projects worldwide. These works have often contributed to urban regeneration, enhancing the relationship between aesthetics and engineering, functionality and innovation, sustainability and durability.

Among the most representative projects are the Stavros Niarchos Foundation Cultural Center in Athens, the Al Bayt Stadium in

Doha, ENI's new headquarters in San Donato Milanese, and the Kingdom Centre in Riyadh.

The adoption of certification schemes such as LEED (Leadership in Energy and Environmental Design) – one of the most widely recognised green rating systems globally – makes it possible to reduce environmental impact both during construction and throughout the entire lifecycle of an asset. The use of low impact materials and optimised production and logistics processes helps cut emissions and consumption, while energy and water efficient design ensures superior environmental performance over time.

The benefits of Eco design & Construction approaches are tangible and measurable: several authoritative studies show that a "green" building consumes on average 15% to 40% less energy than a conventional one, contributing to the reduction of greenhouse gas emissions and overall environmental impact.

IMPACT AROUND THE WORLD

MAIN GREEN BUILDINGS PROJECTS & OTHER

Switzerland

- United Nations Offices, Geneva
- Le Bolle Residence, Agno
- Parc du Simplon, Lausanne 2022
- Gucci Logistic Center, Canton Ticino 2013

Italy

- Milan Metro Line 4 - Stations (n.7 stations and n.1 depot) 2024
- New Eni's Headquarters, Milan 2023
- Palazzo Lombardia, Milan 2006
- Milan Expo Fair Centre in Rho-Pero 2005
- New Hospital in Venezia-Mestre ("Ospedale dell'Angelo") 2008
- Gemelli Polyclinic CUORE Heart Centre in Rome
- New Auditorium, Rome 2002
- New Hospital in Naples ("Ospedale Del Mare") 2015
- Afragola High-Speed Railway Station 2017
- Monopoli-Fasano Hospital 2025
- Amendola (Foggia) Air Base Hangars 2015

LEGEND

- In progress
- Completed
XXXX Completion date

Poland

● Waste-To-Energy Plants in Rzeszow, Bydgoszcz and Danzica 2025

● John Paul II International Airport in Cracow-balice 2016

Romania

● Lia Manoliu National Stadium 2011

Greece

● Stavros Niarchos Foundation Cultural Center, Athens 2016

Qatar

● Doha Red Line North Underground Stations (n.7 stations) 2020

● Al Bayt Stadium 2020

Saudi Arabia

● Riyadh Metro Line 3 Stations (n.2 stations and n.1 depot) 2025

● Diriyah Square, Riyadh

Australia

● Ceres Urea Plant

● Waitsia Gas Development Project, Stage 2

● Women and Babies Hospital

● Forrestfield-Airport Link Stations (n.3 stations) 2022

● Tallawarra Stage B Project



QATAR

AL-BAYT STADIUM IN AL KHOR, DOHA

A hyper-technological and sustainable 'tent' in the middle of the desert, as well as one of the largest and most innovative sports facilities in the world

A tent in the desert that can accommodate 60,000 spectators: this was the vision that inspired the construction of the Al-Bayt Stadium, a hyper-technological structure that played host to the 2022 FIFA World Cup. Built 40 km north of Doha, it is one of the largest and most innovative sports facilities in the world, a point of reference for the industry in terms of the construction techniques used and its ability to reconcile the needs of sustainability, protecting the environment and preserving the local cultural heritage. Designed as a space for recreational and commercial activities, it resembles a Bedouin tent, a symbol of the country's culture of warmth and hospitality. Its characteristic roof prevents sound from leaking out of the stadium and amplifies the experience. Many of the solutions adopted, such as the installation of water-saving components, make it a paragon of sustainability. In 2020, it was awarded 2 GSAS certifications, each with a 5-star rating.

TECHNICAL/PRODUCTION KPIs

286,000 m³
total volume of concrete

52,000 tons
of concrete reinforcing steel

30,000 tons
total steel used for the roof

SUSTAINABILITY KPIs

Use of low-impact building materials

Reduced energy consumption due to its tent-shaped design

Rated 'Class A' by GSAS (Global Sustainability Assessment System)







GREECE

STAVROS NIARCHOS FOUNDATION CULTURAL CENTRE, ATHENS

An ultra-modern and sustainable multifunctional centre, created thanks to a winning combination of engineering and technology

The Stavros Niarchos Foundation Cultural Centre, built based on a design by architect Renzo Piano and opened to the public in 2016, is an ultra-modern and sustainable multifunctional centre. The structure, which is home to both the Greek National Opera (33,000 m²) and the National Library (24,000 m²), has garnered numerous awards and was designed and built according to stringent sustainability principles to meet the requirements of the LEED Platinum certification. Built on a manmade hill on the seafront, just a stone's throw from the heart of Athens, the centre covers a total area of 230,000 m², much of which is used as a sprawling park. Its characteristic feature is the Canopy, a masterpiece of architecture and engineering consisting of a 10,000 m² suspended shell that hangs majestically over the centre and, thanks to sophisticated technology, moves with the wind and temperature changes. The top surface of the Canopy is covered with photovoltaic panels, making the centre energy-independent.

TECHNICAL/PRODUCTION KPIs

230,000 m²

total area

210,000 m²

area used as a public park

10,000 m²

surface area of the Canopy

SUSTAINABILITY KPIs

5,560

photovoltaic panels

-40%

energy saved compared with similar structures

European Solar Prize 2017, for innovative solutions adopted to meet the building's energy needs



ITALY

NEW ENI HEADQUARTERS IN SAN DONATO MILANESE, MILAN

An efficient, innovative and environmentally friendly project

Built based on a design by US firm Morphosis Architects, the complex spans a total area of 65,000m² and consists of three office buildings, organised around a central square and linked together by sky bridges. The buildings feature full-height windows which overlook the common areas. The square features a manmade lake. The design of the façade is inspired by the Earth, as visible in the optical effect of the micro-perforated metal sheeting used for the external cladding, as well as the layered shapes of the buildings that seem to emerge from the site. The top floors offer flexibility of use, capitalising on the influx of natural light and maximising resources for the building's heating and cooling systems. The complex was designed and built to meet innovative sustainability criteria in line with LEED Gold requirements. The use of BIM technology allowed for an extremely detailed design at the architectural, structural and plant engineering levels.

