



## COMPANY PROFILE





The **Eteria Stable Consortium** was established in **2021** with the aim of positioning itself as a **major construction pole**, capable of developing important infrastructure projects and thus contributing to the industrial and employment revival of the Country.

Eteria's identity is based on innovation, reliability and a strong commitment to the sustainable development of the Country's infrastructure, with a portfolio worth approximately **EUR 2.3 billion**.

Eteria currently operates in several strategic areas of the Italian market.



INFRASTRUTTURE FERROVIARIE



CICLO INTEGRATO DELLE ACQUE



INFRASTRUTTURE AEROPORTUALI



STADI E ARENE SPORTIVE



OPERE MARITTIME



INFRASTRUTTURE STRADALI



EDILIZIA CIVILE E INDUSTRIALE



INFRASTRUTTURE SOCIALI  
(SANITA' / EDUCATION)



## OUR MEMBERS



VIANINI LAVORI



€ 301,4 MILIONI \*

Valore della Produzione (VdP)



€ 11,4 MILIONI

Utile



€ 181,4 MILIONI

Patrimonio Netto (PN)



208

Dipendenti e collaboratori



€ 93 MILIONI \*

Valore della Produzione (VdP)



€ 5 MILIONI

Utile



€ 44 MILIONI

Patrimonio Netto (PN)



350

Dipendenti e collaboratori



ITINERA



€ 1,76 MILIARDI \*

Valore della Produzione (VdP)



€ 30 MILIONI

Utile



€ 179,5 MILIONI

Patrimonio Netto (PN)



4107

Dipendenti e collaboratori



SINELEC



€ 297 MILIONI \*

Valore della Produzione (VdP)



€ 35,2 MILIONI

Utile



€ 91,6 MILIONI

Patrimonio Netto (PN)



604

Dipendenti e collaboratori

Data approved by the Board of Directors

## WORK PORTFOLIO AS OF 31.12.2024



|                         |    | COMMESSA                             | Valore Totale Contratto | Valore Contratto quota ETERIA | Portafoglio Residuo 31.12.24 |
|-------------------------|----|--------------------------------------|-------------------------|-------------------------------|------------------------------|
| ACQUISITE NEL<br>2023   | 1  | Adduttrice Ottavia Trionfale         | 79,0                    | 40,2                          | 31,0                         |
|                         | 2  | Nuovo Acquedotto Marcio              | 128,0                   | 128,0                         | 102,5                        |
|                         | 3  | Monte Romano                         | 251,8                   | 176,2                         | 173,8                        |
|                         | 4  | Metro di Salerno                     | 188,8                   | 91,5                          | 89,8                         |
|                         | 5  | Nodo di Catania                      | 343,6                   | 315,4                         | 305,5                        |
|                         | 6  | Variante di Edolo                    | 106,8                   | 106,8                         | 106,1                        |
|                         | 7  | MSG Arena                            | 342,3                   | 342,3                         | 230,4                        |
|                         | 8  | Frasassi (Genga – Serra San Quirico) | 386,6                   | 360,1                         | 350,6                        |
|                         | 9  | Molo 7 Trieste                       | 32,4                    | 32,4                          | 32,4                         |
|                         |    | <b>Parziale Milioni €</b>            | <b>1.859,23</b>         | <b>1.592,99</b>               | <b>1.422,11</b>              |
| ACQUISITE NEL<br>2024   | 10 | Albacina (Orte - Falconara)          | 87,3                    | 70,8                          | 69,6                         |
|                         | 11 | Interporto d'Abruzzo - Manoppello    | 133,6                   | 121,2                         | 119,0                        |
|                         | 12 | Manoppello - Scafa                   | 315,3                   | 298,0                         | 293,2                        |
|                         | 13 | Aeroporto Marco Polo Venezia         | 57,3                    | 57,3                          | 52,1                         |
|                         | 14 | MSG Arena Tunnel collegamento        | 0,7                     | 0,7                           | 0,3                          |
|                         | 15 | Goccia Bovisa                        | 151,6                   | 151,6                         | 151,6                        |
|                         |    | <b>Parziale Milioni €</b>            | <b>745,81</b>           | <b>699,56</b>                 | <b>685,78</b>                |
| <b>Totale Milioni €</b> |    |                                      | <b>2.605,0</b>          | <b>2.292,5</b>                | <b>2.107,9</b>               |

