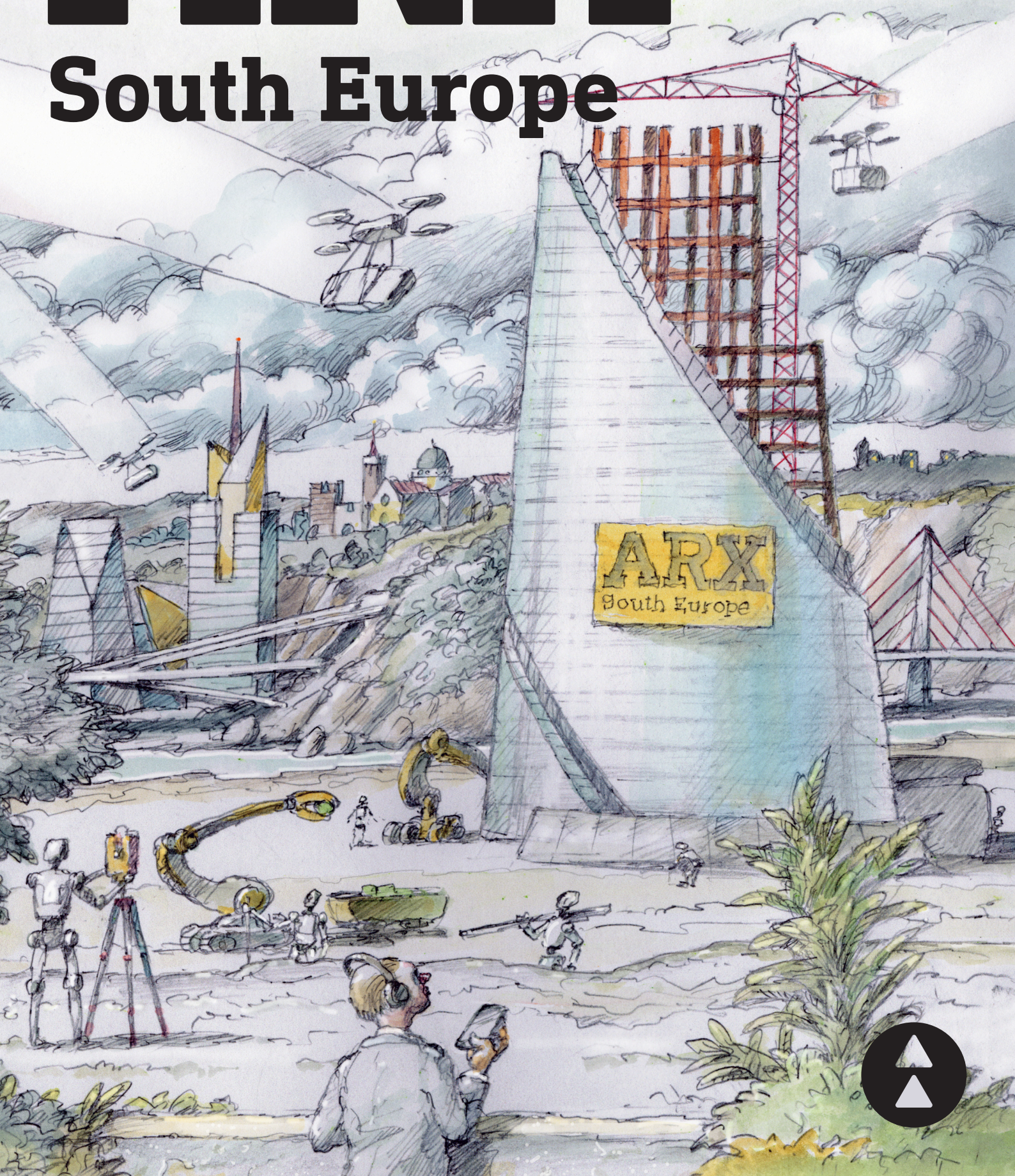


ARX

South Europe



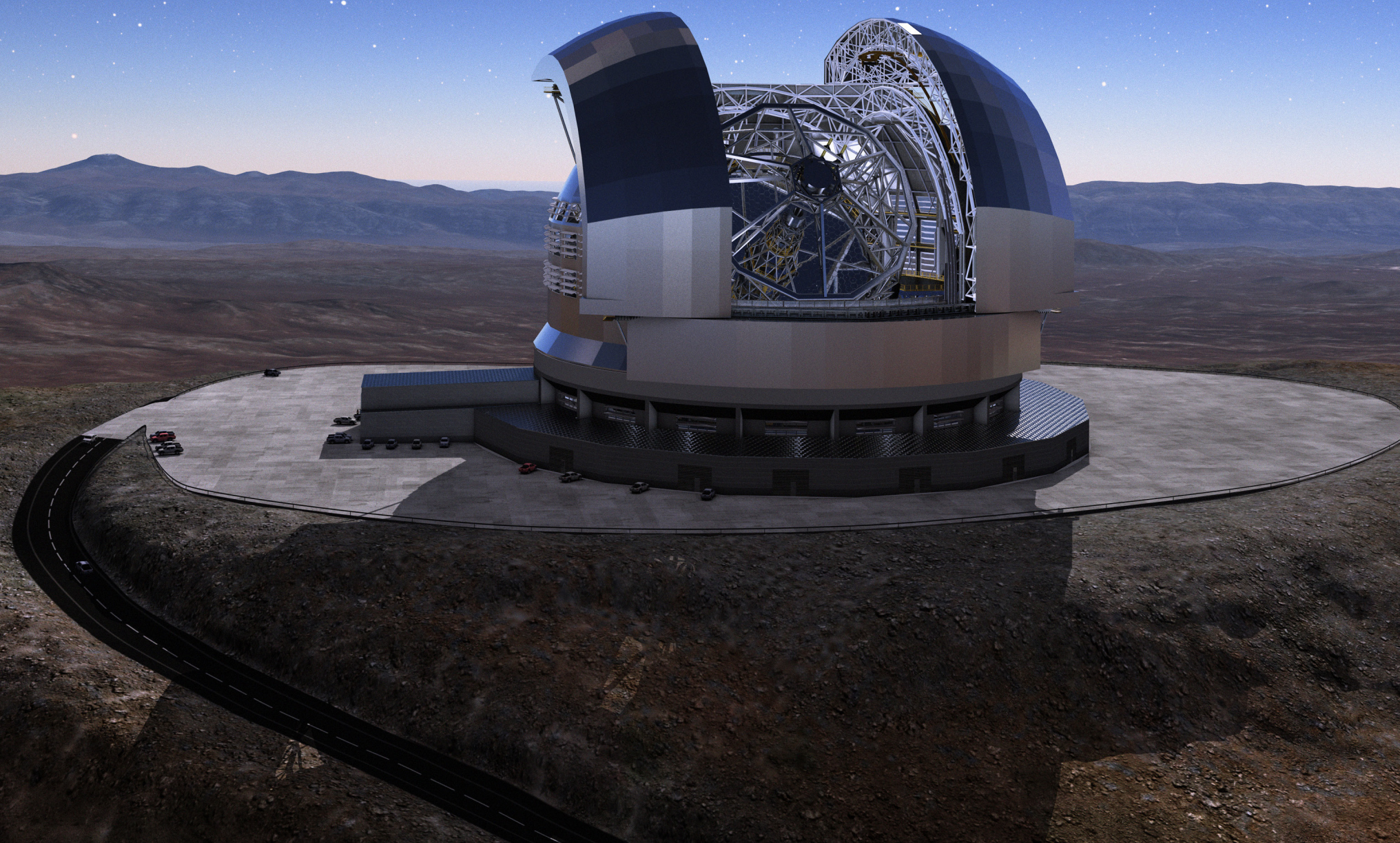
Mission

Make it happen

Vision

The global network
of smart minds

Rooted in strong local teams and strengthened by a global network, ARX is a trusted partner for projects of every scale. With a foundation in Swiss engineering and design quality, a problem-solving mindset, and an entrepreneurial approach, we combine local insight with shared expertise to deliver solutions across Infrastructure, City, Industry and Energy.



Extremely Large
Telescope (ELT)
Chile

Watch
the video!



Editorial

Over the past six years, ARX Italia S.r.l. has undergone steady, organic growth, evolving from a compact unit supporting international projects into a structured, autonomous entity with a key role in the ARX Group.

We represent the Southern Europe Region within a global engineering network, with a team of over 230 professionals across eight offices in Italy, as well as operations in Albania. This growth has increased not only our scale, but also our technical depth and organizational maturity.

We focus on key infrastructure sectors—metros, highways, railways—alongside buildings and energy, especially hydropower and related works such as dams. In parallel with our design activities, we've expanded our expertise to include Construction Management, Inspection, and Surveying—disciplines that now define our integrated project approach and execution-phase oversight.

At the heart of our evolution is a shared culture, rooted in eight core values, defined in our Value Charter: cooperation, professionalism, transparency, respect, diversity and inclusion, agility, playfulness, listening.

A coherent and evolving identity, ready to meet future challenges with clarity and purpose.