TECHNICAL/PRODUCTION KPIs

65,000 m²
total gross surface area

11,684 m²
green areas

650 tons
of structural steel used

SUSTAINABILITY KPIs

3,000
people involved (direct employees and subcontractors) in all aspects of production

~400
companies involved

LEED Gold-certified





SWITZERLAND

PALAIS DES NATIONS, GENEVA

A complex renovation project geared towards making the historical United Nations offices in Geneva safer and more sustainable

The Palace of Nations (Palais des Nations) is the historical Geneva home of the United Nations, and the largest in Europe by surface area (100,000 m²). It is one of the most active diplomatic centres in the world, hosting around 12,000 meetings, 75,000 delegates and 100,000 visitors each year, and is located in Ariana Park, which is one of the largest parks in the city. CSC Costruzioni (Webuild Group) is carrying out part of the Strategic Heritage Plan, a renovation scheme approved by the United Nations General Assembly which aims to make historical buildings built before 1950 safer and more sustainable. The project involves a full and extensive renovation, including adapting the site's safety, security and accessibility features, modernising its conference support systems, optimising the spaces and improving its energy efficiency. The work is being performed with no interruptions to the centre's day-to-day operations and with full respect for the historical heritage of the building.

TECHNICAL/PRODUCTION KPIs

100,000 m²

total surface area of the complex

1,000 km

length of cables laid

SUSTAINABILITY KPIs

60%

local staff employed

40%

women employed in staff positions

100%

energy from renewable sources



SWITZERLAND

SH2 DATA CENTER DI GLAND

One of the largest and most advanced colocation facilities in Switzerland, powered by 100% renewable energy

SH2 is one of the largest and most advanced colocation facilities in Switzerland, currently under construction in Gland, Vaud. It will provide unparalleled reliability, energy efficiency and space, and will complete a network of data centres that also includes the SH1, SH3 and SH4 centres. SH2 will have an IT capacity of 18 MW, with high energy efficiency and a PUE (Power Usage Effectiveness) ratio of between 1.3 and 1.8. A dual power supply from the grid will provide greater reliability and redundancy. The data rooms will be cooled by CRAC (Computer Room Air Conditioning) units powered by chilled water. Thanks to its proximity to the Lausanne-Geneva railway line, it will also offer low latency in communications with Geneva and Zurich. Once the works are complete, it will have a total capacity of 40 MW, with 14,000 m² of technical space and 9,000 m² of office space. The contract is being executed by CSC Costruzioni (Webuild Group).

TECHNICAL/PRODUCTION KPIs

18 MW

IT capacity

14,000 m²

surface area of technical space

9,000 m²

surface area of office space

SUSTAINABILITY KPIs

1.3-1.8

PUE (Power Usage Effectiveness) ratio



SWITZERLAND

GUCCI LOGISTICS CENTRE IN SANT'ANTONINO (TICINO)

An eco-compatible building designed and built to meet the most advanced LEED certification standards

The Gucci Logistics Centre in Sant'Antonino, built by CSC Costruzioni (Webuild Group), is a distribution and storage centre dedicated to the world of luxury goods, spread over an area of about 40,000m². Completed in 2013, the centre was designed to meet the most advanced LEED criteria and is LEED Platinum-certified, thanks to the energy efficiency resulting from the systems and materials used in its construction, which are essentially low-emission and locally sourced, thus reducing its environmental footprint. The complex was designed to be well-integrated into its urban and natural surroundings.

TECHNICAL/PRODUCTION KPIs

40,000 m²
total surface area

5
floors (including one basement level)

20
loading bays

SUSTAINABILITY KPIs

LEED Platinum-certified

30%
proportion of green areas

80%
proportion of local subcontractors



SAUDI ARABIA

DIRIYAH GATE DEVELOPMENT PROJECT

One of the most ambitious urban development projects currently underway in the Kingdom

The Diriyah Gate Development Project is one of the most iconic and ambitious urban development projects currently underway in the Kingdom. It aims to transform Diriyah—home to the UNESCO-listed At-Turaif site, northwest of Riyadh—into one of the Kingdom's leading cultural and commercial hubs, with architecture inspired by the traditional Nadji style. The Webuild Group is playing a leading role in its construction through a series of projects. Package 2 – Super Basement Works, currently at an advanced stage of completion, includes the construction of a multi-level underground parking facility with 10,500 parking spaces, a complex and advanced infrastructure developed over a built-up area of approximately 1 million square meters, along with related works. Package 3 – Retail and Lifestyle (including Finishing and MEP), more recently awarded, involves the construction of more than 70 buildings and public spaces, creating a unique, fully pedestrianized retail and lifestyle destination covering an area of approximately 365,000 square meters. The Group is also engaged in additional structural works related exclusively to the structures of Packages 3 (Retail and Lifestyle), 6 (Offices), 7 (Grand Mosque), and 4 (Hospitality).

TECHNICAL/PRODUCTION KPIs

~1,000,000 m²
total built-up area*

700,000 m²
of concrete used (overall estimate)*

90,000 tons
of reinforced steel (overall estimate)*

SUSTAINABILITY KPIs

9,000
estimated workers employed (direct employees and subcontractors) for construction*

13,650
potential users (estimate)

* Data refer only to Package 2



ITALY

NEW MONOPOLI-FASANO HOSPITAL (‘SOUTH-EAST BARI AREA HOSPITAL’)

A new healthcare facility of excellence for Southern Italy, built according to eco-design principles

The New Monopoli-Fasano Hospital is an innovative, sustainable project that fully respects the local area’s cultural heritage. Designed based on the concept of a ‘hospital in a park’, the building is set in an olive grove and includes 299 beds and nine operating theatres, offering all the main medical and surgical disciplines, all intensive care, outpatient and additional diagnostic services, an emergency department, and a car park with over 740 spaces. Sustainable technologies and innovative materials are predominant elements of the project. The structure fulfils a range of bioclimatic design criteria (ventilated walls, storage and conversion of solar energy and rainwater, and more). Eco-friendly and locally sourced materials were preferred. System design was inspired by proven energy-saving criteria and a high degree of reliability to ensure the continuity, flexibility and safety of the services.