Data approved by the Board of Directors

## PORTFOLIO BY REGION AS OF 31.12.2024



### DA € 300 MILIONI A € 400 MILIONI

|         | INIZIATIVE                                  | QUOTA ETERIA |
|---------|---|--------------|
| SICILIA | 5 Nodo di Catania                           | € 305,5 mln  |
|         | <b>SOMMANO</b>                              | € 305,5 mln  |
| LAZIO   | 1 Adduttrice Ottavia Trionfale              | € 31,1 mln   |
|         | 2 Nuovo Acquedotto Marcio                   | € 102,5 mln  |
|         | 3 S.S. 675 Monte Romano Est - Civitavecchia | € 173,8 mln  |
|         | <b>SOMMANO</b>                              | € 307,4 mln  |

### DA € 100 MILIONI A € 200 MILIONI

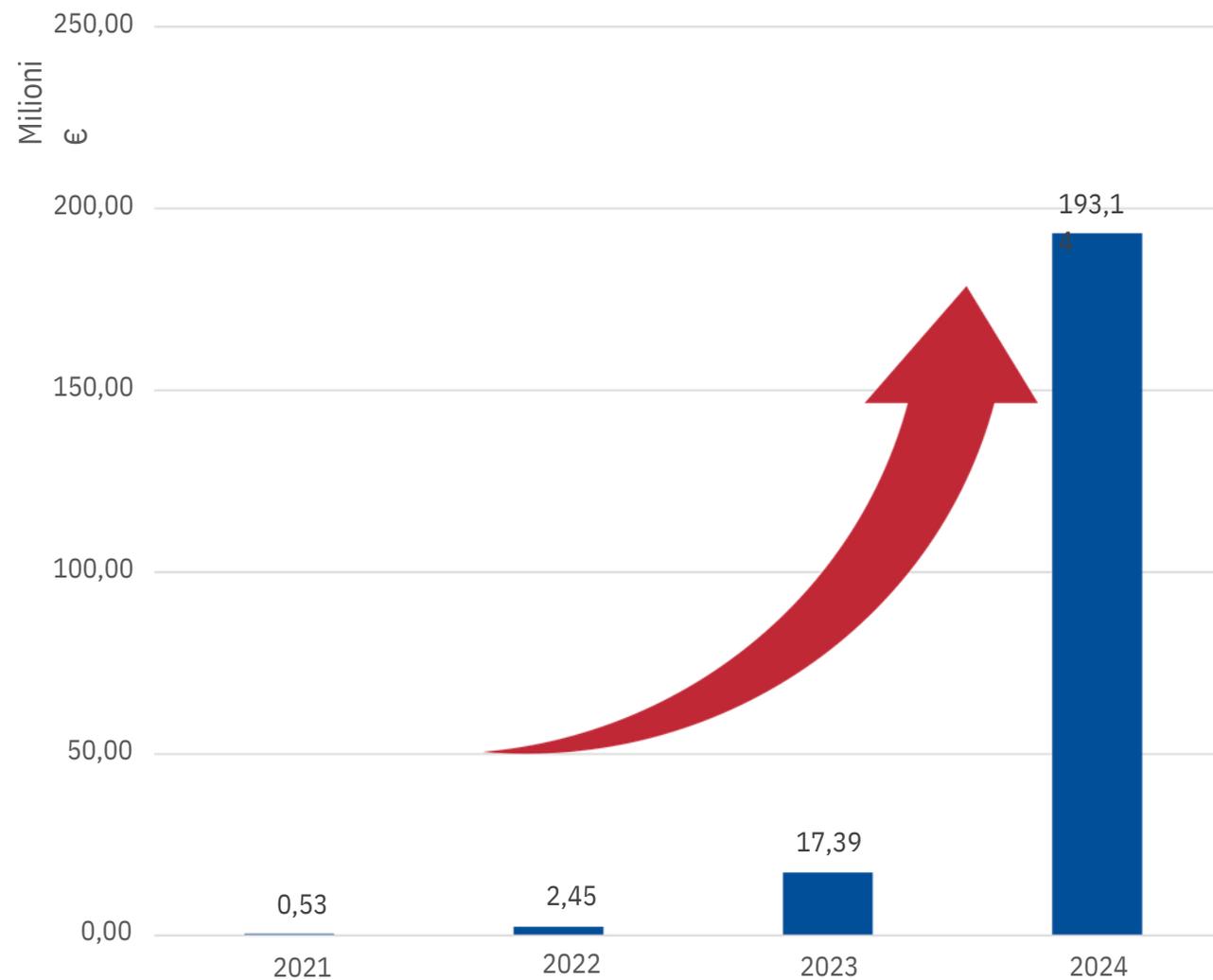
|          | INIZIATIVE                               | QUOTA ETERIA |
|----------|--|--------------|
| CAMPANIA | 4 Metropolitana di Salerno               | € 89,8 mln   |
|          | <b>SOMMANO</b>                           | € 89,8 mln   |
| VENETO   | 12 Terminal Aeroporto Marco Polo Venezia | € 52,1 mln   |
|          | <b>SOMMANO</b>                           | € 52,1 mln   |
| FRIULI   | 13 Molo VII- Porto di Trieste            | 32,4 mln     |
|          | <b>SOMMANO</b>                           | € 32,4 mln   |