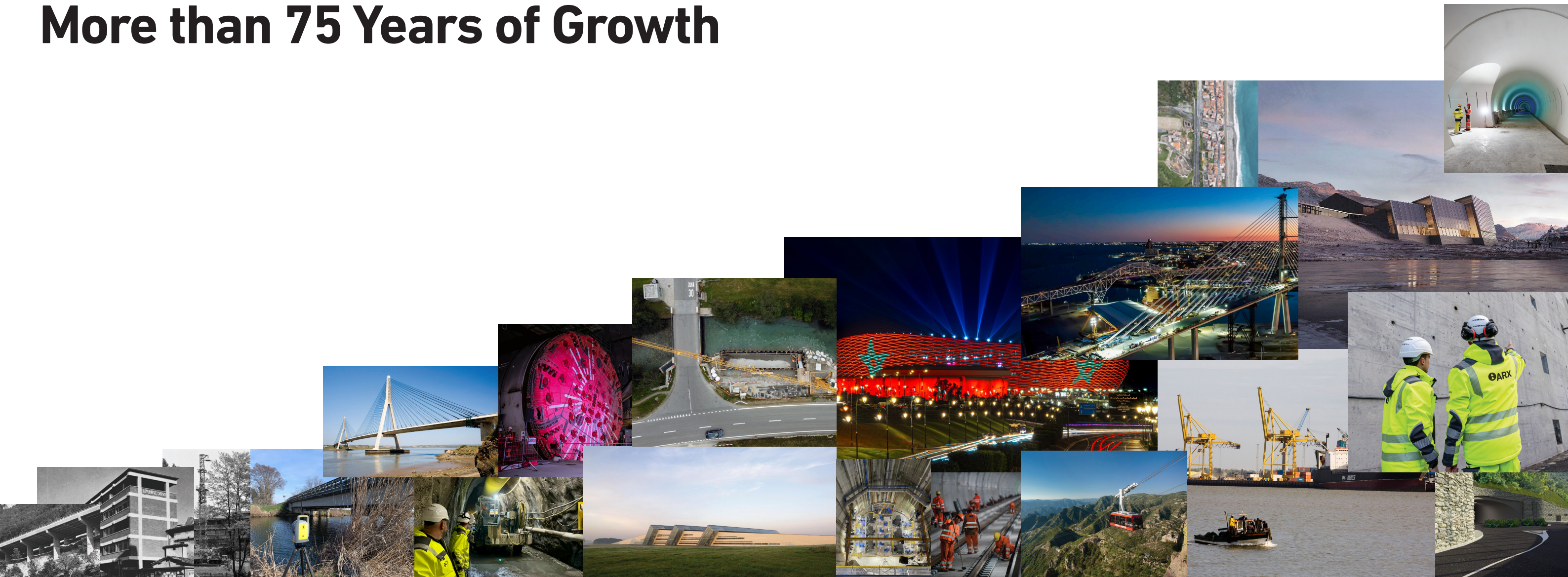


Andrea Polli
CRO South Europe

Ponte sul Bacchiglione

Italy

More than 75 Years of Growth



1950
Luigi Pini founds in Lugano Studio d'ingegneria Pini

1995
The firm Pini Associati SA becomes a public limited company with shareholders

2013
Development in Switzerland with the acquisition of KBM SA (Sion) and Straub AG (Chur-Baden).
Rebranding into Pini Swiss Engineers SA

2014
Opening of the Zurich branch in Switzerland.
Expansion outside national borders with the first branch in Austria (Innsbruck)

2015
Establishment of Pini Italia (Lomazzo)

2017
Establishment of Pini France (Paris)

2019
Establishment of Pini Israel (Modi'in)

2020
Opening of Lausanne branch in Switzerland

2021
Adoption of the new "Glocal" strategy. Opening Rome, Fribourg, Roveredo branches. Acquisition of Anastasi & Partners SA in Locarno

2022
The Swiss companies merge into Pini Group SA. Acquisition of JLCM in Lisbon (Portugal), EBEI in São Paulo (Brazil), SEPI in Trento (Italy), INEA in Latina (Italy) and ALP in Visp (Switzerland). Opening of St.Moritz, Rapperswil-Jona, Turin branches. Establishment of Pini Australia in Melbourne, Pini Norway in Oslo and Pini Group USA in Washington DC. Acquisition of Geodata

2023
Opening of the Aarau branch. New Business Unit Latin America.
New Business Unit: Middle East & North Africa.
Opening of the new Headquarters in Grono, Switzerland.

2024
Opening of Basel, Milan, Tirana, Pittsburgh, Louisville, Cairo, Tunis, Sousse, Riyadh and Abu Dhabi. Acquisition of KHR with offices in Copenhagen and Hamburg. Launching of our new adventure: ARX - Smart Minds.

2025
Opening Stavanger. Acquisition of CFC, Carlos Fernandez Casado SL, Airport Competence GmbH and Peter Mandl ZT GmbH. Partnering Warrior Engineering in Canada.

Our branches act as entrepreneurial units, developing their own networks and relationships. This strengthens the entire group. They develop local know-how and combine it with global best practices, offering a full-service package to our clients.

Our Glocal approach

Tera Bridge

Spain

8 – ARX

S. Sebastian Bridge

Mexico City

Glocal is central to everything we do

We are actively present in:

Albania, Argentina, Australia, Austria, Bolivia, Brazil, Chile, China, Colombia, Denmark, Egypt, Ecuador, France, Germany, India, Italy, Nepal, Norway, Panamá, Perú, Portugal, Saudi Arabia, Spain, Switzerland, Tunisia, Türkiye, United Arab Emirates, USA

ARX – 9

Our Organization

Executive Board



Andrea Galli
Group CEO



Davide Merlini
Group CTO/ CRO - North West Europe



Cristina Pagani
CRO Central Europe



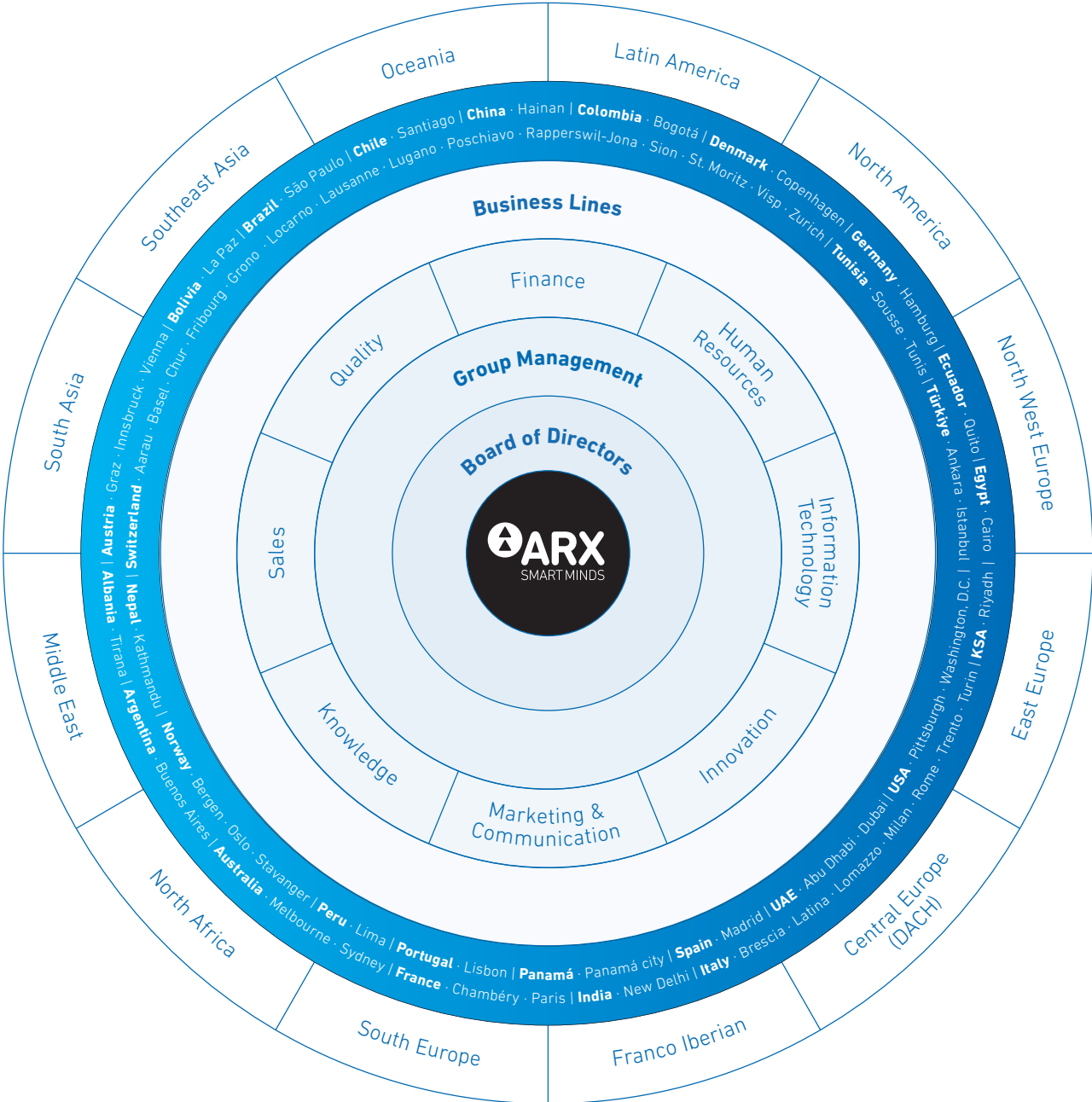
Andrea Polli
CRO South Europe



Roberto Schürch
CRO North America



Aymen Cheikh Mhamed
Group COO - Deputy CEO



Our Region



Andrea Polli
Chief Regional Officer

Our expertise is primarily focused on infrastructure — including metros, highways, and railways — as well as buildings and hydro-power. This know-how is distributed across our network of offices throughout Italy and Albania.

One of our key strengths is the strong synergy between all our teams, which work seamlessly together as a single, distributed entity. Being present across the territory also allows us to stay in close contact with our clients, ensuring proximity, responsiveness, local insight, and tailored support.



Heads

- From left to right:
- Marco D'Elia** – CFO Region
 - Paolo Fontana** – Head of Office Milan, Lomazzo and Brescia, Operational Director
 - Gianluca Albera** – Head of Office Latina
 - Claudia Savona** – Head of Office Rome
 - Stefania Stefanizzi** – Head of Office Turin
 - Marco Meneguzzo** – Head of Office Trento
 - Simone Martella** – Head of Office Tirana
 - Stefano Torresani** – Head of Construction Management

FTE: 230
Offices: 8
Est.: 2015

Our Area of Responsibility



Our Offices



Brescia

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Head of Office: Stefania Stefanizzi



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ARX Group Shqipëri
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Head of Office: Paolo Fontana



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00185 Rome

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Head of Office: Claudia Savona

Brief technical overview

Areas of expertise



Some of the largest infrastructure projects of our time comprise the core of our business. Using sustainable solutions, ARX has designed and constructed traffic routes at the local, national, and international levels.



