Fincantieri Infrastructure è specializzata nella progettazione, realizzazione e montaggio di strutture in acciaio su progetti di grande dimensione quali ponti, stadi, porti oltre a progetti di tipo industriale, commerciale e istituzionale.

Fincantieri Infrastructure opera come EPC contractor con competenze di project management, di ingegneria e di costruzione non comuni, maturate in un settore complesso come quello della costruzione navale.

Il modello operativo è altamente integrato. L’obiettivo è quello di supportare i clienti lungo l’intero ciclo vita del prodotto fornendo servizi di life-cycle management.

Fincantieri Infrastructure si propone come fornitore di realizzazioni complete dalla progettazione al montaggio, facendo leva anche sulla distribuzione mondiale di venti cantieri in quattro continenti.

La società può contare su un team altamente competente, qualificato con una lunga e consolidata esperienza nella progettazione, pianificazione e installazione di strutture metalliche estremamente complesse in tutto il mondo.

**CHI SIAMO / WHO WE ARE**

**TOWERS**

**CABLE-STAYED BRIDGES**

**VIADUCTS**

**ARCH BRIDGES**

**RAILWAY BRIDGES**

**BUILDING STRUCTURES**

**AIRPORTS**

**MARITIME WORKS**

**FLOATING MODULAR SYSTEMS**

---

**Fincantieri Infrastructure specialises in the design, fabrication and installation of steel structures for large-scale projects such as bridges, stadiums, port facilities and industrial, commercial and institutional projects.**

**Fincantieri Infrastructure acts as an EPC contractor with unique project management, engineering and construction skills, including experience in the complex shipbuilding sector.**

**The company has a highly integrated operating model, aiming to support clients throughout products’ full life cycle by providing life-cycle management services.**

**Fincantieri Infrastructure can handle complete projects - from design to assembly - and benefits from the global distribution offered by twenty shipyards located across four different continents.**

**The company can rely on a team of highly skilled, qualified and experienced individuals with long and well-grounded experience in the design, fabrication, planning and installation of extremely complex steel structures all over the world.**
LO STABILIMENTO PRODUTTIVO

PRODUCTION PLANT
The production plant, located in Valeggio sul Mincio (Province of Verona), covers approx. 110,000 m² (of which 30,000 m² is indoors). The workshop is equipped with the most modern systems for cutting, welding and working the steel, including large thicknesses. The company guarantees the whole manufacturing process, from the cutting through to the sandblasting and painting, and also supplies roofs and infill walls for industrial warehouses and civil projects, using prefab systems to ensure turnkey delivery.

In the bridge sector, the company has a specific technical organisation for the initial engineering work, and uses cutting-edge equipment on its work sites.
THE WORLD OF FINCANTIERI

ITALY
- VALEGGIO
- VERONA
- TRIESTE
- RIVA TRIGOLO-MUGGIANO
- MONFALCONE
- GENOA
- MARGHERA
- ANCONA
- CASTELLAMARE DI STABIA
- PALERMO

NORWAY
- ÅLESUND
  Vard Group A.S.
  Headquarters
- LANGSTEN
  Vard Langsten
- AUKRA
  Vard Aukra
- BRATTVAAG
  Vard Brattvaag
- SØVIKNES
  Vard Søviknes
- BREVIK
  Vard Breivik

ROMANIA
- TULcea
  Vard Tulcea
- BRAILA
  Vard Braila

USA
- MARINETTE Wisconsin
  Marinette Marine Fincantieri
- GREEN BAY Wisconsin
  Ace Marine Fincantieri
- WASHINGTON, D.C.
  Fincantieri Marine Group

FINCANTIERI INFRASTRUCTURE
- SHIPYARDS
- JOINT VENTURES
- DOCKS
MAIN GROUP COMPANIES

EUROPE

ITALY
- Fincantieri S.p.A. (headquarters)
- Fincantieri Infrastructure
- Trieste Headquarter
- Verona Offices
- Valeggio sul Mincio (VR) production plant
- Orizzonte Sistemi Navali
- Cetena
- Delfi
- Seastema
- Isotta Fraschini Motori
- Fincantieri Oil & Gas
- Seaf
- Marine Interiors
- Fincantieri SI
- Issel Nord