### > € 400 MILIONI

|           | INIZIATIVE  | QUOTA ETERIA |
|-----------|---|--------------|
| LOMBARDIA | 6 S.S. 42 Variante Est di Edolo                         | € 106,1 mln  |
|           | 7 MSG Arena   | € 230,4 mln  |
|           | 15 MSG Arena Tunnel collegamento                        | € 0,3 mln    |
|           | 14 Goccia di Bovisa - PO.LI.MI.                         | € 151,6 mln  |
|           | <b>SOMMANO</b>  | € 488,4 mln  |
| ABRUZZO   | 10 Raddoppio tratta ferroviaria Interporto – Manoppello | € 119,0 mln  |
|           | 11 Raddoppio tratta ferroviaria Manoppello – Scafa      | € 293,2 mln  |
|           | <b>SOMMANO</b>  | € 412,2 mln  |
| MARCHE    | 8 Tratta Ferroviaria Genga – Serra San Quirico          | € 350,6 mln  |
|           | 9 Raddoppio linea ferroviaria PM228 – Albacina          | € 69,6 mln   |
|           | <b>SOMMANO</b>  | € 400,9 mln  |



## VALUE OF PRODUCTION FROM 2021 TO 2024



Data approved by the Board of Directors



MSG ARENA

---

## MSG ARENA



## General Information

|                             |  |
|-----------------------------|--|
| Name project: Cliente:      | «MSG ARENA»  |
| Object Contract             | Eventim(EVD Milan S.r.l.)  |
| amount(RTI):                | Design and Construction of the Multifunctional Arena that will host the 2026 Winter Olympics<br>342.265.647,1 Euro |
| Consortium MSG Arena SCARL: | VIANINI LAVORI<br>ITINERA<br>ETERIA  |
| RTI:                        | (VIANINILAVORI50%;ITINERA50%)  |





## MSG ARENA

### PROJECT DESCRIPTION

The Milan Santa Giulia Multifunctional Arena is one of the most ambitious projects in which the Eteria Consortium is involved. The project involves the construction of three connected spaces:

- The Arena called 'PalaItalia', with a planned capacity of 16,000 spectators intended to host sports and entertainment events, including the 2026 Winter Olympics; The large raised central square embracing the arena, with a surface area of approximately 10,000 square metres
- intended to host open-air events The 8-level vertical car park located to the side of the arena.
- 

The complex is intended to host sports events, concerts, shows and fairs and make a substantial contribution to the transformation of the district.



ADDUTTRICE OTTAVIA TRIONFALE

---

## ADDUTTRICE OTTAVIA TRIONFALE



### General information

|                                      |  |         |
|--------------------------------------|--|---------|
| Name project:                        | «ADDUTTRICE OTTAVIA TRIONFALE»   |         |
| Cliente:                             | ACEA ATO 2 S.p.A.  |         |
| Object                               | Executive design and execution of works for the construction of the Ottavia-Trionfale sub-project. |         |
| contract amount(RTI)                 | 79.017.638,73 Euro   |         |
| Consortium<br>Ottaviatrionfale Scarl | VIANINI LAVORI   | 27,88 % |
|                                      | ICOP   | 23,04 % |
|                                      | IRCOP  | 25,28 % |
|                                      | MONACO   | 23,80 % |
| RTI:                                 | ETERIA<br>(VIANINILAVORI 54,75%; ICOP 45,25%)  | 50,92%  |
|                                      | IRCOP  | 25,28%  |
|                                      | MONACO   | 23,80%  |
|                                      |  |         |



## ADDUTRICE OTTAVIA TRIONFALE

### PROJECT DESCRIPTION

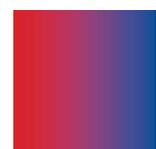
The Ottavia Water Centre represents one of the main nodes of the Capital's water distribution system. From the Ottavia Water Centre, the mains supply lines allow the transfer of water resources to the Trionfale node and the Monte Mario Reservoir, the main compensation for the central areas of the city, which then continue to the Aurelio node to supply the western quadrants.

