

PRESS NOTE

WEBUILD: ITALY AND AUSTRIA UNITED BENEATH THE ALPS IN BRENNER BASE TUNNEL. FINAL BREAKTHROUGHS COMPLETED IN MAIN TUNNELS

- *Cross-border connection of two main tunnels of Brenner Base Tunnel completed, a step closer to becoming world's longest underground railway at 64 kilometers*
- *Webuild is delivering more than 50 kilometres of the main tunnels, divided across four sections, two of which have already been completed*

MILAN, July 28, 2026 – At approximately 1,400 metres beneath the Brenner Pass in the Alps, the final barriers of rock separating Austria and Italy have been broken through, creating two cross-border connections within the eastern and western main railway tunnels. The breakthroughs have established a continuous underground corridor between the two countries. At a total length of 64 kilometres including the Innsbruck bypass, the Brenner Base Tunnel is the world's longest underground railway. The Italian section of the project is being delivered by a consortium led by Webuild on behalf of BBT SE. The project represents the core of the Scandinavian-Mediterranean Corridor of the Trans-European Transport Network (TEN-T), linking Helsinki to Valletta and incorporating the Munich-Verona axis.

Today's milestone marks the joining of excavation works on Austria's H53 Pfons-Brenner lot and the already completed main tunnels of Italy's H61 Mules 2-3 lot, built by the Webuild-led consortium. Following the breakthrough achieved in the exploratory tunnel last September, the border between the two countries has now been breached inside the main line tunnels as well. Two excavation methods were used: on the Italian side, the main tunnels were excavated by tunnel-boring machines (TBMs) Virginia and Flavia, while on the Austrian side it was done using the conventional drill-and-blast method.

Webuild is playing a leading role in the construction of the Brenner Base Tunnel, with more than 50 kilometres of tunnels bored across four lots, two of which have already been completed: the Isarco Underpass Lot in Italy at the southernmost section of the tunnel before the Fortezza station, and the H33 Tulfes-Pfons Lot in Austria. The Group's involvement along the Munich–Verona axis also extends to two additional projects for RFI (FS Italiane Group): the upgrading of the Fortezza–Ponte Gardena railway section and the Trento Bypass. These projects further enhance the efficiency and capacity of the railway system connected to the Brenner Base Tunnel, strengthening its role as a key infrastructure asset for the competitiveness of both Italy and Europe.

Once completed, the Brenner Base Tunnel will allow passenger trains to travel at speeds of up to 250 kilometres per hour, reducing travel times between Fortezza and Innsbruck from 80 minutes to just 25 minutes. Designed to shift both freight and passenger traffic from road to rail, the infrastructure will contribute to the decarbonisation of transport across the Alpine region, reducing air and noise pollution. With nearly 3,500 kilometres of tunnels completed worldwide, Webuild confirms its position among the global leaders in the delivery of complex infrastructure projects supporting a more connected and sustainable European mobility network.

The milestone reached at the Brenner reflects Webuild's commitment to the development of major infrastructure projects across Northern Italy, where the Group is involved in 10 strategic projects, employing

more than 8,800 people, directly and indirectly, and engaging a supply chain of approximately 4,900 companies since the start of works.

Alongside the Brenner Base Tunnel, Webuild is undertaking highly complex projects in the North of Italy, such as the Genoa Junction and Terzo Valico dei Giovi Project and the New Genoa Breakwater, both aimed at strengthening the Ligurian port and its connections to the European rail network. It is also involved in the Verona-Padua High-Speed/High-Capacity railway, the Lombardy Pedemontana Motorway and the Pedemontana Piemontese road project.

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. and it is listed on the Milan Stock Exchange (WBD; WBD.MI; WBD:IM).

[More information at www.webuildgroup.com](http://www.webuildgroup.com)



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