NORWAY
- VARD Group (Headquarter)
- Vard Design
- Vard Piping
- Vard Electro
- Vard Accommodation
- Seaonics

SWEDEN
- Fincantieri Sweden

POLAND
- Seaonics Polska

AMERICAS

USA
- Fincantieri Marine Group
- Fincantieri Marine Systems North America
- Fincantieri Services USA
- Fincantieri USA
- Vard Marine US

CANADA
- Vard Marine

BRAZIL
- Fincantieri do Brasil Partecipacoes

OCEANIA

AUSTRALIA
- Fincantieri Australia

INDIA
- Fincantieri India
- Vard Electrical Installation and Engineering (India)

BAHRAIN
- FMSNA

UNITED ARAB EMIRATES
- Etihad Ship Building

QATAR
- Fincantieri Services Middle East

SINGAPORE
- Fincantieri Singapore
- Vard Shipholdings Singapore

JAPAN
- FMSNA YK

CHINA
- Fincantieri (Shanghai) Trading
- CSSC - Fincantieri Cruise Industry Development
### LA POLVORILLA VIADUCT
**ARGENTINA**

<table>
<thead>
<tr>
<th>Site:</th>
<th>Bridge length:</th>
<th>Bridge material:</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Antonio de los Cobres Argentina</td>
<td>223.5 m</td>
<td>Steel</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year of construction:</th>
<th>Bridge width:</th>
<th>Max pier height:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1930-1932</td>
<td>21.3 m</td>
<td>80 m</td>
</tr>
</tbody>
</table>
IL NOSTRO PRESENTE / OUR PRESENT

SUSPENSION BRIDGES
VIADUCTS
ARCH BRIDGES
CABLE-STAYED BRIDGES
RAILWAY BRIDGES
TOWERS
BUILDING STRUCTURES
AIRPORTS
MARITIME WORKS
SUSPENSION BRIDGE OVER THE DANUBE
NEAR BRĂILA

Spans: 3

**Span lengths:** 490.0+1,120.0+365.0

**Overall length:** 1,975 m

**Decking width:** 23.90 m

**Weight:** 20,000 metric tons

**Max pier height:** 25.0 m
PONTE SUL POLCEVERA
GENOVA

Spans:
19

Span lengths:
50.0 x 10+ 100.0 x 2 + 50.0 x 7+ 40.0

Overall length:
1,100 m

Decking width:
29.40 m

Weight:
15,000 metric tons

Max pier height:
42.0 m
<table>
<thead>
<tr>
<th>Project</th>
<th>Span Count</th>
<th>Overall Length</th>
<th>Span Lengths</th>
<th>Decking Width</th>
<th>Weight</th>
<th>Max Pier Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>RAILWAY OVERPASS SS472</td>
<td>11</td>
<td>422.0 m</td>
<td>33.0+42.0+35.0+40.0+42.5+40.0 x 5+30.0</td>
<td>14.20/17.95 m</td>
<td>1,340 metric tons</td>
<td>9.90 m</td>
</tr>
<tr>
<td>BERGAMO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RAILWAY OVERPASS SP104</td>
<td>11</td>
<td>423 m</td>
<td>30.0+40.0 x 6+42.5+40.0 x 2+30.0</td>
<td>13.20/15.20 m</td>
<td>1,180 metric tons</td>
<td>10.10 m</td>
</tr>
<tr>
<td>BERGAMO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OVERPASS VIA VALICELLE</td>
<td>9</td>
<td>348 m</td>
<td>30.0+40.0 x 3+42.5 x 3+40.0+30.0</td>
<td>12.70 m</td>
<td>920 metric tons</td>
<td>10.40 m</td>
</tr>
<tr>
<td>BERGAMO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OVERPASS VI SS591</td>
<td>10</td>
<td>424 m</td>
<td>30.0+40.0 x 4+39.6+44.0+40.0+40.0+30.0</td>
<td>14.20 m</td>
<td>1,250 metric tons</td>
<td>11.00 m</td>
</tr>
<tr>
<td>BERGAMO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RAILWAY OVERPASS EX SS 498</td>
<td>5</td>
<td>168 m</td>
<td>34.0+40.0+40.0+30.0+24.0</td>
<td>14.20 m</td>
<td>515 metric tons</td>
<td>4.45 m</td>
</tr>
<tr>
<td>BERGAMO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Description</td>
<td>Value</td>
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</tr>
<tr>
<td>------------------------------</td>
<td>------------------------</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spans</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Span lengths</td>
<td>24.5+41.0+24.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Overall length</td>
<td>90.0 m</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Decking width</td>
<td>6.20 m</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Weight</td>
<td>320 metric tons</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max pier height</td>
<td>5.0 m</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spans: 3</td>
<td>Span lengths: 45.0+50.0 x 7+46.0</td>
<td>Overall length: 441.0 m</td>
<td>Decking width: 12.0 m</td>
<td>Weight: 1,950 metric tons</td>
<td>Max pier height: 12.0 m</td>
<td></td>
</tr>
</tbody>
</table>

