

PRESS NOTE

WEBUILD: WORK BEGINS ON AUDITORIUM AND FARNESINA STATIONS ALONG LATEST EXTENTION OF LINE C OF ROME METRO

NEW CONNECTIONS TO AUDITORIUM, MAXXI, FORO ITALICO AND FARNESINA

- *Known as T1, extension will add 3 kilometres to line with stations Auditorium and Farnesina*

MILAN, July 23, 2026 – Work is set to start on T1, the latest extension of Line C of Rome Metro, which will lead to the arts and sports districts of Flaminio and Foro Italico in the city's northwest. Following the handover of the areas allocated to the development of the extension by Roma Metropolitane to Metro C S.c.p.A., the general contractor led by Webuild and Vianini Lavori, workers have begun preparing the sites where two underground stations – Auditorium and Farnesina – will be built along the three-kilometre route of the extension. The stations will follow the five already under construction along the line that T1 will extend: Venezia, Chiesa Nuova, Piazza Pia/Castel Sant'Angelo, Ottaviano e Mazzini.

The Flaminio and Foro Italico districts are home to some of Rome's leading arts, culture and sports centres, such as the Auditorium Parco della Musica Ennio Morricone, the MAXXI arts museum, the Olympic Village and the Foro Italico sports complex. It is also where the Ministry of Foreign Affairs and International Cooperation, known as the Farnesina, is located.

The future Auditorium station will be built next to the Palazzetto dello Sport and will serve the Flaminio arts and culture district. It will have three entrances, six levels underground to a depth of 45 metres.

The future Farnesina station will be the terminus of the line where the Foro Italico and the ministry are located. It will have three entrances, have seven levels underground to a depth of 43 metres. It will also be designed to accommodate a future extension towards Grottarossa and Tor di Quinto.

The T1 project will require highly advanced engineering solutions to build reinforced concrete diaphragm walls descending to a depth of up to 80 metres. It will also be applied to the use of tunnel-boring machines (TBMs) to excavate the tubes through which will travel the metro trains.

T1's route will pass beneath the Tiber River at three locations: between the Farnesina and Auditorium stations; the Auditorium and Mazzini stations; and the Piazza Pia/Castel Sant'Angelo and Chiesa Nuova stations. The latter crossing will represent one of the most demanding technical challenges of the project, as excavation will take place little more than 20 metres beneath the riverbed.

With the start of work on the T1, Line C takes another important step in transforming Rome's public transport system. It will help create a more accessible, sustainable and connected city. Once completed, the line will extend for a total of 29 kilometres and have 31 stations. It will link the eastern terminus at Monte Compatri/Pantano to the western one at Farnesina. To date, 24 stations have been completed, from the eastern terminus through to Porta Metronia and Colosseo/Fori Imperiali stations in the historic centre, both of which were opened last December.

Line C brings together parts of the city that are separated by lengthy and complicated journeys. By creating connections between Rome's eastern suburbs, the historic centre and some of the Italian capital's main cultural, sporting and institutional destinations, the project represents an investment capable of generating

value far beyond transportation. It will support the city's growth, attractiveness and competitiveness for decades to come.

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

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