We help our clients reach new heights in rapidly changing modern cities, providing reliable partnerships with our architects. Using creativity and innovation, we deliver on challenging urban projects.



ARX is active in generating, distributing, and storing energy. We stand side by side with our customers, seeking and analyzing solutions that keep their investments sustainable and reliable far into the future.



From optimizing production and facility design to offering expert talent in mechanical and electrical engineering, we drive the innovation and efficiency that meet the challenges of tomorrow.

Domains

- Airports
- Bridges & other Structures
- Buildings - architecture
- Buildings - civil engineering
- Cableways
- Digital & Innovation
- Environment
- Equipments
- Geology
- Geotechnics & Special foundations
- Hydropower
- Metros
- Nuclear plants
- Oil & Gas
- Pipelines & Networks
- Ports / Maritime works
- Railways
- River engineering
- Roads
- Traffic & Mobility
- Tunnel & Underground
- Water / Wastewater treatment

Main services

- BIM
- Client representation
- Construction management
- Consulting / Expertise
- Design
- General planner
- Independent Checking Engineer (ICE)
- Inspections & Assessment
- Measurement & Surveying
- High level supervision
- Project owner support
- Public Private Partnership (PPP)
- Support to contractor
- Technical site supervision
- QA/QC

Phases

- Strategic planning
- Preliminary studies
- Preliminary design
- Final design
- Permit-obtaining procedure
- Tender design
- Construction design
- Construction
- Commissioning, completion
- Operation, Control, Maintenance



Selected projects



Railways



Tramvia Brescia - T2

The project covers the design of the main line structures and building works, comprising both new structures and the inspection and strengthening of existing ones. The new line structures include a single-span tramway through bridge (23 m clear span), featuring a steel girder grillage with a composite reinforced concrete slab, and a single-span simply supported cycle-pedestrian footbridge (51.90 m clear span), featuring a steel tied-arch deck with a composite reinforced concrete slab.

The building works include eight storage buildings and a new multi-storey car park. Works on existing structures also include the inspection and strengthening of two bridges, the strengthening and functional modification of two car parks, and the inspection of three crossings over the Garza stream.

Country Italy	Domain Railways; Buildings;Bridges	Services* • Design
	Client JV CMC Ravenna, Alstom Ferrovia, Alstom Transport, Hitachi Rail STS - Final Client : Brescia Mobilità	Phases • Detailed Design
	Time frame 2025-on going	* Services in JV with partners
	Construction cost EUR 251'720'000	



Linea AV/AC SA-RC (Galleria Santomarco)

The project involves the construction of a new double-track section, approximately 22 km long, between Castiglione Cosentino/Rende and S. Lucido/Paola. It is designed to replace the existing single-track link (the "Santomarco Tunnel") and to form part of the future Salerno–Reggio Calabria AV/AC corridor.

The main structure is the new Santomarco Tunnel, a twin-tube tunnel approximately 15.3 km long, excavated partly by TBM and partly by conventional methods, with safety cross-passages every 500 m. The alignment is completed by the at-grade sections to the north (approx. 2.2 km on embankment and in cutting) and to the south, comprising a total of 7 viaducts and 14 cut-and-cover tunnels, as well as the S. Lucido interconnections, which provide access to the existing Tyrrhenian line.

Country Italy	Domain Railways; Tunnel & Underground	Services • Design
	Client Italian Rail Network (RFI)	Phases • Detailed Design • Construction
	Time frame 2025-on going	* Services in JV with partners
	Construction cost EUR 1'595'000'000	



Linea AV/AC ME-CT Lotto 1-2

The Giampilieri-Fiumefreddo railway section, in its entirety (first and second lot), affects the Region of Sicily in the provinces of Catania and Messina. The track-doubling project starts on the historical line, about 5km after the Mascali stop and 2km before the current Fiumefreddo station. The construction design of the first lot concerns the trackdoubling of the section between Fiumefreddo and Taormina, while the second lot goes from Taormina to Giampilieri.



Country
Italy



Domain
Railways;
Tunnel & Underground

Client
JV Webuild, Pizzarotti
Final Client : Italian Rail
Network (RFI)

Time frame
2020-on going

Construction cost
EUR 1'795'000'000

Services*
• Design
• Technical Site Supervision

Phases
• Detailed Design
• Construction
• Commissioning, completion

* Services in JV with partners

Linea AV/AC PA-CT Lotto 1-2

The project of lot 1+2 involves the doubling of the section between the stations of Fiumetorto and Lercara. Upon completion of the doubling intervention, the decommissioning of the current line is planned and, with it, the suppression of the current stations of Montemaggiore and Roccapalumba. The new double-track line maintains, completely renovating them, the existing stations of Cerda and Lercara Diramazione; at the same time, the new station of Valle del Torto will be built. ARX has also designed all the technological and plant components necessary to the functionality of the railway system.

Country
Italy



Domain
Railways;
Tunnel & Underground

Client
Italian Rail Network (RFI)

Time frame
2023-on going

Construction cost
EUR 1'489'000'000

Services
• Design
• Technical Site Supervision

Phases
• Detailed Design
• Construction
• Commissioning, completion



Linea AV/AC PA-CT Lotto 3

Lot 3 runs for about 47 km from the Lercara Diramazione station (excluded) to the Caltanissetta Xirbi station (excluded). The new line, a single track with maximum speeds of up to 200 km/h, is mostly a variant of the current line and is characterized by a strong incidence of viaducts (almost 20% or about 9,600m of the overall length of the lot) and above all of tunnels (over 45% or about 21,600m). The new project involves a radical renovation of the Vallelunga intermediate station, which will offer service to both the new and current line.

Country Italy	Domain Railways; Tunnel & Underground	Services • Design • Technical Site Supervision
	Client Italian Rail Network (RFI)	Phases • Detailed Design • Construction • Commissioning, completion
	Time frame 2023-2027	
	Construction cost EUR 1'686'000'000	



Linea AV/AC PA-CT Lotto 4A

The project involves the construction of the new railway section between the Caltanissetta Xirbi Station and the Nuova Enna Station, for a total length of about 27km. The intervention involves the construction of a new single-track line, largely designed to accommodate a second track, with a maximum travel speed of 200km/h, as a route variant to the existing line that will be kept in operation. The new line is characterized by a succession of tunnels interspersed with viaducts, embankments and trenches.

Country Italy	Domain Railways; Tunnel & Underground	Services • Design • Technical Site Supervision
	Client Italian Rail Network (RFI)	Phases • Detailed Design • Construction • Commissioning, completion
	Time frame 2023-2027	
	Construction cost EUR 1'259'000'000	



Linea AV/AC PA-CT Lotto 4B

The functional lot Nuova Enna-Dittaino is part of the new fast rail link between Palermo and Catania, which involves the construction, by lots, of a new variant track between Fiumetorto and Catenanuova. The specific intervention concerns the construction of the new railway section between Nuova Enna Station and Dittaino Station, from km 0+315 to km 14+935, coinciding with pk 172+871 of the Palermo-Catania Historic Line.

Country Italy	Domain Railways; Tunnel & Underground	Services • Design, including Safety Coordination in the Design Phase in compliance with Italian Legislative Decree 81/08 • Technical Site Supervision
	Client Italian Railway Network (RFI)	Phases • Detailed Design • Construction • Commissioning, completion
	Time frame 2022-2026	
	Construction cost EUR 1'686'000'000	



BBT – Brenner Base Tunnel

The Brenner Base Tunnel (BBT) is the high-speed rail link between Italy and Austria, crossing the Alps along the new Scandinavia–Mediterranean corridor. At over 55 km (64 km with the Innsbruck bypass), it is one of the longest tunnels in the world. It comprises two twin single-track tunnels and an exploratory tunnel 12 m below, with cross-passages every 333 m, 3 underground emergency stops, and 4 access tunnels — more than 220 km of tunnels in total. The alignment crosses heterogeneous alpine geology with overburden up to 1,700 m, posing major technical challenges. Excavation is split 50% TBM and 50% conventional, and at the south portal the tunnel undercrosses the Isarco River using ground freezing. ARX plays a major role in the project, taking part in the main construction lots in both Austria and Italy.

Country Austria-Italy	Domain Railways; Tunnel & Underground	Construction cost EUR 320'000'000 (Lot H71 Isarco River Underpass - Italy) EUR 1'067'000'000 (Lot H61 Mules 2-3 - Italy) EUR 959'000'000 (Lot H53 Pfons-Brenner - Austria) EUR 102'000'000 (Lot H52 Hochstegen - Austria) EUR 651'000'000 (Lot H41 Sill Gorge-Pfons - Austria) EUR 490'000'000 (Lot H33 Tulfes-Pfons - Austria)
	Client BBT SE	Services* • Design (Lot H61) • Technical site supervision (Lot H61) • Construction management (Lot H33, Lot H41, Lot H52, Lot H53, Lot H71)
	Time frame 2014-2028	Phases • Tender design (Lot H61) • Construction design (Lot H61) • Construction management (Lot H33, Lot H41, Lot H52, Lot H53, Lot H41, Lot H71)

* Services in JV with partners



Linea AV/AC SA - RC Lotto 1A

Lot 1A of the Salerno-Reggio Calabria High-Speed Rail project includes the final design and construction of 35 km of new railway line, allowing travel at speeds of up to 300 km/h. The project involves the construction of approximately 14 km of tunnels, excavated in part using TBM (Tunnel Boring Machine), 6 km of viaducts, and around 5 km of Cut & Cover tunnels. Additionally, a junction will be built in Romagnano to connect the new line with the existing railway line from Battipaglia towards Metaponto and Potenza.

