

PRESS NOTE

WEBUILD: SEVEN HYDROMILLS DEPLOYED FOR NEW PEDEMONTANA LOMBARDA HIGHWAY ONE OF LARGEST FLEETS OPERATING IN ITALY'S SPECIAL FOUNDATIONS SECTOR



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- *More than 26 kilometres of highway under construction to strengthen connections between Como, Varese, Milan, Monza and Brianza, and Bergamo*

Milan, September 2, 2026 – Seven hydromills along the route: this is the configuration, among the most impressive being deployed on a major infrastructure project in Italy. Work being done by a consortium led by Webuild together with Pizzarotti on behalf of Autostrada Pedemontana Lombarda is progressing according to schedule on Sections B2 and C of the Pedemontana Lombarda Highway, a strategic infrastructure project for Northern Italy.

The project will strengthen connections among Como, Varese, Milan, Monza and Brianza, and Bergamo with more than 26 kilometres of new highway infrastructure between Lentate sul Seveso and the interchange with Milan's A51 Eastern Ring Road at Usmate Velate, one of Europe's most densely urbanised and industrial regions. Once completed, it will ease traffic along the existing network and improve the efficiency of road transport for both people and goods.

Approximately 85 percent of the route will run through trenches or tunnels, reducing noise and minimising the impact on the urban fabric while creating space for new green areas and public spaces along the corridor. A key phase of the project is the construction of diaphragm walls, the structural elements forming the underground walls of future cut-and-cover tunnels. This is a complex operation that hydromills can significantly accelerate. Standing more than 24 metres high and weighing over 400 tonnes, these machines drill deep into the most resistant ground conditions, supporting the excavation walls with slurry, while extracting and transporting excavated material to the surface. The productivity gain compared with traditional excavation methods is substantial: from an average of 3 to 4 diaphragm panels per week to 3 to 4 per day for each hydromill, reaching depths of up to 40 metres. At full capacity, the seven machines will be able to construct approximately 130 diaphragm panels in a single week.

The technology is at the core of the so-called “Milan Method”, which will be used, for example, for the Desio and Macherio tunnels. With this approach, the diaphragm walls and tunnel roof are built first, followed by excavation under it. It is a solution specifically developed for densely populated urban environments, where limiting the impact of construction activities at ground level is a priority.

The New Pedemontana Lombarda Highway is one of 11 infrastructure projects being delivered by Webuild in Northern Italy. These sites collectively employ 11,100 people, directly and indirectly, supported by a supply chain of around 5,000 companies since the start of construction activities.

Webuild is a global leader in the construction of large, complex infrastructure for sustainable mobility, hydropower, water and wastewater treatment and management, and green buildings. Its primacy is reflected in the 2026 rankings of trade publication Engineering News-Record (ENR), which confirmed its leadership in the water sector and placed it among the top 10 global contractors in transportation. Webuild helps deliver projects that transform communities and regions, creating lasting social, economic, and environmental value. Active in approximately 50 countries with a workforce of more than 85,000 people, direct and indirect, Webuild boasts more than 120 years of history and over 3,700 completed projects. Its track record 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. Webuild has delivered some of the world’s most iconic projects, including the Grand Ethiopian Renaissance Dam, the expansion of the Panama Canal, the Long Beach International Gateway in the United States, the Second Bridge over the Bosphorus in Turkey, and the Riachuelo environmental restoration system in Argentina. It has also contributed to the development of advanced urban mobility systems in major cities, including Copenhagen, Paris, Rome, Milan, Naples, Doha, Thessaloniki, and Riyadh. Today, Webuild is engaged in the construction of some of the most strategic infrastructure projects in Italy and elsewhere, such as the New Genoa Breakwater, the Brenner Base Tunnel, the Pedemontana Lombarda Highway, Rome Metro’s Line C, and sections of the Genoa–Milan, Verona–Padua and Naples–Bari high-speed/high-capacity railways, as well as the Palermo–Catania–Messina line. It is also involved in the Snowy 2.0 hydropower scheme in Australia, key sections of the Grand Paris Express in France, and the expansion of the Riyadh Metro in Saudi Arabia. As of December 31, 2025, Webuild reported total revenues of €13.6 billion. As of June 30, 2026, its total order backlog amounted to €53.7 billion, with more than 95% of its construction backlog related to projects aligned with the United Nations Sustainable Development Goals. Headquartered in Italy and subject to the direction and coordination of Salini Costruttori S.p.A., Webuild is listed on the Milan Stock Exchange (WBD; WBD.MI; WBD:IM).

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