**Image:** A photograph of a large bridge structure with colorful steel beams and concrete pillars. The bridge stretches across a landscape with trees in the background.
<table>
<thead>
<tr>
<th>Viaduct Name</th>
<th>Location</th>
<th>Spans</th>
<th>Span Lengths</th>
<th>Overall Length</th>
<th>Decking Width</th>
<th>Weight</th>
<th>Max Pier Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasena Viaduct - Porto Empedocle</td>
<td>Agrigento-Caltanissetta</td>
<td>10</td>
<td>44.50+44.5+59.50 x 5+45.0+42.8</td>
<td>475.0 m</td>
<td>13.50 m</td>
<td>2,370 metric tons</td>
<td>17.50 m</td>
</tr>
<tr>
<td>Rocca Daniele Viaduct - Porto Empedocle</td>
<td>Agrigento-Caltanissetta</td>
<td>6</td>
<td>40.0+60.0 +70.0 x 2+60.0+40.0</td>
<td>340.0 m</td>
<td>13.50 m</td>
<td>1,860 metric tons</td>
<td>28.50 m</td>
</tr>
<tr>
<td>Piotto Viaduct - Porto Empedocle</td>
<td>Agrigento-Caltanissetta</td>
<td>4</td>
<td>35.0+50.0+50.0+35.0</td>
<td>172 m</td>
<td>13.50 m</td>
<td>700 metric tons</td>
<td>15.00 m</td>
</tr>
<tr>
<td>Pellegrino Viaduct - Porto Empedocle</td>
<td>Agrigento-Caltanissetta</td>
<td>15</td>
<td>45.0+60.0 x 8 +45.0 x 5+29.05</td>
<td>785.0 m</td>
<td>13.50 m</td>
<td>3,800 metric tons</td>
<td>10.0 m</td>
</tr>
</tbody>
</table>
ULULONE BRIDGE
TRENTO

Spans: 5

Span lengths: 44.5 x 4 + 50.0

Overall length: 230.0 m

Decking width: 12.20 m

Weight: 1,100 metric tons

Max pier height: 10.20 m
### A22 Motorway Crossing Bridge

| Spans: 5 | Span lengths: 35.0+48.0+120.0+45.0+24.0 | Overall length: 271.0 m | Decking width: 22.6 m | Weight: 2,500 metric tons | Max pier height: 10.0 m |

- Overall length: 271.0 m
- Decking width: 22.6 m
- Weight: 2,500 metric tons
- Max pier height: 10.0 m
MENAGGIO VIADUCT
COMO

Spans:
10

Span lengths:
17.5+27.0+2x51.5+2x26.0+27.0+3x16.0

Overall length:
275 m

Decking width:
12.50 m

Weight:
1,000 metric tons

Max pier height:
33.0 m
TEVERE BRIDGE
ROME

- Carriageways: 2
- Spans: 3
- Span lengths: 108+166+70
- Overall length: 344 m
- Decking width: 19.05 m
- Weight: 6,500 metric tons
- Max pier height: 5.0 m