The project foresees the construction of a new connection line from the Water Centre of Ottavia to a new Water Centre, named Pineta Sacchetti, for a total length of approximately 5,200, metres in order to improve the reliability of the existing strategic plants and to guarantee management alternatives for the city's water supply.

The project route mainly consists of two sections:

- C.I. OTTAVIA - MANUFATTO CASALE DEL MARMO: a section with a length of approximately 1200 m, where a DN2500 mm steel pipeline is planned to be laid in open air CASALE DEL MARMO MANUFACTURE - C.I. PINETA SACCHETTI: a section of approx. 4000 m in length, where
- a DN2500 mm pipeline, a DN2000 mm pipeline and a DN800 mm pipeline, all in steel, will be laid. The excavation and laying of these pipelines are planned to be carried out in the open air and using micro-tunnelling excavation technology.

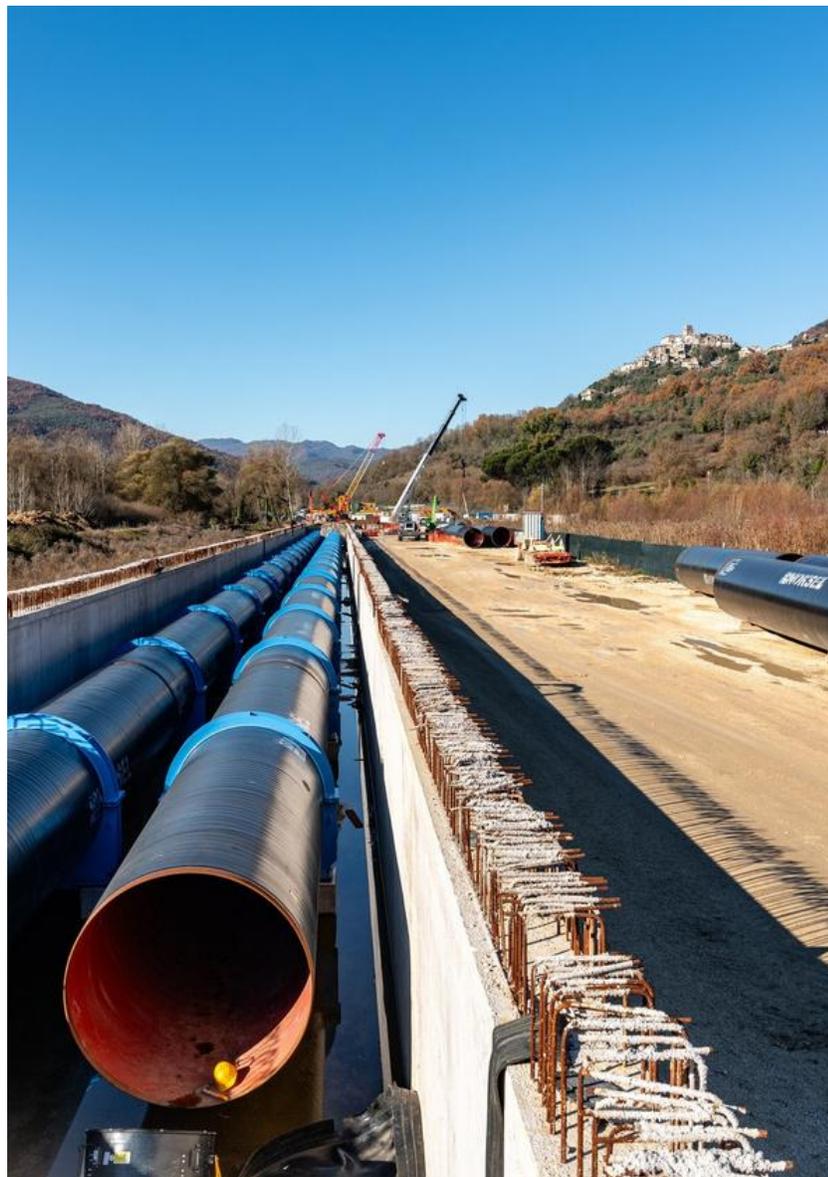
The Project will increase the distribution capacity in anticipation of an increase in the capital's water supply needs and secure the transport of water resources from the main aqueducts to the network pipelines supplying the city centre and all the districts west of Rome as far as the coast.