- Track length = 35 km
- Total tunnel length = 14 km
- Total viaduct length = 6 km
- Artificial Cut & Cover length = 5 km

Country
Italy



Domain
Railways;
Tunnel & Underground

Client
Italian Rail Network (RFI)

Time frame
2023-on going

Construction cost
EUR 2'039'000'000

Services
• Design
• Technical site supervision

Phases
• Detailed design
• Construction
• Works execution



TELT Tunnel Euralpin Lyon-Turin

The Tunnel Euralpin Lyon-Turin (TELT), part of the TEN-T transport network, has a main element of the cross-border section linking France and Italy via a 57.5 km high speed railway tunnel. The tunnel crosses various alpine geological units with very heterogeneous conditions and high overburden till 2'000 m, which posed particular technical and design challenges. The tunnel comprises two twin single-track tunnels which are connected by cross-passages every 333 metres. The system is completed by 3 underground emergency and 4 access tunnels. The total excavation length is approximately 160 km. For 75% of the total length, the base tunnel is excavated using different types of TBM, depending on the expected geological risks: Gripper TBMs; Shielded TBMs; Dual Mode TBMs. Other aspects requiring in-depth design studies include logistics and the reutilization of excavated material. The work has been divided into 12 main packages. ARX is playing a major role, participating in the main construction lots both in France and Italy: Lot C08 - Underground works from the Saint-Julien-Montdenis portal; Lot C06/7 - Underground works between Saint-Martin-la-Porte and Modane; Lot C05a - Avrieux ventilation shafts and underground caverns; Lot C0 3/4 - Main Underground work in Italy, Lot C02 - Civil works in Susa; Lot C01 - Underground works for the connection of the existing line.

Watch the video!



Country
France-Italy



Domain
Railways;
Tunnel & Underground

Client
TELT SAS

Time frame
2021-2027 (Lot C08)
2018-2028 (Lot C06/7)
2020-2026 (Lot C05a)
2020-2031 (Lot C03/4)
2022-2031 (Lot C02)
2022-2031 (Lot C01)

Construction cost
EUR 230'000'000 (Lot C08)
EUR 1'430'000'000 (Lot C06/7)
EUR 220'000'000 (Lot C05a)
EUR 1'100'000'000 (Lot C03/4)
EUR 380'000'000 (Lot C02)
EUR 230'000'000 (Lot C01)

Services*
• Design (Lot C08, Lot C06/7, Lot C05a, Lot C03/4, Lot C02, Lot C01)
• Construction management (Lot C08, Lot C06/7, Lot C03/4, Lot C02, Lot C01)

Phases
• Final design (Lot C06/7, Lot C08)
• Tender design (Lot C08, Lot C06/7, Lot C03/4, Lot C02, Lot C01)
• Construction design (Lot C08, Lot C05a)
• Construction (Lot C08, Lot C06/7, Lot C03/4, Lot C02, Lot C01)

* Services in JV with partners



New Railway line Brescia-Verona

The new HS/HC Brescia East-Verona railway line is one of the linchpins of the Core Mediterranean Corridor set to connect the ports of the south of the Iberian Peninsula with the Ukrainian border. The alignment runs for approximately 48 km. The project includes the construction of three railway tunnels for a total length of almost 13 km. The tunnels are in a highly heterogeneous soft ground; for this reason the construction is performed by means of mechanized tunneling (EPB machine) and conventional method and as well as the execution of several sections by means of cut and cover and top-down. The main challenges of the project are represented by the excavation at very low overburden in soft ground underneath existing highways and buildings. Once completed, this significant railway project will allow for a swift connection between the cities of Brescia and Verona, becoming part of a broader expansion of the Italian high-speed rail network.

Country
Italy



Domain
Railways;
Tunnel & Underground

Client
GC cepav due
Final client: Italian Rail
Network (RFI)

Time frame
2018-2025

Construction cost
EUR 472'000'000

Services
• Design
• Technical site supervision

Phases
• Construction design
• Construction
• Commissioning, completion

Linea ferroviaria Fortezza Ponte Gardena

The quadrupling of the Fortezza - Verona railway line is one of the projects preliminarily identified for the core network in the transport sector of the European Union. The purpose of the project, called lot 1, is the construction of the section of the new line as a continuation of the Brenner Base Tunnel, between Fortezza and Ponte Gardena and its interconnections with the existing line at Ponte Gardena north. The development of the line is about 22.5 km, almost entirely underground, plus the interconnecting branches, also underground, and interventions in the Ponte Gardena town plan.

Country
Italy



Domain
Railways;
Tunnel & Underground

Client
Italian Rail Network (RFI)

Time frame
2021-2023

Construction cost
EUR 1'061'000'000

Services
• Design
• Technical site supervision

Phases
• Construction design
• Construction
• Commissioning, completion

Metro



Turin Automatic Metro – Line 1

Line 1 of the Turin Metro plays a crucial role in the city’s strategy to establish a modern and efficient public transportation network. It was the first in Italy to adopt a driverless technology system—specifically the VAL (Véhicule Automatique Léger) System—bringing significant advantages in terms of operational reliability, cost-effectiveness, and passenger safety. The metro line is fully underground and features a single-tube, twin-track tunnel with a diameter of 6.8 meters, extending a total of 15.2 kilometers. The main section runs from Collegno to Lingotto, covering 13.2 kilometers, while a further 2-kilometer extension connects Lingotto to Piazza Bengasi. Excavation was carried out using Earth Pressure Balance Tunnel Boring Machines (EPB-TBMs), ensuring minimal surface disruption. The line includes 21 underground stations, all constructed using the cut-and-cover method.

Country
Italy



Domain
Metros

Client
Infra. To. Srl

Time frame
1999-2011

Construction cost
EUR 718'000'000

Services*

- Civil engineering design
- Construction management
- Health & Safety Coordination both at design stage and during construction
- EIA (Section 2 from Porta Nuova Station to Lingotto Station)

Phases

- Final design
- Construction design
- Construction

* Services in JV with partners



Metro Catania - Circumetnea

The project involved the conversion of the line from narrow gauge to standard gauge, which is the norm for most European railway networks. In addition, double tracking and conversion to 3 kV DC electric traction were implemented, allowing for faster and more efficient operation. One of the most significant transformations was the complete underground relocation of the section between Catania and Misterbianco, which ensured greater safety and a notable reduction in environmental impact. The section from Catania to the airport, and partially up to Paternò, was also constructed in a tunnel, avoiding numerous surface obstacles and optimizing travel times. Thanks to this modernization, the city of Catania now has a fully underground metropolitan railway line, extending over a total length of 10.8 km.

Country Italy	Domain Metros	Services* • Design
	Client Ministero delle Infrastrutture e dei Trasporti	Phases • Preliminary design
	Time frame 2021–2023	* Services in JV with partners
	Construction cost EUR 633'000'000	



Monorail São Paulo Line 17

The project covers geotechnical surveys, land appropriation, boundary structures, and integration of utility networks. It includes temporary works such as excavation support, groundwater control, trench coverings, and access structures. Permanent structures involve reinforced concrete and steel elements. Tunnel construction follows the NATM method, with waterproofing and drainage systems. Roadworks are coordinated with utility rearrangement. Interfaces between civil works and hydraulic systems are carefully managed for full integration.

Country Brazil	Domain Metros	Services* • Design
	Client Metrô – Companhia do Metropolitano de São Paulo	Phases • Preliminary design • Final design
	Time frame 2010-2011	* Services in JV with partners
	Construction cost USD 454'500'000	



Istanbul Metro

Gayrettepe - Istanbul Airport Metro Line connects the airport to the city center. Built entirely underground, it is a well-integrated 38-km double line that provides fast transport (120 km/h). Capacity is up to 75 passengers per hour per direction, from both the European and the Anatolian sides. The line has 8 stations in total, and 3 of them are inside the airport limits.

Country
Türkiye



Domain
Metros

Client
Kolin, Kalyon Cengiz (KKC)
Construction JV + Republic of Türkiye, Ministry of Transportation, Maritime and Communications, Directorate General of the Infrastructure Investments

Time frame
2016-2024

Construction cost
USD 1'000'000'000

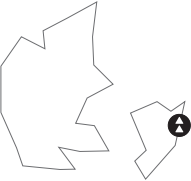
Services
• Design
• BIM
• Independent Checking Engineer
• Project owner support
• Support to contractor

Phases
• Final design
• Construction design

Copenhagen Metro

The Copenhagen Metro is an underground railway where the architecture deliberately uses natural and artificial light to create a comfortable and safe environment for travellers. Both in the design and planning of the metro, KHR's ambition was that daylight should play as large a role as possible, thereby counteracting the feeling of being cut off from the outside world in the metro's up to 20 m deep station spaces. Openness and a view of the sky through skylights are essential parameters for each passenger to feel safe and to be able to survey the situation and the space. In addition, the functional and minimalist design of the metro stations contributes to easy orientation and quick familiarity with the Copenhagen metro stations.

Country
Denmark



Domain
Metros

Client
Ørestadsselskabet I/S
(now Metroselskabet)

Time frame
1995 - 2003

Construction cost
DKK 6'700'000'000

Services*
• BIM
• Consulting / Expertise
• Design
• General Planner
• Inspections & Assessment
• Technical site supervision QA/QC

Phases
• Strategic planning
• Preliminary studies
• Preliminary design
• Final design
• Permit-obtaining procedure
• Tender design
• Completion

* Services in JV with partners

Roads



SS 106 Jonica - Lotto 1

The project covers the construction design of Lot 1 of the SS 106 “Jonica” state road, part of the broader upgrade programme for the Tyrrhenian–Ionian corridor. Located within the Sibari–Corigliano Rossano section, the intervention involves a new approximately 17 km road alignment between the Coserie Viaduct and the Corigliano Ovest interchange, incorporating 15 viaducts, 3 overpasses totalling approximately 3 km, a twin-bore cut-and-cover tunnel of approximately 1.4 km, 10 hydraulic culverts, and 3 vehicular underpasses.