TECHNICAL/PRODUCTION KPIS

178,000 m²
total project area

55,000 m³
concrete

6.500 tons
steel

SUSTAINABILITY KPIS

915 kWp
capacity of the photovoltaic system

260,000
potential users

~200
centuries-old trees replanted on-site



ITALY

PALAZZO LOMBARDIA, MILAN

Awarded 'Best Tall Building in Europe' in 2012 thanks to its ability to combine design, innovation and sustainability

Palazzo Lombardia in Milan is the headquarters of the regional government. Designed to streamline the offices of the administrative system, it was built with a view to blending quality and aesthetic beauty with functionality and energy savings. It features curved 9-storey buildings and a 39-storey central tower reaching 161 m high, with spaces open to the public for hosting cultural, representational and recreational activities, a conference centre, archives, libraries, assorted facilities, and thousands of square metres of green space, including rooftop gardens. The complex also includes a helipad for helicopters with a maximum load capacity of 6.4 tonnes. The building incorporates a whole host of innovative solutions for the operation of its various energy and heating systems. In 2012, its ability to combine design, innovation and environmental sustainability earned it the Best Tall Building in Europe award, presented by the Chicago-based Council on Tall Buildings and Urban Habitat.

TECHNICAL/PRODUCTION KPIs

94,000 m³
concrete

19,000 tons
steel

272,000 m³
open-air excavations

SUSTAINABILITY KPIs

6,000 m²
green areas

100%
groundwater-based heating

Emissions reduced by means of photovoltaic systems on façades and rooves



ITALY

SAN SIRO STADIUM, MILAN

The 85,000 all-seated "Football Temple"

Milan's San Siro, currently Italy's largest stadium, is an architectural masterpiece, with its red beams and seemingly suspended roof that give it its distinctive look. Named in 1980 in memory of the footballer Giuseppe Meazza, the San Siro stadium is known by football fans as the "Football Temple". Its construction dates back to 1925, with the construction of the first 4 straight grandstands. In 1935, a first expansion operation brought its capacity from 35,000 to 55,000 seats. In 1955, a new structural intervention brought the stadium's capacity to 100,000 seats, later reduced to 85,000 for safety reasons. Webuild has carried out its last major renovation, a radical transformation carried out in 2 years in anticipation of the 1990 FIFA World Cup. The structure currently has 85,000 seats, all seated, featuring a transparent roof that can be extended to the entire stadium (excluding the playing field).

TECHNICAL/PRODUCTION KPIs

13,400 tons

metal carpentry

6,000 tons

concrete reinforcing steel

SUSTAINABILITY KPIs

85,000

seats (capacity)



ITALY

THE "STADIO OLIMPICO", ROME

A reference sports facility on the European scene

Completed in 1953, the Stadio Olimpico is the Italian capital's stadium. For this structure, Webuild oversaw a substantial renovation carried out in just under 3 years for the 1990 World Cup. The stadium has been totally rebuilt in reinforced concrete, its curves brought closer to the field, and the entire work has been covered with a white tensile structure. When works were completed, in 1990, the New Stadio Olimpico Stadium was modern, functional and impressive in design, with a capacity that increased from 54,000 to over 82,000 spectators, making it one of the world's top 15 stadiums by capacity. Today, the Stadio Olimpico is a reference sports facility on the European scene, not only for football, but also for athletics and rugby, the latter sport choosing it as the reference stadium for the Six Nations competition, the most prestigious rugby trophy in the Old Continent.

