

FINCANTIERI TO TAKE PART IN THE CONSTRUCTION OF A RECORD BRIDGE IN ROMANIA

About 2 km long, it will be the longest suspension bridge of the country and the third in Europe

Trieste, November 29, 2018 – Fincantieri, through its subsidiary Fincantieri Infrastructure, will participate in the construction of a **suspension bridge in Romania, which, once completed, will be the longest in the country and with the third longest central span in Europe**. When works start, in June 2019, it will be the **world's largest suspension bridge under construction**. With a total length of 1,975 meters and a main span of 1,120 meters, this bridge represents a highly strategic construction for the country, co-financed by the European Union. The value of the contract for Fincantieri amounts to approx. 70 million euros, which could be further increased should the Group be assigned other assets still subject to negotiation.

According to the order, **Fincantieri Infrastructure will supply the steel deck** to the joint venture comprising Astaldi S.p.A. and IHI Infrastructure Systems CO.LTD, to which Compania Nationala de Administrare to Infrastructurii Rutiere (C.N.A.I.R.) assigned the contract. The joint venture will handle the design and the installation. Works will take for about 24 months.

IHI Infrastructure is a subsidiary of IHI Corporation, group listed on the Tokyo Stock Exchange, which in 2017 had a turnover of about 12 billion euros.

The bridge will be built on the Danube River just 8 km from the town of Braila, in Romania, where the shipyard of Vard, a company of the Fincantieri Group, is based. The facility will employ about 200 people for the construction and assembly of the 79 blocks of the steel deck, for a total of 20,000 tons. Construction and engineering activities will be carried out at the Valeggio sul Mincio (Verona) premises, the former headquarter of Cordioli & C., recently acquired by Fincantieri Infrastructure.

Giuseppe Bono, CEO of Fincantieri, stated: *"This is an achievement of huge strategic importance for us, because it allows to consolidate our presence in a highly specialized market with great potential. Thanks to this contract, Fincantieri Infrastructure will be the first Italian company to cooperate in the construction of a suspension bridge of this size. It will be a prestigious reference that only few in the world can boast"*. Bono concluded: *"I might also add that we have already entered into interesting discussions to evaluate possible further cooperation for the development of our two companies with IHI Corporation, a Japanese multinational, world leader in the design and construction of suspension bridges"*.

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Fincantieri is one of the world's largest shipbuilding groups and number one for diversification and innovation. It is leader in cruise ship design and construction and a reference player in all high-tech shipbuilding industry sectors, from naval to offshore vessels, from high-complexity special vessels and ferries to mega yachts, as well as in ship repairs and conversions, production of systems and mechanical and electrical component equipment and after-sales services.

With over 230 years of history and more than 7,000 vessels built, Fincantieri has always kept its management offices, as well as all the engineering and production skills, in Italy. With over 8,400 employees and a supplier network that employs nearly 50,000 people, Fincantieri has enhanced a fragmented production capacity over several shipyards into a strength, acquiring the widest portfolio of clients and products in the cruise segment. To hold its own in relation to competition and assert itself at global level, Fincantieri has broadened its product portfolio becoming world leader in the sectors in which it operates.

With globalization, the Group has around 20 shipyards in 4 continents, over 19,000 employees and is the leading Western shipbuilder. It has among its clients the world's major cruise operators, the Italian and the US Navy, in addition to several foreign navies, and it is partner of some of the main European defense companies within supranational programs.

Fincantieri's business is widely diversified by end markets, geographical exposure and by client base, with revenue mainly generated from cruise ship, naval and offshore vessel construction. Compared with less diversified players, such diversification allows it to mitigate the effects of any fluctuations in demand on the end markets served.

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