# NUOVO ACQUEDOTTO MARCIO

---

## NUOVO ACQUEDOTTO MARCIO



### General information

|                      |   |        |
|----------------------|---|--------|
| Name project:        | «NUOVO ACQUEDOTTO MARCIO»   |        |
| Cliente:             | ACEA ATO 2 S.p.A.   |        |
| Object               | Executive design and construction of the New Marcio Aqueduct sub-project – first lot. |        |
| contract amount(RTI) | 128.042.153,37 Euro   |        |
| Consortium           | VIANINI LAVORI  | 64,9 % |
|                      | ICOP  | 35,0 % |
|                      | ACQUEMAR SCARL  | 0,1 %  |
| RTI:                 | ETERIA<br>(VIANINILAVORI 64,9%; ICOP 35%; ITINERA 0,1%)                               | 100 %  |



## NUOVO ACQUEDOTTO MARCIO

### PROJECT DESCRIPTION

The Marcio aqueduct is among the oldest aqueduct works in Rome. Its two existing channels were built between the 1860s and 1930s in masonry with free-surface hydraulic motion.

The aqueduct supplies approximately 25% of Rome's water needs. The contract concerns the execution of the New Marcio Aqueduct, with a route partly at ground level and partly below ground level, in the municipalities of: Arsoli, Marano Equo, Roviano, Anticoli Corrado, Saracinesco.

The development of the route is divided into 2 contiguous sections. The underground section extends for a length of approximately 2.35 km and envisages the construction of a box excavated in the open air and subsequently buried. The underground section, approx. 6.15 km long, consists of a pipeline laid using microtunnelling technology.

Along the development there are 9 artefacts (wells) functional to the realisation of the work with microtunnelling technology and, once the work is completed, to the accessibility and maintenance of the aqueduct equipment.



MONTE ROMANO

---

# MONTE ROMANO



## General information

|                                   |   |      |
|-----------------------------------|---|------|
| Name project:                     | «MONTE ROMANO»  |      |
| Cliente:                          | ANAS S.p.A.   |      |
| Cliente                           | Detailed design, construction, and related ongoing environmental monitoring services for the first section of the connection between the port of Civitavecchia and the Orte intermodal hub. |      |
| contract amount(RTI):             | 251.760.156,57Euro  |      |
| Consortium Monte Romano Est SCARL | VIANINI LAVORI  | 28 % |
|                                   | ITINERA   | 28 % |
|                                   | ICOP  | 14 % |
|                                   | VITTADELLO  | 18 % |
|                                   | EDIL MOTER  | 12 % |
| RTI:                              | ETERIA<br>(VIANINI LAVORI 40%; ITINERA 40%; ICOP 20%)   | 70 % |
|                                   | VITTADELLO  | 18 % |
|                                   | EDIL MOTER  | 12 % |

## MONTE ROMANO

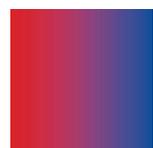
### PROJECT DESCRIPTION

The infrastructure in question is characterised as a link to the built-up area of Monte Romano (VT), creating a new 4-lane roadway, starting from the existing junction east of Monte Romano to the SS1 bis for a development of approximately 5 km.

The beginning of the route, from a strictly geometric point of view, coincides with the western section of the existing 'Dello Zoppo' viaduct. At the exit of the junction, at km 0+592.50, due to the interference with the SS1 bis road, which is considerably oblique compared to the planned route, a solution was identified that envisages its crossing in an artificial tunnel 132.50 m long (southbound carriageway).

After passing through the artificial tunnel, the next section of the route runs for just over 1 km on an embankment, until it enters the tunnel.

The section that follows the natural tunnel of the route runs for just under 900 m on an embankment until the Tarquinia junction, which allows the connection to the SS1 bis by means of a roundabout. Also in this section, two detours of existing roads are planned, provided with the relevant crossing works.