Country Italy	Domain Bridges & other Roads;	Services • Design • BIM
	Client Webuild S.p.A Final Client: ANAS	Phases • Construction design
	Time frame 2026-2027	
	Construction cost EUR 556'000'000	



A24-A25 Stralcio III

The project covers the “Design and execution of structural upgrading works for the seismic retrofitting of 5 priority viaducts on the A24-A25 motorway – Stralcio III”. The works are located on the A25, in the section between the municipalities of Celano and Pratola Peligna. The scope of work includes the structural analysis and design of the new bridge decks, together with the strengthening of the substructures and foundations of the existing viaducts. It also encompasses the modelling and design of temporary works, retaining walls and embankments. The entire scope was developed through the integration of all relevant technical disciplines, including geology, geotechnical engineering, hydraulics, construction sequencing and land expropriation procedures.

Country Italy	Domain Bridges & other Structures;	Services • Design
	Client TOTO Costruzioni Final Client: Commissario straordinario A24-A25	Phases • Preliminary design • Final design
	Time frame 2024-on going	
	Construction cost EUR 150'000'000	



A24-A25 Stralcio V

The project concerns the structural upgrading of 5 viaducts. The works are located on the A25, in the section between the municipalities of Scafa and Alanno. The scope of work includes the structural analysis and design of the decks and foundations of the new viaducts, as well as the modelling and design of temporary works, retaining walls and embankments. The entire scope was developed through the integration of all relevant technical disciplines, including geology, geotechnical engineering, hydraulics, construction sequencing and land expropriation procedures.

Country Italy	Domain Bridges & other Structures;	Services • Design
	Client TOTO Costruzioni Final Client: Commissario straordinario A24 - A25	Phases • Preliminary design • Final design
	Time frame 2023-2025	
	Construction cost EUR 150'000'000	



A24-A25 Stralcio IX

The project covers the demolition and reconstruction of 4 viaducts on the A25 Rome–Pescara motorway and the upgrading of the road platform to the 2001 Ministerial Decree (DM 2001) standards. The scope of work includes the structural analysis and design of the decks, piers and foundations of the new viaducts, the design and verification of temporary works, retaining walls and embankments, and the design of protection and stabilisation measures for the landslide-affected slopes. The entire scope was developed through the integration of all relevant technical disciplines: geology, geotechnical engineering, structures, hydraulics, construction sequencing, land expropriation, building services and archaeology.

Country Italy	Domain Bridges & other Structures;	Services • Design
	Client ICM Final Client: Commissario straordinario A24-A25	Phases • Preliminary design • Final design
	Time frame 2024-on going	
	Construction cost EUR 123'000'000	



Litoranea Taranto-Avetrana

The project concern the second section, running from the Talsano – San Donato junction to the Avetrana – Nardò junction, where it connects with the Avetrana–Nardò road. This new road links the town of Talsano to Avetrana, connecting the provincial capital with the municipalities along the eastern coast of the Ionian arc (Leporano, Faggiano, Pulsano, Lizzano, Torricella, Maruggio, Manduria and Avetrana). The infrastructure is of strategic importance not only for mobility, but also for the tourism and economic development of this part of the province: in addition to improving connections between the Ionian capital and the tourist destinations along the eastern side of the province, it will be key to the growth of agricultural activities and of the businesses producing the area’s renowned food and wine specialities.

Country Italy	Domain Bridges & other Structures; Roads;	Services • Design
	Client Provincia di Taranto	Phases • Preliminary design • Final design
	Time frame 2023-2025	
	Construction cost EUR 270'000'000	



Sassoferrato Serra S.Abbondio

This project comprises a new regional road connecting the municipalities of Sassoferrato and Serra Sant'Abbondio. The scheme defines a new road corridor 10.50 m wide—corresponding to road category C1—and approximately 12 km in length, conceived to minimise land take while reducing journey times across the served territory. The route incorporates a varied sequence of major engineering structures: four roundabouts, two overpasses and two underpasses regulate the principal intersections, while five viaducts (totalling 860 m in length) carry the road across the more demanding stretches of terrain. The corridor further includes seven bored tunnels, with a combined length of 5,160 m, and two cut-and-cover tunnels extending over 300 m in total.

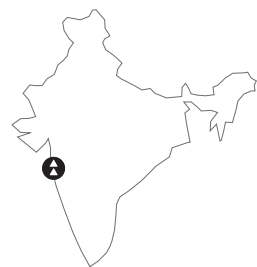
Country Italy	Domain Roads; Tunnel & Underground Bridges & other structures;	Services • Design • BIM
	Client ANAS	Phases • Final design
	Time frame 2024-on going	
	Construction cost EUR 144'000'000	



The Mumbai-Pune Missing Link Project

The link from the Khopoli Exit to the Sinhgad Institute will complete the 3+3 lanes expressway currently in operation from Mumbai to Pune. The link will improve transportation throughout the region. This 13.3km-long link with a string of viaducts, tunnels, and bridges aims to bypass the Khandala Ghat's hairpin turns which are prone to landslides and traffic jams. Due to the straighter route, distance will be reduced by 6 km and travel time by 25 minutes.

Country
India



Domain
Roads

Client
Maharashtra State Road
Development Corporation Ltd.
(MSRDC)

Time frame
2017-2024

Construction cost
Package 1: USD 323'000'000
Package 2: USD 174'000'000

Services
• Construction management

Phases
• Tender design
• Construction design
• Construction
• Commissioning, completion



Sotra Link

The Sotra Link Project is aimed to improve mobility between Bergen and the island of Sotra on the West coast of Norway. The new infrastructure includes more than 9 kilometres of highway, a suspension bridge, 12.5 kilometres of primary and secondary tunnels as well as road and pedestrian underpasses, tunnel portals, smaller bridges and viaducts, and pedestrian and bicycle paths. The challenges of this project are mainly related to interfaces between many stakeholders, being a very large project, and BIM requirements, being an almost paperless project, where all details and informations for construction should be present in the models up to 6D.

Country
Norway



Domain
Bridges & other
Structures;
Roads;
Tunnel & Underground;

Client
Sotra Link Construction
JV (Webuild, FCC
Construction, SK E&C),
Final Client: Statens
Vegvesen (NPRA)

Time frame
2020-2027

Construction cost
EUR 1'250'000'000

Services*
• Tender design
• Construction design
• Technical site supervision

Phases
• Tender design
• Construction design
• Construction
• Commissioning, completion

* Services in JV with partners

Bridges



Cebú-Cordova Bridge

The project, built between 2018 and 2021, centers on a symmetrical cable-stayed bridge 651.5 meters long, with a 390-meter central span crossing the navigation channel of Córdova port. Its prestressed concrete deck (3.5 meters deep) varies in width from 30 meters near the interchanges to 22.4 meters toward the Mactan access, while the octagonal towers rise 140 meters and are topped by 40-meter metal crosses—a tribute to Cebu’s historical role as the first center for the spread of Catholicism in the Philippines. The deep foundations rely on drilled piles 2.00–2.50 meters in diameter, embedded in coral and volcanic rock. The project posed a major technical challenge due to the area’s seismic and environmental constraints—frequent typhoons and earthquakes—and a particularly tight construction schedule.

Country
Philippines



Domain
Bridges & other Structures

Client
Property: Metro Pacific
Tollways Corporation
Construction: Acciona-
First Balfour-Dcmi

Time frame
2018-2021

Construction cost
\$ 600'000'000

Services
• Design
• Technical site supervision - QA/QC

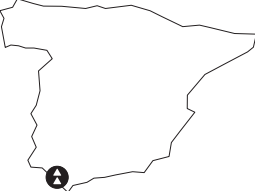
Phases
• Final Design
• Construction design
• Construction

Main Span
390 m



Bridge over the Cádiz Bay

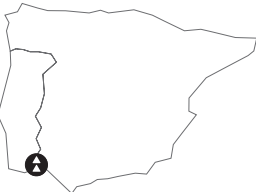
The access to the city of Cadiz from the Carranza Bridge or the southbound highway made it necessary to cross the city along Avenida Andalusia to reach the port and the Old Town. The bay navigation channel at the Cabezuela, Puerto Real Quay, is 400 m wide and 14 m deep. Port authorities widened this gauge to 540 m to avoid occupying the bank of the Cabezuela quay and to facilitate ship maneuvering. One of the bridge piers, the one on the Cabezuela quay side, is positioned up to 70 m inside the quay, thus facilitating loading and unloading from service cranes. In terms of vertical height, due to the maximum slopes compatible with road traffic and the distance separating the navigation channel from the city of Cadiz, the roadway reaches the formidable height of 69 m, making this bridge one of the tallest in the world.

Country Spain	Domain Bridges & other Structures	Services • Design • Technical site supervision - QA/QC
	Client Ministry of Public Works. Spain	Phases • Construction design • Construction
	Time frame 2008-2015	Main Span 540 m
	Construction cost EUR 511'000'000	



International Bridge over the Guadiana River

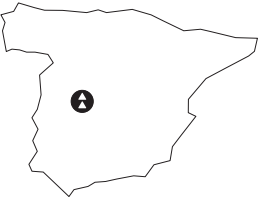
The International Bridge over the Guadiana River stands as one of the largest bridges in both Portugal and Spain. It was constructed in 1991 and rehabilitated from 2018 to 2021 due to corrosion detected in the cables. Boasting a central span of 324 m and a total length of 666 m, it serves as a vital link between the two countries.

Country Portugal-Spain	Domain Bridges & other Structures	Services • Design
	Client IP - Infraestruturas de Portugal	Phases • Preliminary studies • Preliminary design • Construction design
	Time frame Construction: 1990 Rehabilitation: 2018	Main Span 324 m
	Construction cost Construction: EUR 25'000'000 Rehabilitation: EUR 13'000'000	



Bridge over the Tagus river

The viaduct, part of the Madrid–Extremadura High-Speed Railway Line, spans 1,488 metres and features a 324-metre concrete arch crossing the Tagus River—the longest of its kind on any Spanish high-speed rail line. The structure includes a central arch supporting six 54-metre spans, with approach viaducts composed of 60-metre spans and two 57-metre transition spans. The arch, formed by a curved box girder, ranges from 3.5 to 4.0 metres in depth and tapers from 12 metres at the abutments to 6 metres at midspan.