TECHNICAL/PRODUCTION KPIs

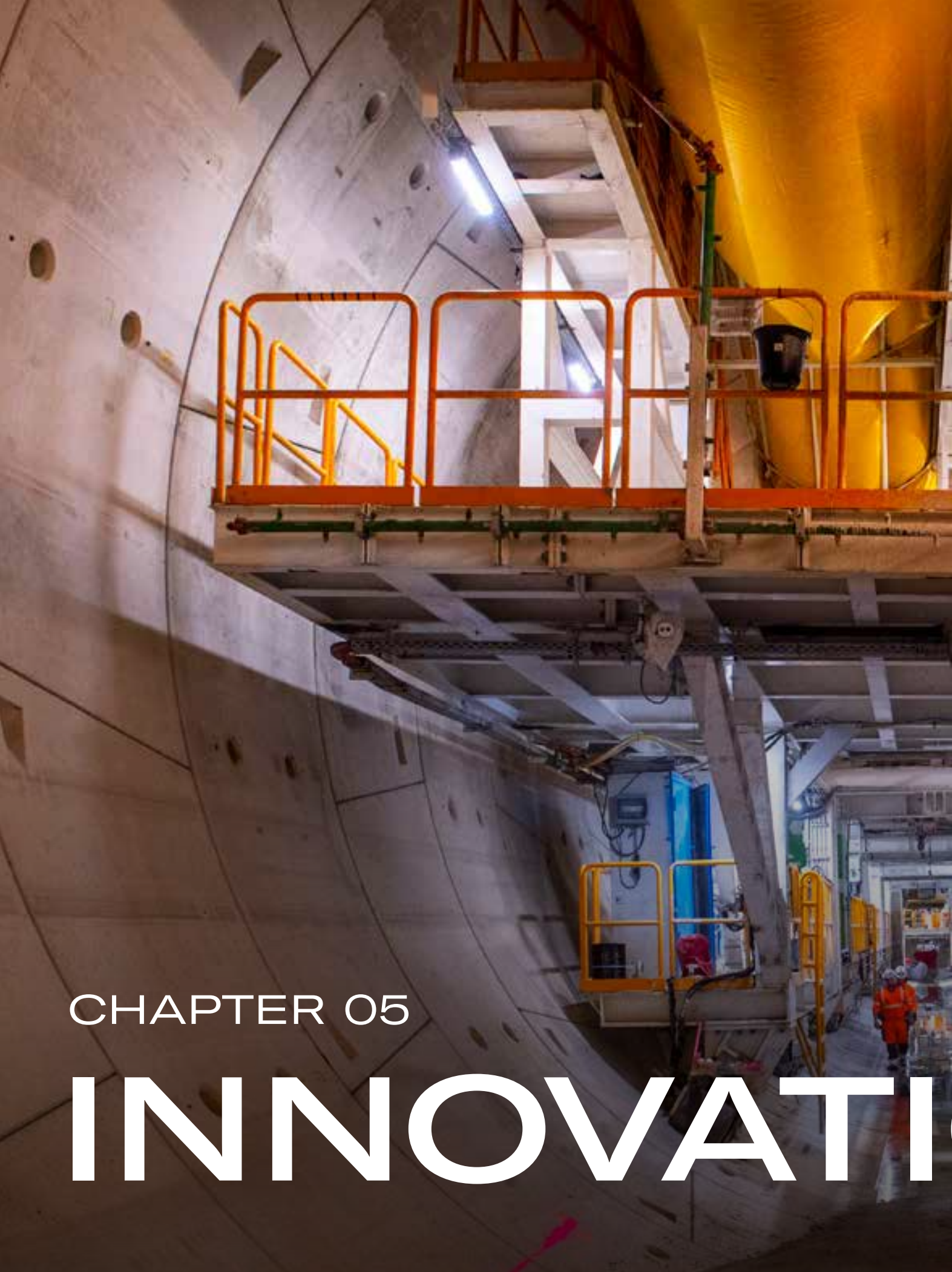
5,700 tons
steel

28,000 m³
precast concrete

42,000 m²
total surface area of the new roof

SUSTAINABILITY KPIs

+82,000 seats
maximum capacity

A large-scale industrial construction project inside a massive concrete tunnel. A yellow safety platform with railings is positioned across the width of the tunnel. In the background, a worker in an orange safety suit is visible on a lower level. The tunnel walls are made of large concrete segments, and the floor is a smooth, light-colored surface.

CHAPTER 05

INNOVATION



ON

INNOVATION

OUR KEY FOR THE FUTURE

Innovation means imagining what does not yet exist and having the vision to turn it into reality. Advanced technologies, digitalisation, sustainable solutions and a global ecosystem of partners turn our construction sites into laboratories of progress and our projects into international benchmarks.

Innovation means looking beyond what already exists and designing how to make it possible. On our sites, innovation takes shape through advanced construction techniques, digital platforms, cutting-edge materials and operational processes that enhance safety, quality and sustainability.

We manage one of the largest tunnel-boring machine (TBM) fleets in the world and develop proprietary technologies, ranging from industrialised solutions for producing tunnel lining segments to hyperbaric excavation methods introduced for the first time in our sector in Italy on the Naples–Bari High-Speed Rail project work site. Digitalisation spans every phase: BIM models, Digital Twins, IoT monitoring systems, energy optimisation algorithms and predictive tools for equipment management.

Innovation is also about collaboration. Start-ups, universities, supply chain companies and research centres all contribute to testing and validating new technologies. Within this ecosystem, every project becomes a laboratory that generates knowledge, accelerates solutions and creates competitive advantages for the entire sector.

Innovation also means reducing environmental impact through low-emission materials, circular economy processes and solutions that optimise the use of energy and water resources. It means improving safety, refining planning and increasing construction precision.

This is how Webuild delivers infrastructure capable of meeting today's needs and improving the quality of life tomorrow.

THE GLOBAL SUPPLY CHAIN: A NETWORK OF EXCELLENCE

Webuild is supported by a global ecosystem of 17,500 partners across more than 80 countries. Through dedicated digital platforms and Supplier Meetings, the Group promotes transparency, knowledge sharing and strategic collaboration to develop innovative solutions.

Suppliers thus become active partners in innovation, contributing to the development of scalable, high value-added solutions for the entire industry.

This approach is further strengthened by the Group's investments in Open Innovation initiatives, which connect Webuild with start-ups and universities at an international level.

TECHNOLOGY FOR WORKPLACE SAFETY

Innovation also plays a central role in health and safety. On construction sites and across production processes, Webuild integrates technologies and devices, including those adapted from other industries, that increase risk awareness and strengthen people's protection.

Integrated Smart Safety systems, already tested on the Genoa San Giorgio Bridge and the Genoa–Milan High-Speed/High-Capacity railway construction sites, help reduce risks through advanced solutions for human–machine interaction, control of sensitive areas and management of suspended loads.

INNOVATIVE CONSTRUCTION TECHNIQUES

Webuild applies Lean Construction principles to optimise process planning and monitoring. The Group operates one of the largest TBM fleets worldwide – around 60 machines, including those in operation, under assembly and on order, 40 of which are allocated to Italian projects* – and contributes to the evolution of mechanised tunnelling with green, high-efficiency technologies capable of operating under high-pressure conditions or steep gradients. Among the most innovative solutions implemented are: the Riser Concept system, introduced in Argentina for the Riachuelo project and awarded for innovation, which reduces time and impact in the construction of vertical shafts; Roboplant facilities, robotic factories for the production of tunnel lining segments that integrate automation, safety and circular economy principles; the FACS (Force-Activated Coupling System), a system patented in Australia for Snowy 2.0 that improves the sealing of hydraulic tunnels; and the first applications in Italy of hyperbaric excavation for the Naples–Bari High-Speed Rail project, now considered a European best practice.

WEM – WEBUILD EQUIPMENT & MACHINERY

In 2024, Webuild launched WEM (Wbuild Equipment & Machinery), an industrial initiative based on the principles of circular economy and technological innovation, with the opening in the Terni area of Italy of the first plant dedicated to the regeneration of TBMs and other tunnelling equipment. This unique model extends the useful life of machinery and improves the sustainability and efficiency of projects.

DIGITALISATION

The Group's innovation strategy includes advanced digitalisation processes and tools dedicated to Big Data analytics. The Connected Webuild project has transformed the Group's IT infrastructure into an integrated platform, with applications for real-time site monitoring through Big Data and Digital Twins, enhancement of corporate know-how (Knowledge Management), advanced equipment management (Fleet Management), and optimisation of supplier relationships through AI and automation (Procurement Tools). Tools such as Tunnel WeView, used in Australia for Snowy 2.0, combine AI and IoT to monitor safety, environmental impacts and operational processes in real time, optimising project management.