Decking width: 19.05 m
ADIGE VIADUCT
ROVERETO, TRENTO

Spans: 7  Span lengths: 48.0 x 7  Overall length: 336 m  Decking width: 21.4 m  Weight: 1,650 metric tons  Max pier height: 18.0 m
ARCH BRIDGES ON ALBERT CANAL, BELGIUM

Spans: 2

Span lengths: 123

Overall length: 123 m

Decking width: 16 m

Weight: 900 metric tons
## NEW ARCH BRIDGE ON THE RIVER TICINO
### VIGEVANO

<table>
<thead>
<tr>
<th>Spans:</th>
<th>2</th>
<th><strong>Span lengths:</strong></th>
<th>150</th>
<th><strong>Overall length:</strong></th>
<th>150 m</th>
<th><strong>Decking width:</strong></th>
<th>13.5 m</th>
<th><strong>Weight:</strong></th>
<th>1,350 metric tons</th>
<th><strong>Max pier height:</strong></th>
<th>2.5 m</th>
</tr>
</thead>
</table>

![New Arch Bridge on the River Ticino](image)
<p>| Spans: 1 | Span lengths: 48 | Overall length: 48 m | Decking width: 14.8 m | Weight: 382 metric tons |</p>
<table>
<thead>
<tr>
<th>Spans: 2</th>
<th>Span lengths: 80 + 80</th>
<th>Overall length: 160 m</th>
<th>Decking width: 25.5 m</th>
<th>Weight: 2,900 metric tons</th>
</tr>
</thead>
</table>

**SCHUMAN BRIDGE**  
**LYON**
“EXPO 2015” VIADUCTS
MILAN

Spans: 6  Span lengths: 29.0+53.0+53.0+53.0+53.0+53.0  Overall length: 295 m  Decking width: 25.10 m  Weight: 10,000 metric tons  Max pier height: 10.0 m
<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Span(s)</td>
<td>1</td>
</tr>
<tr>
<td>Span length(s)</td>
<td>138 m</td>
</tr>
<tr>
<td>Overall length</td>
<td>138 m</td>
</tr>
<tr>
<td>Decking width</td>
<td>17.75 m</td>
</tr>
<tr>
<td>Weight</td>
<td>1,200 metric tons</td>
</tr>
<tr>
<td>BIKE CROSSING &amp; FOOTBRIDGE</td>
<td>MILAN</td>
</tr>
<tr>
<td>----------------------------</td>
<td>-------</td>
</tr>
<tr>
<td>Spans: 2</td>
<td>Span lengths: 90.0+28.0</td>
</tr>
</tbody>
</table>
ARCH BRIDGE
BRESCIA

Spans: 3  Span lengths: 17+55+17  Overall length: 89 m  Decking width: 32.50 m  Weight: 1,000 metric tons  Max pier height: 3.0 m
<p>| Spans: 1 | Span lengths: 85.0 | Overall length: 85 m | Decking width: 12.50 m | Weight: 1,300 metric tons | Max pier height: 5.0 m |</p>
<table>
<thead>
<tr>
<th>Property</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spans</td>
<td>1</td>
</tr>
<tr>
<td>Span lengths</td>
<td>62.0 m</td>
</tr>
<tr>
<td>Overall length</td>
<td>62 m</td>
</tr>
<tr>
<td>Decking width</td>
<td>13.0 m</td>
</tr>
<tr>
<td>Weight</td>
<td>300 metric tons</td>
</tr>
</tbody>
</table>

**ZAMBANA VECCHIA BRIDGE**

TRENTO

The Zambana Vecchia Bridge in Trento is a notable structure with the following specifications:

- **Spans:** 1
- **Span lengths:** 62.0 m
- **Overall length:** 62 m
- **Decking width:** 13.0 m
- **Weight:** 300 metric tons
<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spans</td>
<td>2</td>
</tr>
<tr>
<td>Span lengths</td>
<td>130.0+130.0</td>
</tr>
<tr>
<td>Overall length</td>
<td>260 m</td>
</tr>
<tr>
<td>Decking width</td>
<td>16.10 m</td>
</tr>
<tr>
<td>Weight</td>
<td>1,700 metric tons</td>
</tr>
<tr>
<td>Max pier height</td>
<td>4.0 m</td>
</tr>
<tr>
<td>Specification</td>
<td>Details</td>
</tr>
<tr>
<td>--------------------</td>
<td>----------------------------------</td>
</tr>
<tr>
<td>Spans</td>
<td>2</td>
</tr>
<tr>
<td>Span lengths</td>
<td>130.0+40.0</td>
</tr>
<tr>
<td>Overall length</td>
<td>170 m</td>
</tr>
<tr>
<td>Decking width</td>
<td>13.5 m</td>
</tr>
<tr>
<td>Weight</td>
<td>2,000 metric tons</td>
</tr>
<tr>
<td>Max pier height</td>
<td>3.0 m</td>
</tr>
</tbody>
</table>

**ALCIDE DE GASPERI BRIDGE**

**PARMA**

- Overall length: 170 m
- Decking width: 13.5 m
- Weight: 2,000 metric tons
- Max pier height: 3.0 m
RAILWAY BRIDGES

ALGERIA

Spans: 134

Span lengths:
30-30, 35-35, 40-40

Overall length:
5,045 m

Decking width:
12.90 m

Weight:
26,500 metric tons

Max pier height:
28.50 m
<table>
<thead>
<tr>
<th>No. of Spans</th>
<th>Span Lengths</th>
<th>Overall Length</th>
<th>Decking Width</th>
<th>Weight</th>
<th>Max Pier Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>26.0+23.0+26.5+15.5+18.6+30.4+28.3+25.5+20.5+18.6+30.4+28.3+25.5+20.5+25.0</td>
<td>270 m</td>
<td>14.3 - 15.2 m</td>
<td>1,200 metric tons</td>
<td>9.0 m</td>
</tr>
</tbody>
</table>
### RAILWAY BRIDGES CROSSING THE A4 MOTORWAY
**STEZZANO, BERGAMO**

<table>
<thead>
<tr>
<th><strong>Spans:</strong></th>
<th><strong>Span lengths:</strong></th>
<th><strong>Overall length:</strong></th>
<th><strong>Decking width:</strong></th>
<th><strong>Weight:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>93</td>
<td>93 m</td>
<td>7.5 m</td>
<td>1,500 metric tons</td>
</tr>
</tbody>
</table>
Client: Salini Impregilo

Design: Studio Nicoletti Associati

Site: Abuja – Nigeria

Year of construction: 2012-2014

Steel structure: 900 tonnes

Activity description: Architectural complex in Abuja, capital of Nigeria, known as the "Nigeria Cultural Centre and Millennium Tower", on behalf of the Federal Republic of Nigeria with the planned construction of the Belvedere Restaurant in a metalwork structure at a height of around 109.60 m above the foundation height of the Millennium Tower, and 3 metal sails that envelope the tower column.
Client:
Bouygues Batiment

Architects:
Atelier d'Architecture
Anthony Bechu - Tom Sheenan

Structural engineers:
SETEC TPI and DVVD

Site:
La Defense, Paris - France

Year of construction:
2010

Façade - coverage:
27 800 m²

Façade - type:
Double skin

Steel structure:
6 019 tonnes Exostructure + Flooring

Activity description:
The D2 Tower redraws the Paris skyline and its service zone, introducing steel into a world of concrete. It is the first very tall building in La Defense with an external steel grid that stands out for its characteristic shape and lozenge pattern facade. With a height of 171 metres and 37 floors, the D2 Tower is a new Paris landmark, providing more than 54,000 sq. m of office floor space. The emblematic office building was designed by the French architect Anthony Béchu and his American colleague Tom Sheehan.
Client: S.I.D.M.