Country Spain	Domain Bridges & other Structures	Services • Design • Technical site supervision - QA/QC
	Client ADIF	Phases • Tender design • Construction design • Construction
	Time frame 2012-2019	
	Construction cost EUR 62'400'000	Main Span 324 m



Gordie Howe International Bridge Detroit - Windsor

The Gordie Howe International Bridge is a six-lane cable-stayed crossing spanning 1.5 miles (2,4 km), with a record 0.53-mile (0.85 km) clear span—the longest in North America. It connects the US and Canada via approach bridges linking the Ports of Entry, ensuring smooth traffic flow. Designed for sustainability and accessibility, it includes a multi-use path for pedestrians and cyclists. Once completed, it will be the longest composite span in the world.

Country USA-Canada	Domain Bridges & other Structures	Services* • Design • Technical site supervision - QA/QC
	Client AECOM Final client: WDBA (Windsor Detroit Bridge Authority)	Phases • Tender design • Construction design • Construction
	Time frame 2016-2025	Main Span 853 m
	Construction cost USD 5'500'000'000	* Services with partners



V3 Viaduct, A4 Marão

The V3 Viaduct stands as the Marão Highway’s largest, spanning 910m with a width of 29.05m. It’s both the longest and tallest section on the stretch. The IP4, a critical route to Trás-os-Montes, is notoriously perilous, witnessing numerous fatal accidents. Part of the A4, or the Marão Highway, the V3 Viaduct enhances safety, featuring a 910m length, 140m spans, and 100m tall pillars. Its pre-stressed concrete deck boasts a width of 29m.

Country Portugal	Domain Bridges & other Structures	Services • Design
	Client IP - Infraestruturas de Portugal	Phases • Preliminary studies • Preliminary design • Construction design
	Time frame 2013	
	Construction cost EUR 40'000'000	

Airports



Malpensa Milan Airport T1XL

In order to improve the functionality of Terminal 1, the airport operator intends to increase the current surface areas through a northward expansion (hereinafter referred to as T1-XL). This will enhance the offering and quality of services for both departing and arriving passengers, while simultaneously improving the perceived quality and overall image of the terminal. An additional 6,500 square meters are affected by reconfiguration works at basement level -5.22, where support areas for the new commercial activities and the expansion of the BHS area will be created. Functional upgrading works are also planned within the existing terminal, in the areas adjacent to the expansion zone, at levels +1.50 and +7.90.

Country Italy	Domain Airports	Services Design
	Client Di Vincenzo Dino & C S.p.A Final Client: SEA S.p.A.	Phases • Construction design • Tender design
	Time frame 2025-2028	
	Construction cost EUR 60'000'000	



Pio La Torre Airport - Comiso

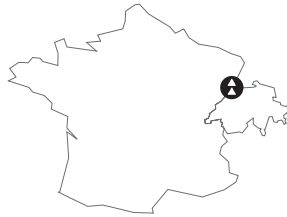
The project concerns the award of engineering and architectural services for the design of the upgrading and redevelopment works at “Pio La Torre” Airport in Comiso (RG). The planned works specifically include the northward relocation of the Coffa-Porrassito road and the related upgrading of the car park, together with the refurbishment and functional upgrading of the Passenger Terminal. The project also comprises the construction of the new fuel storage facility and the upgrading of the AGL (Airfield Ground Lighting), signs and markings of taxiway “A”. Finally, it provides for the southward expansion of the apron, enhancing the aircraft parking areas.

Country Italy	Domain Airports	Services • Design • High level supervision
	Client S.A.C. Società Aeroporto Catania	Phases • Preliminary design • Final design
	Time frame 2025-2026	
	Construction cost EUR 21'000'000	



Basel - Mulhouse Airport

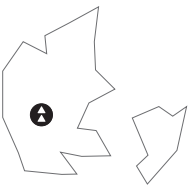
The Basel-Mulhouse airport serves as a vital European hub. Current improvement efforts encompass various specific actions. These include expanding the main runway by 30 meters on both sides to intersect with the RD12b road, reinforcing abutments for seismic stability using micro-piles and carbon-fibre reinforced shotcrete, enhancing fire resistance of the existing structure, demolishing concrete canopies, upgrading pavements, establishing a soft mobility lane, relocating buried networks, creating safety niches, and strengthening lighting. The project's complexity arises from coordinating with both the airport's aeronautical operations and road traffic, often necessitating nighttime work.

Country France-Switzerland 	Domain Airports; Bridges & Other Structures	Services* • Design • High level supervision • Construction management
Client EuroAirport Basel-Mulhouse	Time frame 2022-2024	Phases • Preliminary design • Final design • Tender design • Construction • Commissioning, completion
Construction cost € 9'000'000		* Services in JV with partners



Billund Airport

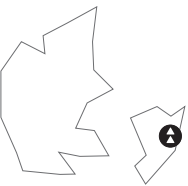
In 2002, Billund Airport was expanded with a 40,000 m² passenger terminal designed by ARX (KHR), capable of handling 3.5 million passengers annually. The design integrates with the natural landscape, offering views of the Danish hills to the north and flight operations to the south. The new terminal frees the former one for expanded cargo use. Located north of the runway, it includes new taxiways, a multi-storey car park, and off-road parking. Set on the edge of a hill island, the project emphasizes the terrain, preserving nearby woodland and enhancing surrounding heathland and hedgerows as part of the airport's landscape design.

Country Denmark	Domain Airports	Services • Design • General planner
	Client Billund Airport	Phases • Preliminary studies • Preliminary design • Final design • Permit-obtaining procedure • Tender design
	Time frame 2002	
	Construction cost DKK 380'000'000	



Finger D Copenhagen Airport

The 9,000 m² expansion of Copenhagen Airport, designed by KHR Architecture, adds a new finger linking terminals A, B, and C. It's the first building in Kastrup designed to handle both Schengen and non-Schengen traffic, with non-Schengen passengers on the upper level. A system of high glass partitions ensures separation, supported by stairwells and elevators outside the façade. Non-Schengen passengers cross the lounge via footbridges to a balcony level with moving walkways to passport control. The Schengen area also features moving walkways through the 200 m connector. ARX (formerly KHR) has also worked on Arlanda, Billund, and Copenhagen Metro projects.

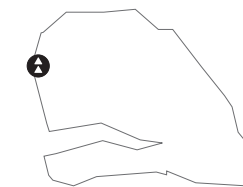
Country Denmark	Domain Airports	Services • Design • General planner
	Client Copenhagen Airport	Phases • Preliminary studies • Preliminary design • Final design • Permit-obtaining procedure • Tender design
	Time frame 1999	
	Construction cost DKK 150 '000'000	



MRO & Cargo infrastructures Airport Blaise Diagne

This airport features a single 3'500-meter runway, which allows it to accommodate long-haul flights and large aircraft. The expanded capacity of the airport was intended to support growing air travel demands in the region. ARX designed aeronautical infrastructure to support the cargo terminal, the maintenance, repair, and overhaul (MRO) hangar, and the hangar's concrete slab internal paving.

Country
Senegal



Domain
Airports

Client
Eiffage Sénégal
Final client: AIBD

Time frame
2022-2024

Construction cost
USD 15'500'000

Services*
• Design
• Construction management

Phases
• Final design
• Construction design
• Construction
• Commissioning, completion

* Services in JV with partners

Hydropower



Snowy 2.0 Project, NSW

Snowy 2.0, a pumped hydropower storage plant, is the largest renewable energy project currently under construction in Australia. It will add 2'200 megawatts of on-demand renew-able energy and about 350'000 megawatt hours of large-scale storage capacity to the exist-ing scheme and the national electricity market. The project, owned by Snowy Hydro, connects two existing reservoirs belonging to the Snowy Mountain Scheme—Tantangara and Talbingo—through 27 km of tunnels and the construction of a new underground power station at a depth of about 800 metres. Snowy 2.0 is considered a vital project for Australia's economy and energy transmission. Its aim is to provide massive water storage for the hydroelectric generation needed to balance the growth of wind and solar energy. This will result in the retirement of thermal power stations.

Country
Australia



Domain
Hydropower;
Tunnel & Underground

Client
Future Generation Joint
Venture (FGJV)
Final client:
Snowy Hydro Ltd

Time frame
2018-2028

Construction cost
AUD 12'800'000'000

Services
• Design
• Design (Optimisation and review)
• Technical site supervision (TBM follow-ups)

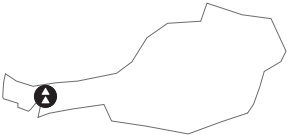
Phases
• Tender design
• Detailed design
• Construction



Kühtai Pumped Storage Power Plant

The expansion of the existing Sellrain-Silz power plant group involves the construction of a dam (Kühtai reservoir) and a penstock to the existing Finstertal reservoir. Works include a power plant cavern and a diversion tunnel with 6 intakes in the Ötztal and Hinteres Stubaital. The result is an important contribution to the energy transition in Austria's Tirol region.