INNOVATIVE AND ECO-FRIENDLY MATERIALS

Internal materials research focuses on reducing costs and environmental impact while improving performance and efficiency. In the field of concrete, the Group has developed optimised mixes, advanced additives and solutions that allow high emission cements to be replaced with equivalent materials featuring a lower carbon content.

ENERGY EFFICIENCY

Wbuild invests significantly in innovation across its energy-intensive processes. Projects such as Construction 4.0 electrical systems enable continuous monitoring of site electrical parameters, improving energy performance. Solutions such as the high-capacity conveyor belt introduced in Tajikistan for the Rogun Hydropower Project automate material transport, reducing consumption and emissions.

* Updated as of December 31, 2025

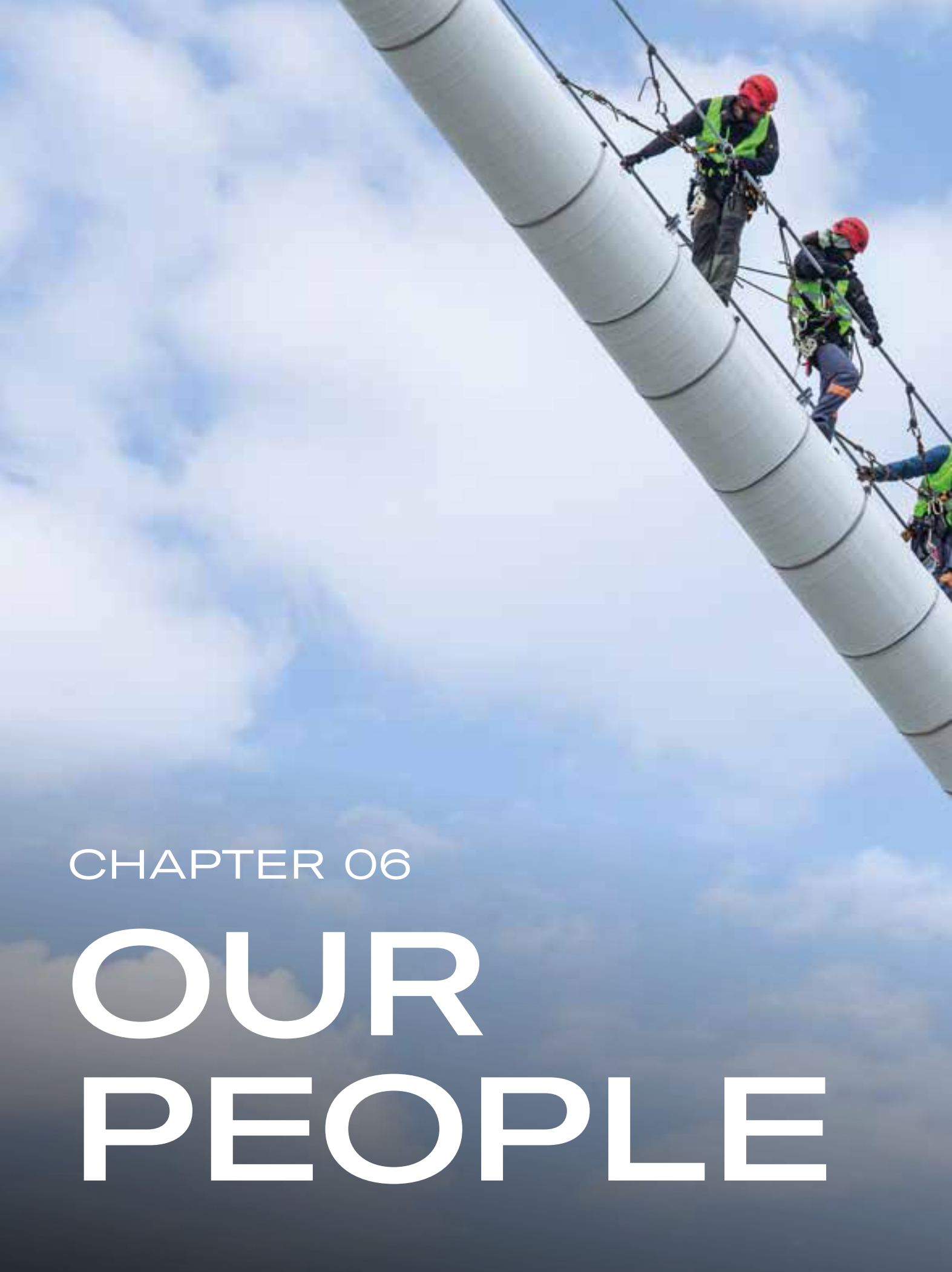
OUR KEY NUMBERS FOR INNOVATION

+€586 mln

investments in innovation and cleantech 2024-2025

>4,000

engineers committed to ideating, designing and implementing innovative solutions



CHAPTER 06

OUR PEOPLE



OUR PEOPLE

OUR MOST IMPORTANT ASSET



Our greatest strength lies in our people: engineers, technicians and professionals from all over the world who share values, expertise and passion. Their talents build infrastructure every day that shapes a better future and fuels our global growth journey.

People are our most important asset: engineers, technicians and professionals representing more than 125 nationalities, united by skills, vision and passion. They are the ones who give shape, every day, to the infrastructure that improves the lives of communities and drives the Group's global growth. Every project is born from the integration of experience, engineering capability, insight and responsibility. This human capital represents Webuild's true competitive advantage.

We invest in the development of our people through structured training programmes, mentoring schemes and in house vocational schools. In 2025 alone, we hired about 15,000 people (+12% compared to the previous year), more than 43% of whom were under 35, and launched a training plan delivering 1.3 million hours of training for both direct and indirect personnel.

Safety is a core value: programmes such as Safety Builders and initiatives like the World Day for Safety and Health at Work engage thousands of workers every year. In 2025 alone, approximately 250,000 safety briefings were conducted, bringing the total number carried out between 2021 and 2025 to over 950,000.