Design: RAMBOLL

Monitoring body: Socotec Madagascar

Site: Antananarivo - Madagascar

Year of construction: 2010

Total weight: 1 300 tonnes

Activity description: Construction of the Orange Tower in Antananarivo in Madagascar.
Client: Unifimm
Year of construction: 2009-2011

Architects: Open Project
Steel structure: 2,900 tonnes

Site: Bologna - Italy
Activity description: Tower and efeoffment building as part of the subdevelopment variation for the implementation of the special urban zone R3.28 via Larga in Bologna.
BANIYAS TOWERS
ABU DHABI

Client: Emirates Link Maltauro

Site: Abu Dhabi - United Arab Emirates

Design: M. Ingegneria

Year of construction: 2007-2008

Total weight: Tower A 500 tonnes; Tower B 1 050 tonnes

Activity description: Steelworks, casting and auxiliary services in Abu Dhabi.
Client: 
Danieli S.p.A.

Design: 
M. Ingegneria

Site: 
Abu Dhabi, Mussafah Industrial Zone (U.A.E.) - United Arab Emirates

Year of construction: 
2007

Total weight: 
1 000 tonnes

Activity description: 
Steelworks, casting, Hytemp Tower and auxiliary services. DP017S-GHC plant.

Architects: Massimiliano Fuksas

Site: Rome - Italy

Year of construction: 2008-2013

Glazing type: Laminated glass, double glazing, REI glass

Steel structure: 15,000 tonnes

Activity description: Construction of the EUR Congress Centre comprising Plenum, Teca, and Nuvola.
## NEW WORKSHOP (FORMERLY SCALI) VENICE

<table>
<thead>
<tr>
<th>Client:</th>
<th>Site:</th>
<th>Steel structure:</th>
</tr>
</thead>
<tbody>
<tr>
<td>BIG Group</td>
<td>Venice - Italy</td>
<td>4 000 tonnes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Design:</th>
<th>Year of construction:</th>
<th>Activity description:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fincantieri Infrastructure</td>
<td>In progress</td>
<td>Construction of a new site at the Fincantieri - Marghera shipyard.</td>
</tr>
</tbody>
</table>
Client: DEAL
Site: New York - USA
Design: Ing. Daniele Tosoratti
Year of construction: 2012
Steel structure: 820 tonnes
Activity description: Fabrication of structural metalwork for the Carro L77 construction in Manhattan - NY.
<table>
<thead>
<tr>
<th><strong>Client:</strong></th>
<th>FIAT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Site:</strong></td>
<td>Kragujevac - Serbia</td>
</tr>
<tr>
<td><strong>Architects:</strong></td>
<td>Arup Belgrade</td>
</tr>
<tr>
<td><strong>Year of construction:</strong></td>
<td>2011</td>
</tr>
<tr>
<td><strong>Structure - total weight:</strong></td>
<td>1 600 tonnes</td>
</tr>
<tr>
<td><strong>Activity description:</strong></td>
<td>Construction of a new site for the production of the FIAT 500L.</td>
</tr>
<tr>
<td><strong>Covered surface:</strong></td>
<td>12 500 m²</td>
</tr>
<tr>
<td><strong>Client:</strong></td>
<td>Verona Forum S.r.l.</td>
</tr>
<tr>
<td><strong>Site:</strong></td>
<td>Verona - Italy</td>
</tr>
<tr>
<td><strong>Total weight:</strong></td>
<td>1 700 tonnes</td>
</tr>
<tr>
<td><strong>Design:</strong></td>
<td>Arch. Mario Bellini</td>
</tr>
<tr>
<td><strong>Year of construction:</strong></td>
<td>2008-2010</td>
</tr>
<tr>
<td><strong>Activity description:</strong></td>
<td>Construction of the building complex named the “Verona Forum”.</td>
</tr>
</tbody>
</table>
### PALERMO FORUM PALERMO