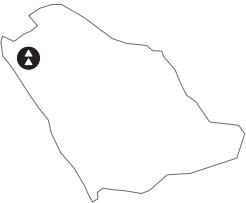


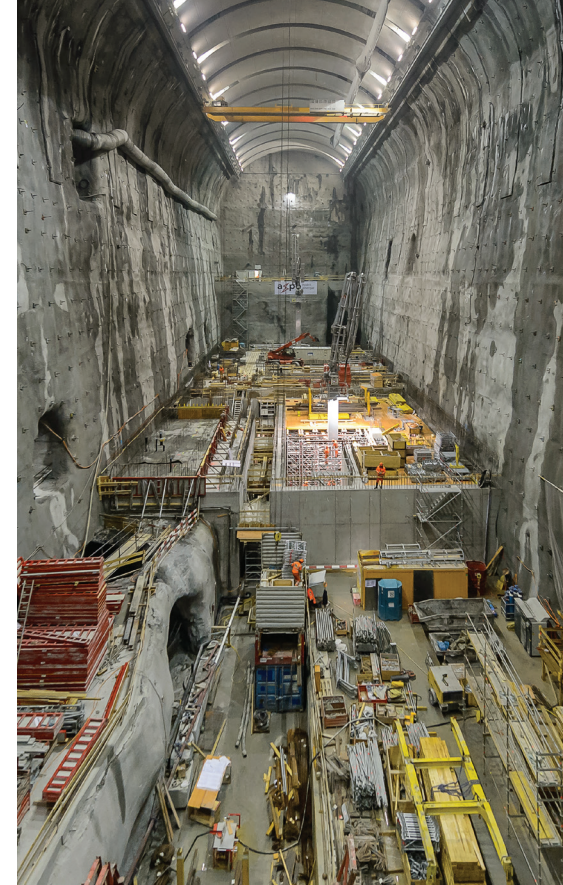
Country Austria	Domain Hydropower	Services* • Construction management
	Client TIWAG-Tiroler Wasserkraft AG	Phases • Construction
	Time frame 2021-2026	* Services in JV with partners
	Construction cost EUR 500'000'000	



Lake Perimeter

Webuild, commissioned by NEOM, will construct three dams and related works, forming a freshwater lake in the mountain destination Trojena, Saudi Arabia. Over 10'000 people will participate in this futuristic infrastructure project in the desert mountains. The main dam will be made of roller-compacted concrete (RCC) and will be 145 meters high, 475 meters long, with a volume of approximately 2.7 million m³. The second dam will also be in RCC, while the third one will be in rock, with a volume of 4.3 million m³. The artificial lake will cover an area of 1.5 km² and have an island reserved for botanical dives and walks.

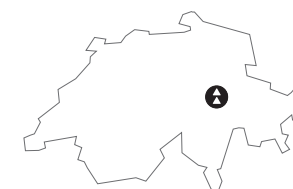
Country Saudi Arabia	Domain Roads; Tunnel & Underground; Geology; Geotechnics & Special foundations;	Services • BIM • Design
	Client Webuild Final client: NEOM	Phases • Detailed design
	Time frame 2024-2026	
	Construction cost USD 4'700'000'000	



Linth-Limmern Pumped Storage Power Plant

The Limmern PSPP (1'000 MW) is a new underground hydroelectric power plant integrated into the existing power plants of Linth-Limmern hydroelectric complex, boosting the overall installed capacity from 480 MW to 1'480 MW. The plant is using the enlarged Lake Mutt (2'474 m a.s.l.) as an upper reservoir and the existing Lake of Limmernboden (1'854 m a.s.l.) as a lower reservoir. The underground power station consists of a power-house cavern with the 4 machine groups of 250 MW each (in pumping and turbine mode). It also includes a transformer cavern with the 4 transformers of approximately 200 tons each that convert the voltage of the generators from 18 kV to 400 kV. The energy produced feeds into the Swiss extra-high voltage grid.

Country
Switzerland



Domain
Hydropower;
Tunnel & Underground

Client
AXPO AG

Time frame
2007-2019

Construction cost
CHF 1'800'000'000

Services*
• Design
• Technical site supervision

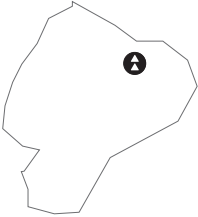
Phases
• Final design
• Permit-obtaining procedure
• Tender design
• Construction design
• Construction (construction control only)
• Commissioning, completion

* Services in JV with partners



Coca Codo Hydroelectric Project

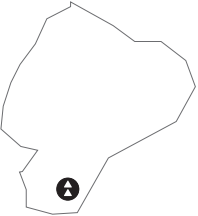
Located between the Provinces of Napo and Sucumbios (around 150km East of Quito), the Coca Codo Sinclair (CCS) Hydroelectric Project was inaugurated in 2016. With a total installed capacity of 1500 MW it was conceived to provide electricity to three cities at the same time: Quito, Guayaquil and Cuenca. Indeed it is one of the largest power plants in South America, suppling Ecuador with 62% of its total power need.

Country Ecuador	Domain Hydropower	Services* • Design • Construction management
	Client Sinohydro Corporation Ltd Final Client: Hidroeléctrica Coca Codo Sinclair EP	Phases • Preliminary design • Final design • Construction design • Construction
	Time frame 2009-2016	* Services in JV with partners
	Construction cost USD 1'980'000'000	



Delsitanisagua Hydroelectric Power Plant

The Delsitanisagua Hydroelectric Project, with 180MW capacity, is situated on the Zamora River. It features a 34m-high concrete dam, a discharge channel of 42 m3/s, an 8km-long tunnel, a 76m-high surge shaft, and a steel penstock. The powerhouse is at-grade, with a 138kV transmission line spanning 30km. Expected annual electricity production is 1,200 GWh, utilizing a gross water head of 495m.

Country Ecuador	Domain Hydropower	Services* • Client's representative • Independent Checking Engineer (ICE) • High level supervision • Project owner support
	Client Empresa Pública Estrategica Corporación Eléctrica Del Ecuador "CELEC EP"	Phases • Final design • Construction design • Construction • Commissioning, completion
	Time frame 2013-2019	* Services in JV with partners
	Construction cost USD 258'000'000	



Upper Wawa Pumping Station

The Upper Wawa Pumping Station (UWPS), located in Antipolo City, Philippines, is a key raw water facility designed to secure long-term water supply for Metro Manila. The station consists of a 65m deep, 27.6m diameter concrete shaft, which houses six vertical pumps. The shaft includes 3 intakes located at elevations 82.113 m, 103.081 m, and 121.059 m. At the surface, a four-floor control and electrical building accommodates the 34.5 and 6.6 kV medium-voltage switchgear, 6.6 kV variable frequency drives, SCADA control room, and auxiliary services. The project also includes three 3 MVA emergency diesel generators. The mechanical installation consists of six vertical turbine pumps, each rated at 1.4 MW and equipped with variable speed drives, allowing high operational flexibility and energy efficiency. The pumps discharge into a common manifold and transmission pipeline system.

Country Philippines	Domain Hydropower	Services • Consulting/ Expertise
	Client Prime BMD	Phases • Construction design • Commissioning, completion
	Time frame March to August 2025	
	Construction cost USD 22'500'000	

Buildings



Glasblokkene Haukeland Children Hospital with Womens Clinic

Glasblokkene is a hospital for children, young people and women in Bergen. The hospital is designed and built in two stages with four building blocks in each. This is a unique project both architecturally and in terms of the design and construction process itself. Glasblokkene II is the first fully digital hospital construction project in the world. Despite really high quality in architecture, materials and workmanship, the building was completed at a price per square metre that is significantly lower than other Norwegian hospital buildings, and on schedule.

Country Norway	Domain Buildings – architecture	Services* • BIM • Consulting / Expertise • Design • General Planner • Inspections & Assessment • Technical site supervision QA/QC
	Client Health Bergen HF	Phases • Strategic planning • Preliminary studies • Preliminary design • Final design • Permit-obtaining procedure • Tender design • Completion
	Time frame 2006 - 2022	
	Construction cost EUR 51'000'000	

* Services in JV with partners



Nuuk School

The school opens up to the city with active urban spaces and facades that reflect outward-facing functions such as sports facilities, auditorium and heart room. The design embraces the landscape, and the many small outdoor spaces created between the smaller units provide optimal conditions for sheltered and sunny spaces where children can play. The sculptural roof shapes create an inner double-height spaciousness with skylights in each of the seven connected school buildings. The roofs are clad with Kalzip, which folds down over the upper part of the facade to the top horizontal window band, ensuring good lighting conditions without glare, even when the sun is low in the sky during the long dark hours.



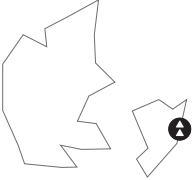
Country Greenland	Domain Buildings – architecture	Services* • BIM • Consulting / Expertise • Design • General Planner • Inspections & Assessment • Technical site supervision QA/QC
	Client Kommuneqarfik Sermersooq	Phases • Strategic planning • Preliminary studies • Preliminary design • Final design • Permit-obtaining procedure • Tender design • Completion
	Time frame 2025	
	Construction cost DKK 615'000'000	

* Services in JV with partners



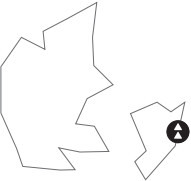
Copenhagen Biocenter University of Copenhagen

The preliminary design and layout proposes laboratories of different complexity and size, administration and common facilities. The laboratory areas open onto the park with a north-facing glass façade that lets in light and views at full floor level, while the façade of the office areas to the south is light and clad in natural stone. The laboratory wings are connected by a central north/south wing, where the horizontal and vertical movements of the building meet in an inner, bright central space that forms the social axis of the center.

Country Denmark	Domain Buildings – architecture	Services • ARX (KHR Architecture) – Architectural design • Consortium leader • Design management • Economic construction management • Site supervision
	Client University and Building Board	Phases • Strategic planning • Preliminary studies • Preliminary design • Final design • Permit-obtaining procedure • Tender design • Completion
	Time frame 2007	
	Construction cost EUR 88'000'000	

New Faculty of Health Sciences

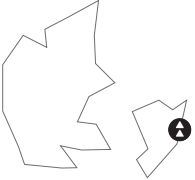
The design of new SUND is planned with a wide building volume that is placed in extension of the existing building at the same level as SDU's ground floor, which corresponds to the first-floor level in the new hospital expansion farther south. Inside the wide building volume, the interior is structured into three 'tracks' running north to south. The western track will be home to all the laboratories, the middle track contains office space, and the eastern track is dedicated to teaching facilities, including break spaces and recreational areas.