Our human capital includes engineers designing complex infrastructure, operators driving TBMs dozens of metres underground, environmental experts and technicians, and project managers coordinating international teams. Each contributes a unique perspective, yet all share the ambition to build infrastructure that enhances quality of life.

The energy of our people is what brings together vision, technical excellence and innovation. It is this force that makes it possible to turn ideas into tangible, real infrastructure.

HEALTH AND SAFETY

Safety is part of our DNA. The Group has developed an advanced management system involving employers, managers, supervisors and employees, supported by specialised teams operating in every business unit and by a strong commitment to training on specific tasks and work processes.

The Safety Builders programme, active since 2017, supports the leadership of our people and promotes a widespread culture in which everyone has the right and responsibility to intervene, report and contribute to collective safety.

The ValYou – Our Health and Safety Way project, awarded the Gold Award by the Royal Society for the Prevention of Accidents (RoSPA) in 2020 and an integral part of Webuild's broader communication strategy, includes the Your Lifesaving Rules, designed to support a shared approach to defining key prevention and protection measures for the most critical risks and to strengthen safe and responsible behaviors. Between 2020 and 2025, more than 3.6 million hours of training were delivered on health and safety topics.

Every year, our construction sites mark the World Day for Safety and Health at Work on April 28, in line with the International Labour Organization (ILO), through a range of initiatives that reaffirm our commitment to a value that is non negotiable for us.

LEADERSHIP & DEVELOPMENT

Webuild promotes a leadership culture based on responsibility, integrity and the enhancement of talent. The Group Leadership Framework defines the skills and behaviours required to achieve strategic objectives and serves as a daily reference for everyone across the Group.

Growth is supported by tools such as Performance Management, assessment activities, coaching and mentoring pathways, and training programmes dedicated to technical and managerial skills, as well as defining structured development plans.

The Succession Plan ensures continuity in key roles and supports the growth of high potential individuals.

INCLUSION & DIVERSITY

Webuild fosters an inclusive working environment in which everyone can feel valued and free to contribute their skills, experiences and perspectives.

Diversity – across gender, age, culture and background – is recognised as a competitive advantage and is supported through our Equal Opportunities, Diversity and Inclusion Policy, together with dedicated training and communication programmes.

OUR PEOPLE
VALYOU
OUR HEALTH
AND SAFETY WAY



**SAFETY BUILDERS PROGRAM
2017–2025**

- 83 projects involved
- >1,300 workshops and training sections
- 23,300 people involved
- >83,100 training hours



**WORLD DAY FOR SAFETY
AND HEALTH AT WORK
2016–2025**

- +94,300 participants
- 320 worksites
- Thousands of photos and videos

–20%

reduction in LTIFR (2025 vs. 2022)

23,300

employees involved in our Safety Builders programme since 2017

815,000

hours of health and safety training in 2025

>3,600,000

safety training hours (2020–2025)



OUR PEOPLE DIVERSITY THAT CREATES VALUE

We are about 95,000 people from over 125 different countries. A composition that reflects our global and inclusive dimension and translates into the ability to operate in diverse local contexts, understand territories, and transform complexity into value.

~95,000

people worldwide
from over

~15,000

new hires

+27%

increase in women in
managerial roles compared
to 2023

125

nationalities

+12%

(2025 vs 2024)

UNDER 35 YEARS OLD AS A SHARE OF TOTAL DIRECT EMPLOYEES

37%

SHARE OF EMPLOYEES HIRED LOCALLY IN THE COUNTRIES WHERE WE OPERATE

80%

NEW HIRES

Webuild attracts talent capable of strengthening the Group's multicultural and interdisciplinary leadership.

We collaborate with about 50 universities in Italy and elsewhere and promote scholarships focused on Diversity & Inclusion and STEM disciplines.

In 2025, the Group hired about 15,000 people, more than 43% of whom were under 35.

The Group's workforce reached approximately 95,000 people, including direct employees and third party personnel.

TRAINING: A GROWTH ENGINE FOR THE ENTIRE SECTOR

To respond to the growing global demand for skilled labour, Webuild has developed a dedicated training plan for new hires, complementing continuous employee training with the Cantiere Lavoro Italia programme, structured around three schools:

- Territory School ("Scuola del Territorio") – 14 locations for pre-employment training.
- Trades School ("Scuola dei Mestieri") – 3 centres for highly specialised technical roles.
- Professions School ("Scuola delle Professioni") – 25 locations dedicated to hard-to-find technical profiles.

As of December 31, 2025, the Cantiere Lavoro Italia programme has trained approximately 2,000 employees, 80% of whom come from

Southern Italy. Of these, around 60% are workers trained through the Trades Schools, while the remaining 40%, consisting of office staff, were trained through the School of Professions.

