

PRESS NOTE

WEBUILD: INAUGURATED MAIN SECTION OF HALKALI-KAPIKULE HIGH-SPEED RAIL LINE IN TURKEY

ÇERKEZKÖY–KAPIKULE SECTION BRINGS TURKISH HIGH-SPEED RAIL SERVICE TO BULGARIAN BORDER

- *Built by Webuild-led Italian-Turkish consortium, travel times on railway between Halkalı and Kapıkule to be reduced by up to 60%*
- *Sixfold increase in freight capacity along key logistics corridors between Europe and Asia*
- *Turkish President Erdoğan and EU Commissioner for Enlargement Marta Kos at inauguration ceremony*

MILAN, October 20, 2026 – Turkish high-speed rail service has arrived at the gates of the European Union. The longest part of the planned Halkalı-Kapıkule route – a section running 153 kilometres between the logistics and manufacturing hub of Çerkezköy and the rail and road crossing of Kapıkule at the border with Bulgaria – has been inaugurated. It was delivered by an Italian-Turkish consortium led by Webuild and commissioned by the General Directorate of Turkish State Railways.

The ceremony, held at the Babaeski station at mid-point between Çerkezköy and Kapıkule, was attended by President of the Republic of Turkey Recep Tayyip Erdoğan, Minister of Transport and Infrastructure Abdulkadir Uraloğlu, and European Commissioner for Enlargement Marta Kos. An inaugural train ride was conducted between Babaeski and the nearby station of Lüleburgaz, marking the start of operations along what will become one of the main railway borders in the Euro-Mediterranean region.

Once completed, the entire route will be 229 kilometres, stretching from Halkalı, a transportation hub near Istanbul, and Kapıkule at the border near the city of Edirne. Featuring an electrified double-track system and advanced signalling technology, the trains will travel at speeds of up to 200 kilometres per hour, able to carry both passengers and freight.

Once the entire Halkalı-Kapıkule is completed, passenger travel between the two destinations will be reduced from four hours to one hour and 30 minutes, while freight transit times will fall from eight and a half hours to three and a half hours, significantly shortening connections between European markets and Turkey's main industrial hubs. Capacity along this corridor will also increase substantially: annual passenger traffic is expected to rise from 600,000 to three million travellers, while freight capacity will grow from 1.5 million to 9.5 million tonnes per year, reinforcing Thrace's role as a strategic logistics gateway between Europe and Asia.

For Turkey, the project represents far more than a railway connection. Through Kapıkule, the country's main land border crossing with Europe, the railway links the strategic ports and industrial hubs of Istanbul, Kocaeli, Tekirdağ and the wider Thrace region with European markets.

The railway will become part of the Middle Corridor, the route linking Asia and Europe through the Caucasus, the Baku–Tbilisi–Kars railway and the Marmaray rail tunnel beneath the Bosphorus, contributing to the development of an increasingly important alternative logistics axis for Eurasian trade. Construction of the Çerkezköy-Kapıkule section included 33 bridges, 2 viaducts, 3 cut-and-cover tunnels, around 120 underpasses and overpasses, more than 350 kilometres of track, and the upgrading of the main stations along the route.

With a presence in Turkey since 1966, Webuild has built nearly 15 projects that are emblematic of modern engineering, including the Second Bridge over the Bosphorus and the Osman Gazi Bridge. It was also involved in the construction of the Anatolia Highway, the Keban hydropower plant, as well as key water infrastructure like a treatment plant in Ataköy.

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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