Country Denmark	Domain Buildings – architecture	Services • ARX (KHR Architecture) – Architectural • Design and site supervision
	Client Danish Building and Property Agency	Phases • Strategic planning • Preliminary studies • Preliminary design • Final design • Permit-obtaining procedure • Tender design • Completion
	Time frame 2023	
	Construction cost EUR 160'000'000	



New Forensic Psychiatry St. Hans

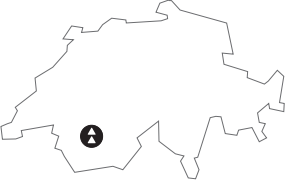
The final design of new high-security wing, measuring 21,000 mq, blends into the landscape and continues the characteristic architectural elements from the existing complex in materials, proportions and facade ornamentation. The architectural concept is inspired by the natural slope of the terrain, laid out as flat, planted, landscaped terraces. Access to the high-security wing is via a centrally situated arrival building in direct extension of the existing St. Hans.

Country Denmark	Domain Buildings – architecture	Services • ARX (KHR Architecture) - Lead consultancy • Design and ICT design
	Client Capital Region of Denmark	Phases • Strategic planning • Preliminary studies • Preliminary design • Final design • Permit-obtaining procedure • Tender design • Completion
	Time frame 2012-2020	
	Construction cost EUR 74'000'000	



Valais Hospital

The Valais Hospital in Sion regroups the medical activities of the Centre Hospitalier du Valais Romand (CHVR) as a part of a new medical campus for education, research, and rehabilitation. Firstly, we are constructing a new building with 14 operating rooms complete with new medical, technical, and logistical infrastructure; and secondly, we are reorganizing and modernizing the existing hospital according to current seismic design. The total extension area is 40'500 m², in addition to the 20'000 m² of the existing hospital under construction.

Country Switzerland	Domain Buildings - civil engineering	Services* • Design • BIM • Construction management • Measurement & Surveying
	Client Valais Hospital	Phases • Preliminary design • Final design • Permit-obtaining procedure • Tender design • Construction design • Construction • Commissioning, completion
	Time frame 2016-2029	
	Construction cost CHF 298'000'000	

* Services in JV with partners



Military Support Building

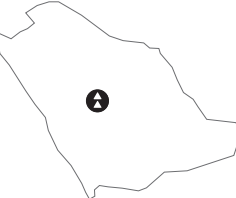
Anguillara Sabazia is a design commission for the Italian Air Force, covering two new fixed buildings within a military site north of Rome. The first hosts the guard corps — including an armoury and rooms dedicated to the personnel’s psycho-physical recovery — designed around the installation’s new security-service layout. The second accommodates the command area together with its administrative and logistic support functions. ARX delivered the complete design service, from technical-economic feasibility through detailed design, together with health and safety coordination during the design phase. The multidisciplinary scope brought together architecture, structural and building-services engineering, fire-prevention design and geological and archaeological investigations, developed entirely within a BIM environment in line with the project’s digital information requirements.

Country Italy	Domain Buildings – architecture	Services • Design
	Client Italian Air Force (Aeronautica Militare)	Phases • Detailed design • Final design
	Time frame 2025 - 2026	
	Construction cost EUR 3'358'000	



El-Khayyat Boutique Hotel

The El-Khayyat Boutique Hotel is a new mixed-use high-rise in Riyadh, Saudi Arabia, conceived to integrate seamlessly with the adjacent El-Khayyat Shopping Center and to become a landmark along Prince Mohammed Bin Abdulaziz Street. ARX developed the architecture and interior design concept for the building, which reaches a total built-up area of 11,533 m² on a 2,500 m² plot. The programme rises across a basement, a ground floor with mezzanine, three parking levels and eight upper floors, combining street-level retail directly linked to the mall gallery with a hotel lobby, guest rooms, an events mezzanine, a wellness and SPA floor and a panoramic rooftop restaurant. A unitized aluminium curtain wall with a solar-shading louver system is tuned to the local climate, reinterpreting the shopping center’s architectural language in a contemporary key.

Country Saudi Arabia	Domain Buildings – architecture	Services • Architectural design • Interior design • Facade design • Landscape & outdoor design
	Client El-Khayyat Group	
	Time frame 2024-2025	Phases • Concept design
	Construction cost EUR 88'000'000	

Projects in **75** countries

and **200** complex bridges

with well over **150** airports

in excess of **3'000** completed buildings

and **unlimited** ideas

including **4'000** km of railways and metro

with **5'000** km of tunnels

a boost of **28'000** MW in hydropower

Certifications & Attestations



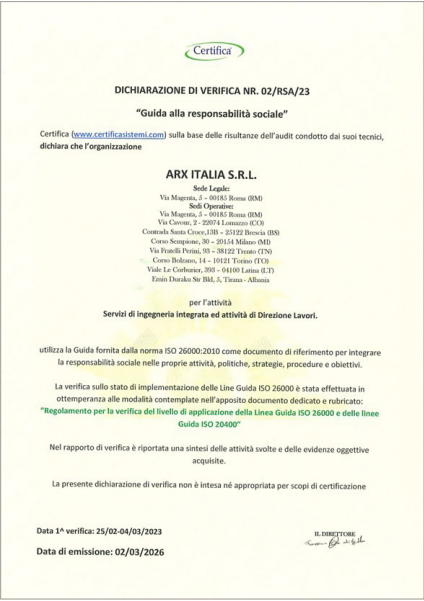
UNI EN ISO 9001

Quality Management System



UNI EN ISO 14001

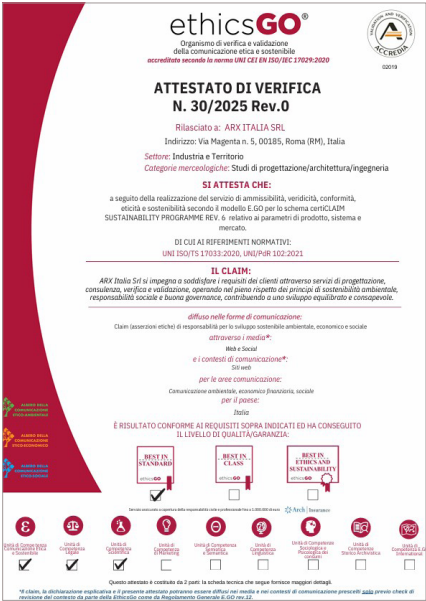
Environmental Management System



ISO 26000

Social Responsibility Guidance

Verification Statement



ESG

ESG Performance

Verification Statement



UNI ISO 45001

Occupational Health & Safety Management System



UNI /PdR 125

Gender Equality Management System



UNI /PdR 74

BIM Management System (SGBIM)

2025 Facts



1. January

Acquisition Airport Competence Gmbh.

NASA announces Artemis-related lunar mission timeline update with international partners.

2. February

Acquisition Carlos Fernandez Casado S.L.

USA: first major executive order introducing tariffs.

3. March

Launch of the Book Novalis 2029.

Archaeologists in Egypt uncover new tombs near Luxor.

4. April

ARX opens a new office in Paris's La Défense district.

SpaceX conducts new Starship orbital test flight.

5. May

Announcement Partnership Pardo Verde - Locarno Film Festival.

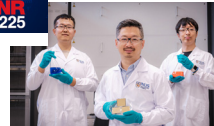
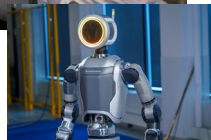
G7 summit focuses on global economic recovery and AI regulation.



6. June

Ordinary General Assembly 2024: ARX reports record turnover and formally approves the new company name.

Boston Dynamics unveils new generation of humanoid robots.



11. November

Where heritage meets tomorrow: ARX brings Novalis 2029 to Saudi Arabia.

Global trade agreement negotiations between US, EU, and Asian markets.

7. July

The Board of Directors visited our fast-growing team in Tirana, Albania.

China and NASA report new milestones in Mars exploration missions.

8. August

ARX in the global Top 100.

New solar panel efficiency record achieved by research team in Asia



12. December

Special Edition Think&Do dedicated to our smart minds and their talent.

Lando Norris for the first time Formula 1 World Champion.

9. September

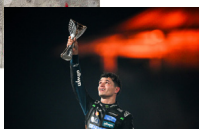
Acquisition Peter Mandl ZT Gmbh & Partnering Warrior Engineering in Canada.

UN Climate Summit ends with limited agreements, exposing global divisions.

10. October

ARX Italia 4th Workshop Edition brought colleagues together under the leadership of Andrea Polli.

María Corina Machado wins Nobel Peace Price.



Growing Together



I joined ARX Italia in May 2024. Although my journey in the company is still relatively recent, I developed a strong sense of belonging from the very beginning. The company is a constantly growing reality, capable of evolving by seizing the opportunities offered by the market. Expansion into new sectors and markets required constant adjustment of the organization, which was able to develop skills and processes capable of supporting increasingly ambitious goals.

In this journey, people represent the true added value. Employees are an active part of the company’s evolution, contributing their commitment and skills to the achievement of common goals.

ARX Italia invests in the professional growth of its employees, valuing talents and skills and offering continuous development opportunities. It is precisely this focus on people that is one of the hallmarks of corporate culture.

Today, the company is involved in some of the most iconic infrastructure projects in the region, contributing concretely to the development of mobility and the construction of the works on which future generations will travel. Participating in this transformation is a great source of motivation and pride for me. In my role as Project Manager, I coordinate multidisciplinary teams composed of highly experienced professionals, promoting integration between the different project disciplines and contributing to the achievement of the client’s objectives. I also interact with some of the leading design and construction companies, operating in a dynamic and highly stimulating environment.

We don’t know for sure what the future scenarios of the design sector will be, but I am convinced that ARX Italia will be able to address them with the expertise, enthusiasm, and ability to innovate that have always distinguished it.

Because, first of all, we are a team of Smart Minds.

Esther Peticchia
Civil Engineer - Project Manager

The engineering of the future promises to be a fascinating and remarkable field, where brilliant minds and cutting-edge technologies come together to shape a constantly evolving world. In this new era, designers are challenged to tackle complex problems and develop imaginative, forward-thinking solutions to overcome them.



arx.ing



In the image:

Il domani è già oggi

Max Casalini, 2026