<table>
<thead>
<tr>
<th>Client</th>
<th>Site</th>
<th>Total weight</th>
<th>Activity description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multi Veste Italy 4 Srl</td>
<td>Loc. Roccella, Palermo - Italy</td>
<td>2 500 tonnes</td>
<td>Construction of the shopping centre named the “Forum Palermo”.</td>
</tr>
<tr>
<td>Design</td>
<td>Year of construction:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ramboll Whitbybird</td>
<td>2008-2009</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Client:</td>
<td>Site:</td>
<td>Structure - coverage:</td>
<td></td>
</tr>
<tr>
<td>--------</td>
<td>-------</td>
<td>----------------------</td>
<td></td>
</tr>
<tr>
<td>Tor Vergata Soc. Consortile a.r.l.</td>
<td>Rome - Italy</td>
<td>750 tonnes</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Design:</th>
<th>Year of construction:</th>
<th>Activity description:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Client:</td>
<td>Fincantieri</td>
<td></td>
</tr>
<tr>
<td>--------------</td>
<td>--------------------</td>
<td></td>
</tr>
<tr>
<td>Site:</td>
<td>Monfalcone, Gorizia - Italy</td>
<td></td>
</tr>
<tr>
<td>Total weight:</td>
<td>1 700 tonnes</td>
<td></td>
</tr>
<tr>
<td>Design:</td>
<td>Cordioli &amp; C. S.p.A.</td>
<td></td>
</tr>
<tr>
<td>Year of construction:</td>
<td>2008</td>
<td></td>
</tr>
<tr>
<td>Activity description:</td>
<td>Construction of a new building at Fincantieri Monfalcone.</td>
<td></td>
</tr>
</tbody>
</table>
**VERONA TRADE FAIR**

**VERONA**

<table>
<thead>
<tr>
<th>Client:</th>
<th>Site:</th>
<th>Total weight:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ente Autonomo Fiera di Verona</td>
<td>Verona - Italy</td>
<td>700 tonnes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Design:</th>
<th>Year of construction:</th>
<th>Activity description:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Favero &amp; M. Ingegneria</td>
<td>2007</td>
<td>Construction of the new Pavilion 1 for the Verona Trade Fair Zone.</td>
</tr>
<tr>
<td><strong>Client:</strong></td>
<td>Danieli S.p.A.</td>
<td></td>
</tr>
<tr>
<td>------------</td>
<td>----------------</td>
<td></td>
</tr>
<tr>
<td><strong>Site:</strong></td>
<td>Abu Dhabi, Mussafah Industrial Zone (U.A.E.) - United Arab Emirates</td>
<td></td>
</tr>
<tr>
<td><strong>Design:</strong></td>
<td>M. Ingegneria</td>
<td></td>
</tr>
<tr>
<td><strong>Year of construction:</strong></td>
<td>2007</td>
<td></td>
</tr>
<tr>
<td><strong>Total weight:</strong></td>
<td>8 000 tonnes</td>
<td></td>
</tr>
<tr>
<td><strong>Activity description:</strong></td>
<td>Steelworks, casting and auxiliary services in Abu Dhabi.</td>
<td></td>
</tr>
</tbody>
</table>
HELI OPTER AND AIRCRAFT HANGARS
QATAR

Client:
BIG Group

Design:
Fincantieri Infrastructure

Year of construction:
In progress

Steel structure:
3,000 tonnes

Activity description:
Construction of a hangar at the Al Udeid military base in Qatar.
<table>
<thead>
<tr>
<th><strong>CAGLIARI AIRPORT CAGLIARI</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Client:</strong></td>
</tr>
<tr>
<td><strong>Site:</strong></td>
</tr>
<tr>
<td><strong>Structure - total weight:</strong></td>
</tr>
<tr>
<td><strong>Activity description:</strong></td>
</tr>
<tr>
<td><strong>Architects:</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Year of construction:</strong></td>
</tr>
<tr>
<td><strong>Covered surface:</strong></td>
</tr>
<tr>
<td>Client</td>
</tr>
<tr>
<td>-----------------</td>
</tr>
<tr>
<td>C.M.C. Ravenna</td>
</tr>
<tr>
<td>Design</td>
</tr>
<tr>
<td>Studio CFR, Rome</td>
</tr>
</tbody>
</table>
## MALPENSA 2000 AIRPORT
### MILAN