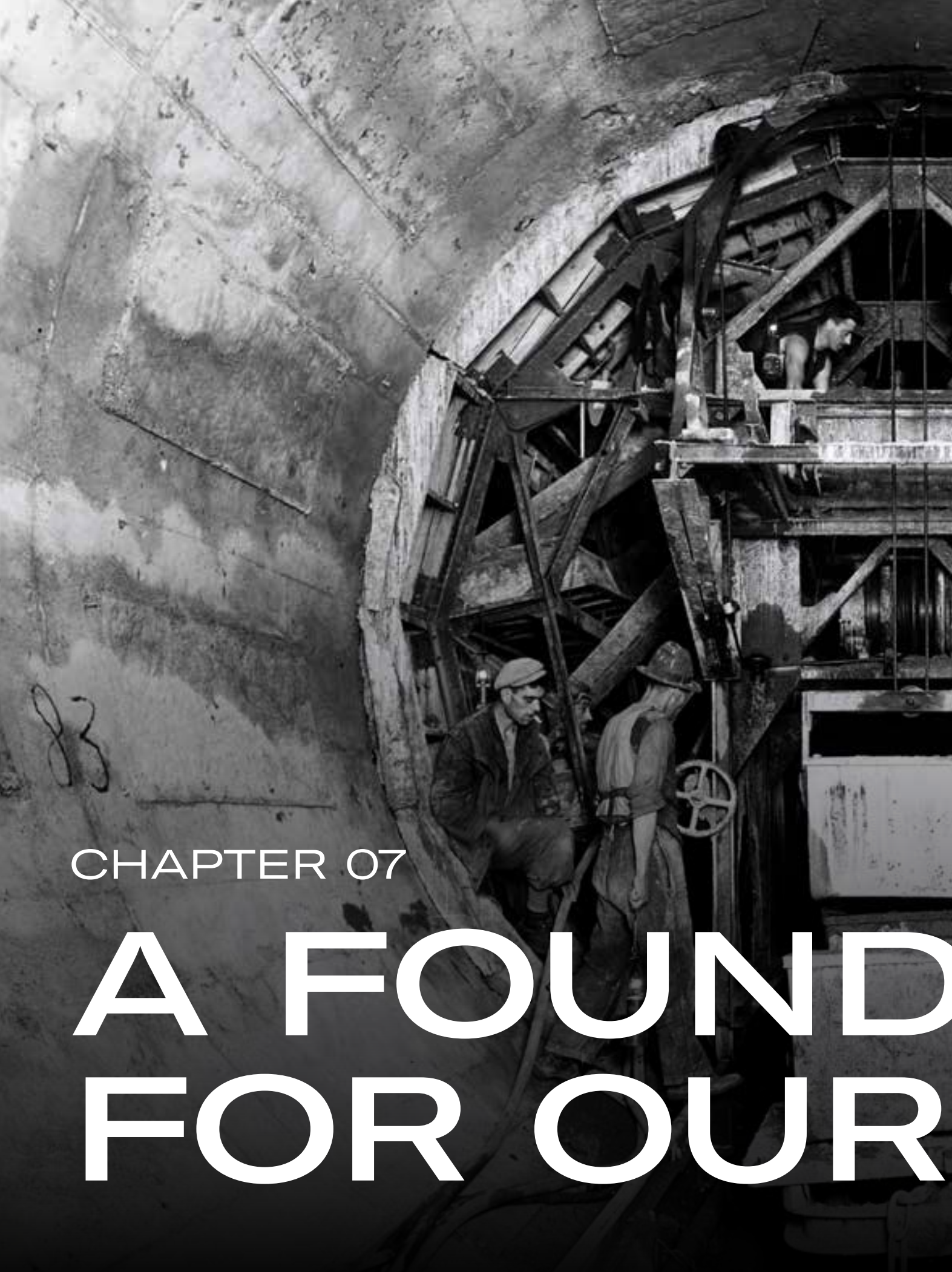
Initiatives such as BuildUp and UniWelab have engaged high-school and university students. In particular, the second edition of the BuildUp programme has been completed, involving 2,300 technical institute students across its first two editions, and the third edition has been launched with the aim of attracting young people to Webuild construction sites and engaging a further 1,000 students.

ESG PERFORMANCE & RESULTS

In 2025, Webuild strengthened its commitment by defining new ESG targets focused on innovation, safety, circular economy, digitalisation and inclusiveness.

Key achievements include:

- -34% emissions intensity (Scope 1 & 2) compared to 2022.
- Over 95% of the construction backlog aligned with the United Nations SDG – 20% reduction in the injury frequency rate (LTIFR) compared to 2022.
- €586 million invested in innovative and cleantech projects between 2024 and 2025.
- +27% of women who held a managerial role in the 2024–2025 period.



83

CHAPTER 07

A FOUND FOR OUR



ATION FUTURE



A FOUNDATION FOR OUR FUTURE

THE GROUP'S HISTORY

Our journey began in 1906 in Italy with the founding of Girola and Lodigiani, companies that played a leading role in the country's infrastructure development throughout the 20th Century. Around 30 years later, the Salini family entered the scene, bringing together these two entities and embarking on a gradual expansion in the large scale infrastructure sector and consolidating technical expertise and execution capabilities that would form the foundation of today's Group.

A decisive step came in 2011, when Salini Costruttori began acquiring ordinary shares in Impregilo. In 2012, through one of the most significant financial transactions in Europe at the time, it gained control of Impregilo's Board of Directors, completing full integration in 2014 and giving rise to Salini Impregilo—a single identity bringing together some of Italy's most important engineering legacies.

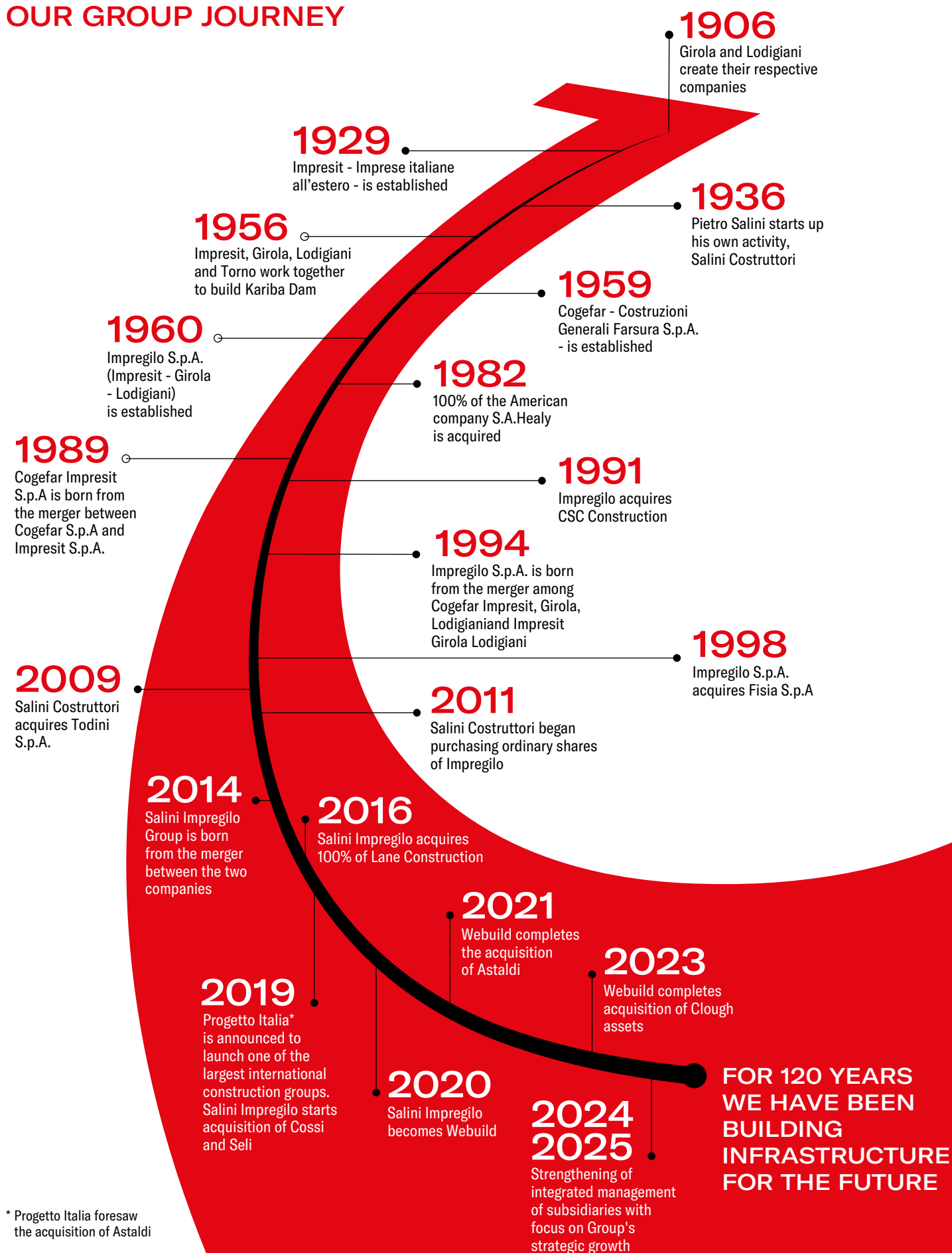
In subsequent years, the Group accelerated its international expansion. The acquisition of Lane Construction opened the door to the US market; with the Progetto Italia programme launched in 2019, Webuild promoted