METRO DI SALERNO

---

# METRO DI SALERNO



## General information

|                      |   |
|----------------------|---|
| Name project:        | «METRODISALERNO»  |
| Cliente              | RFI S.p.a.  |
| Object               | Detailed design and construction work for the "Completion of the Salerno Metro: section Arechi - Pontecagnano Amalfi Coast Airport. |
| contract amount(RTI) | 188.776.533,31 Euro   |

|                     |                |          |
|---------------------|----------------|----------|
| Consortium          | VIANINI LAVORI | 22,036 % |
|                     | ITINERA        | 22,036 % |
|                     | ICOP           | 11,018 % |
|                     | RCM            | 32,68 %  |
| METRO SALERNO SCARL | BRANCACCIO     | 12,23 %  |

|      |  |
|------|--|
| RTI: | ETERIA<br>(VIANINILAVORI 40%; ITINERA 40%, ICOP 20%) |
|      | RCM  |
|      | BRANCACCIO   |
|      | GCF  |

## METRO DI SALERNO

### PROJECT DESCRIPTION

The contract provides for the executive design and execution of works for the completion of the railway line in the section from Arechi to Pontecagnano Aeroporto di Salerno 'Costa d'Amalfi' (the so-called 'Salerno Metro').

The works concern the construction of a new single-track line, with an overall length of approximately 9 km, to run alongside the historical double-track line in operation on the Salerno-Battipaglia section.

The project includes the execution of the works for the construction of the new railway track, including the railway superstructure, electric traction systems and other technologies necessary for the construction of the stop and station facilities.

Along the new section, new stops and stations will be built (Hospital stop, new stop in the ASI area, Pontecagnano station, S. Antonio station, Pontecagnano Aeroporto station), 4 viaducts will be built, a series of hydraulic manholes will be built underneath the railway line, and works will be carried out to adapt and integrate the existing road system.

The first phase involves the construction of the underground track from Arechi, where it currently stands, to pk 3+250 of the project where it will terminate at a bumper. The civil works, including the road body and platform hydraulics, will be carried out up to pk 3+564.

In this first phase the construction of the hospital stop is foreseen. The second phase envisages the construction of the entire remaining part of the metro line (from pk 3+500 to pk 9+050 project end).



## NODO DI CATANIA

---

# NODO DI CATANIA



## General information

|   |   |        |
|---|---|--------|
| Name project:                                 | «NODODICATANIA»   |        |
| Ciente:                                       | RFI S.p.a.  |        |
| Object  | Executive design and construction work for the Messina–Catania–Palermo railway line, Catania hub:<br>Underground line for the extension |        |
| contract amount(RTI):                         | 338.199.852,87 Euro   |        |
| Consortium OPERE CIVILI Nodo di Catania SCARL | VIANINI LAVORI  | 40 %   |
|   | ITINERA ICOP  | 40 %   |
|   |   | 20 %   |
| RTI:  | ETERIA (VIANINI LAVORI 40% -ITINERA 40% - ICOP 20%)   | 91,80% |
|   | SALCEF  | 0,39 % |
|   | EUROFERROVIARIA   | 7,81 % |

## NODO DI CATANIA

### PROJECT DESCRIPTION

The contract envisages the executive design and execution of works for the construction of the Messina-Catania-Palermo railway line, Catania Node, the burying of the line for the purpose of extending the runway of the Fontanarossa airport and the putting into service of the section of line concerned and the technologies and fitting out of the 3rd track of the Fontanarossa station.

The intervention includes

- Burying of the double-track railway section, through the construction of an artificial tunnel and approach trenches to the tunnel itself, which is part of the Palermo-Catania line, interfering with the extension of the airport runway Rehabilitation of the CataniaSiracusa link
- by means of a newly built single-track branch Re-establishment of the Catania-Siracusa link via a newly built single-track branch
- Construction of the single-track Siracusa-Palermo branch line Realisation of the new arrivals/departures railway branch;
- 
- 

Construction of a new freight terminal in the existing:

- Bicocca railway facility and its connection to the railway line to Syracuse Fontanarossa station (with two priority tracks and two 350 m long platforms) and related kiss&ride parking Arrival/departure beam connection to the freight terminal Civil works on the site and buildings
- with related technological installations, road works and road reconnection, elimination of PLs in the sections interfering with the current
- line, hydraulic works, railway reinforcement and technological equipment of the line.