<table>
<thead>
<tr>
<th>Client:</th>
<th>Site:</th>
<th>Total weight:</th>
<th>Activity description:</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEA - Aeroporti di Milano</td>
<td>Malpensa – Varese, Milan - Italy</td>
<td>11 000 tonnes</td>
<td>Renovation and expansion of Milan Malpensa Airport.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Architects:</th>
<th>Year of construction:</th>
<th>Covered surface:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arch. Luigi Caccia Dominioni</td>
<td>1999-2000</td>
<td>15 000 m²</td>
</tr>
</tbody>
</table>
**MALPENSA 2000 CARGO CITY**  
**MILAN**

<table>
<thead>
<tr>
<th><strong>Client:</strong></th>
<th>SEA - Aeroporti di Milano</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Site:</strong></td>
<td>Malpensa - Varese, Milan - Italy</td>
</tr>
<tr>
<td><strong>Total weight:</strong></td>
<td>2 500 tonnes</td>
</tr>
<tr>
<td><strong>Architects:</strong></td>
<td>Arch. Mario Arnaboldi</td>
</tr>
<tr>
<td><strong>Year of construction:</strong></td>
<td>1998-1999</td>
</tr>
<tr>
<td><strong>Activity description:</strong></td>
<td>Renovation and expansion of Milan Malpensa Airport.</td>
</tr>
</tbody>
</table>
Site:
Taranto - Italy

Year of construction:
2018

Total weight:
21,000 tonnes

Activity description:
Construction of 121 poles with a three-metre diameter and a maximum length of 38 metres.
Construction of 122 bulkheads 6.75 metres wide and with a maximum length of 31 metres.
### MOSE VENEZIA

**Client:** COMAR COstruzioni Mose ARsenale  
**Site:** Venice - Italy  
**Total weight:** 2,600 tonnes  
**Architects:** TECHNITAL  
**Year of construction:** 2013-2014  
**Activity description:** Steel sluice gates for the Bocca Porta of Lido di San Nicolò.
**SCARABEO 8, SEMI-SUBMERSIBLE DRILLING RIG**

**Year of construction:**
2010

**Total weight:**
35 000 tonnes

**Activity description:**
Scarabeo 8 is a semi-submersible drilling unit. This unit represents the state of the art in harsh environment and unmanned operation drilling units.
IL NOSTRO FUTURO / OUR FUTURE

FLOATING MODULAR SYSTEMS
FLOATING MODULAR SYSTEMS

OVERALL DESIGN CRITERIA: FLOATING

A MODULAR AND FLEXIBLE SYSTEM
MODULAR SYSTEM: EASILY EXTENDIBLE

- Resort, Spa
- Restaurant, Disco, Bars
- Gardens and Green Area
- Shopping Mall
- Casino
- Pool Area
A POSSIBLE ARCHITECTURAL SOLUTION WITH TWO MODULES
A POSSIBLE ARCHITECTURAL SOLUTION WITH THREE MODULES

A POSSIBLE ARCHITECTURAL SOLUTION WITH SIX MODULES
COMPANY STRUCTURE

CHAIRMAN
De Dominicis Alessandro

CORPORATE AFFAIRS, COMPLIANCE, D.L. 231

CHIEF EXECUTIVE OFFICER
Sorrentino Marcello

CONTRACTS & NEGOT.NS AGREEMENTS
Potenza Marco

SECRETARY / TENDER
Stancari Letizia

ADVISOR
Laterza Ivan

ACCOUNTING ADMIN, PLANNING & CONTROL & BUSINESS DEVELOPMENT
Favilli Lapo

QUALITY ASSURANCE
Sarcina Gioacchino

OPERATIONS
Dal Zotto Siro

QUALITY AND PERF.NCE IMPROVEMENT
Sarcina Gioacchino

PLANT
Cardella Vito

PURCHASING
Cardella Vito a.i.

ASSEMBLY
Modolo Lorenzo

ENGINEERING DEPARTMENT
Sartori Lorenzo

HUMAN RESOURCES
Piva Massimiliano

PROJECT MANAGER
Bacilieri Michele Zen Riccardo

SALES
Cordioli Omar

SALES

BID ESTIMATION
Poli Paolo

PRODUCTION
Morbin Andrea

PLANT ASSISTANT
Bugno Matteo

ENVIRONMENT, HEALTH & SAFETY
Sambraello Stefano

SECURITY
Claudio D'Alessio