a system wide consolidation plan that led to the integration of companies such as Astaldi, Cossi Costruzioni, Todini and SELI Overseas, strengthening the Italian supply chain and expanding the Group's ability to deliver complex projects worldwide. In 2023, the acquisition of Clough in Australia marked a further leap in scale and technology, opening new opportunities in a strategic market for the infrastructure of the future.

Today, Webuild is one of the leading global players in the sector, with an established presence in numerous countries and a supply chain comprising 17,500 companies worldwide. An ecosystem of excellence that combines Italian engineering tradition, global expertise and a continuous capacity for innovation.

Ours is a history of projects that have helped transform territories, economies and communities. Above all, it is the story of a Group that, drawing strength from its roots, continues to evolve with a vision: building infrastructure that enables sustainable development, progress and quality of life around the world.

OUR GROUP JOURNEY



* Progetto Italia foresaw the acquisition of Astaldi

A FOUNDATION FOR OUR FUTURE MAIN COMPLETED PROJECTS

1911

Italy
Simplon
Railway Line



1926

Italy
Mignano
Dam

1936

Italy
Morasco
Dam



1946

Italy
Viaduct
of Recco

1957

Switzerland
Val di Lei
Dam



1961

Ghana
Akosombo
Hydroelectric
Plant

1970

Colombia
Chivor Hydroelectric
Project

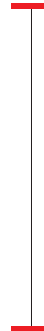


1982

Canada
James Bay Project
La Grande River
Dam and Plant

1991

Lesotho
Katse
Dam



2006

United States
Portland West Side
CSO Tunnel
Project

2009

Italy
Turin-Milan
High Speed
Railway

2012

UAE
Jabel Ali M
Desalination Plant



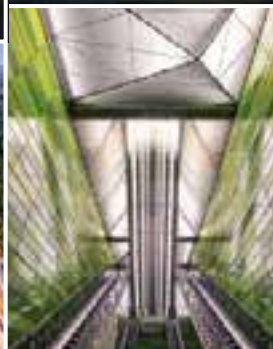
2014

UAE
Abu Dhabi
Deep Sewer Tunnel



2018

Australia
Sydney Metro
Northwest



2020

Italy
Genoa San Giorgio
Bridge



2022

Australia
Forrestfield Airport Link
Perth



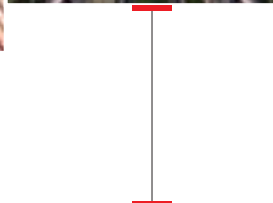
2013

Italy
Naples
Underground
Line 1



2016

Panama
New Panama
Canal Expansion



2019

Denmark
Cityringen
Metro Line

2021

Qatar
Al Bayt
Stadium



2023

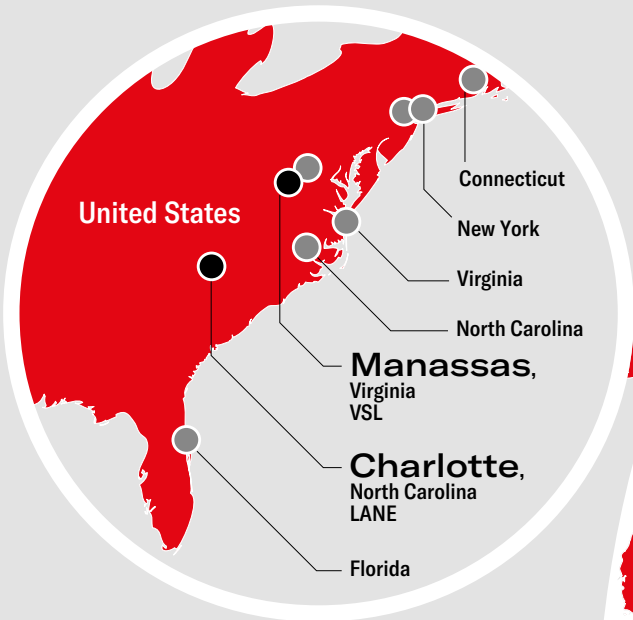
Italy
Eni's New
Headquarters

2025

Ethiopia
GERD
Grand Ethiopian
Renaissance Dam



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GLOBAL FOOTPRINT



>85
Offices
Worldwide

LEGEND

- Main Headquarters
- Branch/Operations office





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