## VARIANTE DI EDOLO

---

# VARIANTE DI EDOLO



| General information       |  |       |
|---------------------------|--|-------|
| Name project:             | «VARIANTE DI EDOLO»  |       |
| Cliente:                  | ANAS S.p.A.  |       |
| Object                    | Appalto MI 19/23 – ammodernamento della S.S. 42 “del Tonalee dellaMendola” -varianteestdiEdolo |       |
| contract amount(RTI):     | 106.834.449,42 Euro  |       |
| Consortium<br>EDOLO SCARL | VIANINI LAVORI   | 50%   |
|                           | ITINERA  | 50 %  |
| RTI:                      | ETERIA<br>(VIANINI LAVORI 50%; ITINERA 50%)  | 100 % |

## VARIANTE DI EDOLO

### PROJECT DESCRIPTION

The work is geographically located in the Upper Camonica Valley, specifically in the south-western sector of the municipality of Edolo (BS).

The route characterised by a Type 'C1' section begins, on the south side, with a new roundabout that modifies the existing one. It then enters, for a short section, the municipal road Via Valeriana, passing next to the ENEL power station.

After a section of the Artificial Tunnel of about 342 m, the Natural Tunnel begins, which, with a length of about 1444 m, bypasses the urban centre of Edolo. At the mouth of the tunnel, there is a short section of artificial tunnel.

The route ends by means of a roundabout junction with the S.S. 42, located near the right bank of the Oglio River, for the crossing of which an arch bridge with a single span, about 60 m long, has been planned.



 FRASASSI

---

## FRASASSI



## General information

|                              |  |         |
|------------------------------|--|---------|
| Name project:                | «GENGA –SERRA SAN QUIRICO»   |         |
| Cliente:                     | RFI S.p.a.   |         |
| Object                       | Executive design and contract execution of the construction works for the doubling of the Genga-Serra San Quirico railway line, on the Orte- Falconara line. |         |
| contract amount(RTI):        | 386.586.006,86 Euro  |         |
| Consortium<br>FRASASSI SCARL | VIANINI LAVORI   | 50 %    |
|                              | ITINERA  | 50 %    |
| RTI:                         | ETERIA<br>(VIANINILAVORI 50%; ITINERA 50%)   | 93,16 % |
|                              | SALCEF   | 6,84 %  |

## FRASASSI

### PROJECT DESCRIPTION

The contract foresees the executive design and execution of works for the track-doubling of the Genga-Serra San Quirico railway section (Lot 2) on the Orte Falconara line.

The length of the line involved in the project is approximately 8.9 km and develops for about 7 km as a variant, to then rejoin the historical line in the section entering the Serra S. Quirico station.

The route is developed in tunnels (natural and artificial), a viaduct, box structure and for 2.48 km in embankments and trenches.

The intervention envisages the construction of new roads and the adaptation of existing ones, the demolition of interfering buildings and the relocation of interfering underground utilities.

The project also provides for the construction of the railway track and the equipping of the line in the new section



# MANOPPELLO – SCAFA

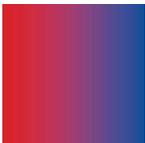
---

# MANOPPELLO – SCAFA



## Informazioni Generali

|                       |  |              |
|-----------------------|--|--------------|
| Name project:         | MANOPPELLO SCAFA   |              |
| Cliente:              | RFI S.p.A.   |              |
| Object                | Design and construction of the doubling of the Manoppello–Scafa railway line in Abruzzo. |              |
| contract amount(RTI): | 315.308.715,84Euro   |              |
| Consortium            | VIANINI LAVORI   | 50%          |
|                       | SCAFA SCARL  | ITINERA 50 % |
| RTI:                  | ETERIA<br>(VIANINILAVORI 50%; ITINERA 50%)   | 94,50 %      |
|                       | S ALCEF  | 5,50 %       |



# INTERPORTO D'ABRUZZO

---

# INTERPORTO D'ABRUZZO



## INFORMAZIONI GENERALI

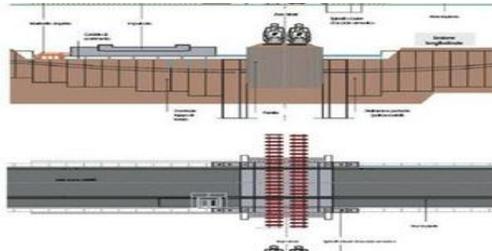
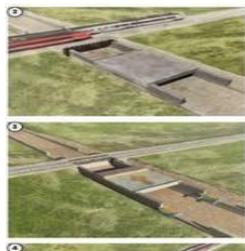
|                       |  |         |
|-----------------------|--|---------|
| Name project:         | INTERPORTO D'ABRUZZO   |         |
| Cliente:              | RFI S.p.A.   |         |
| Object                | Design and construction of the railway doubling of the Interporto d'Abruzzo – Manoppello section in Abruzzo. |         |
| contract amount(RTI): | 133.606.360,34 Euro  |         |
| Consortium            | VIANINI LAVORI   |         |
| MANOPPELLO SCARL      | ITINERA  |         |
| RTI:                  | ETERIA<br>(VIANINILAVORI 50%; ITINERA 50%)   | 90,73 % |
|                       | S ALCEF  | 9,27 %  |



## ALBACINA LINEA – ORTE FALCONARA

---

# ALBACINA



## Informazioni Generali

|                       |  |
|-----------------------|--|
| Name project:         | ALBACINA   |
| Cliente:              | RFI S.p.A. RFI S.p.A   |
| Object                | Executive design and contract execution of the construction works for the doubling of the PM228-Albacina railway line, on the Orte- Falconara line<br>87.320.397,04 Euro |
| contract amount(RTI): |  |
| Consortium            | VIANINI LAVORI<br>ITINERA ICOP   |
| ALBACINA SCARL        |  |
| RTI:                  | ETERIA<br>(VIANINILAVORI40%;ITINERA 40%; ICOP 20 %)<br>SALCEF  |





# AEROPORTO VENEZIA - TERMINAL

---

**AEROPORTO VENEZIA – TERMINAL**

**General information**



|                        |  |       |
|------------------------|--|-------|
| Name project:          | AMPLIAMENTO TERMINAL PASSEGGERI LOTTO 2A Fase 1  |       |
| Ciente:                | SAVE S.p.a.  |       |
| Object:                | Construction of Phase 1 of the expansion and extension of the Northeast Terminal, to improve the overall functionality of the airport. |       |
| contract amount(RTI):: | 57.300.969,52Euro  |       |
| Consortium             | ITINERA S.P.A. –SINELEC S.P.A.   | 100 % |



# GOCCIA DI BOVISA – PO.LI.MI

---

**GOCCIA DI BOVISA –PO.LI.MI.**



**General information**

|                       |   |       |
|-----------------------|---|-------|
| Name project:         | POLITECNICO DI MILANO –GOCCIA DI BOVISA   |       |
| Cliente:              | POLITECNICO DI MILANO   |       |
| Object:               | Progettazione esecutiva ed esecuzione lavori per l'espansione del Politecnico nell'area denominata «Goccia» di Bovisa consistente nei seguenti 4 interventi:<br>-Intervento 1: Start up e uffici (PE a BG)<br>-Intervento 2: Scuole civiche (PFTE a BG)<br>-Intervento 3: Food court (PE a BG)<br>-Intervento 4: Corniche (PFTE a BG) |       |
| contract amount(RTI): | 151.627.942,00 Euro   |       |
| Consortium            | VIANINI LAVORI  | 50 %  |
|                       | ITINERA   | 45 %  |
|                       | SINELEC   | 5 %   |
| RTI:                  | ETERIA<br>(VIANINILAVORI 50 %; ITINERA 45%; SINELEC 5 %)  | 100 % |

### PROJECT DESCRIPTION

The new university campus consists of a series of similar buildings arranged under a lightweight photovoltaic roof with the function of providing renewable energy, connecting and giving unity to the entire project.

The project consists of five structures with similar characteristics above ground and named as follows: I4.1, subdivided in turn into four buildings named I4.1.1, I4.1.2 and 4.1.3, I4.1.4; I4.2, consisting of a single building; The historic Civic Schools building will be integrated into the complex, consisting of a single building body, organised on 4 aboveground levels, to which two basement floors are added.

The inter-floor height is 4 and 4.5 m for floors B1 and B2 respectively, 4 m for the ground level and 3.2 m for the upper levels. Characterising the image of the building is the distinctive design of the roof, consisting of large 45° sloping sheds, which 'flies' over all the buildings and the street. This large roof will tie together all the buildings of the new Campus and will also extend above the buildings of the Civic Schools, giving unity to the project and at the same time linking the image of the entire masterplan to the area's industrial past.

The construction of a food court is planned, in a barycentric position with respect to the campus, along the main axis of the Decumanus and near Gasometer 1. The lot has a total surface area of approximately 3753 square metres; the external areas, on the other hand, have a surface area of 2,007 square metres, of which 557 square metres will constitute the new tree-lined courtyard.

On the ground floor, the total surface area of the buildings that will form the complex is 1745sqm, of which 1000sqm in the historic building and 745sqm in the extension