Press release
Paris, August 26, 2026.

Line 15 West of Grand Paris Express

NGE and Webuild cut the environmental footprint of line 15 west through tunnel boring machine refurbishment and multimodal transport

- ***Refurbished in Italy and transported through a multimodal logistics chain spanning more than 2,200 kilometres, the TBM will help reduce the project's environmental footprint.***
- ***Package 2 of Line 15 West is worth €1.38 billion and includes 7 km of tunnel and four new stations, with connections to the existing network.***

NGE and Webuild celebrate the arrival in Gennevilliers (Paris region) of the tunnel boring machine (TBM) that will excavate the 7 kilometres of Package 2 on Grand Paris Express Line 15 West, between Saint-Ouen and Courbevoie. By refurbishing Houda, the TBM previously used on Line 16 in 2020 to excavate 5.8 kilometres of tunnel between Aulnay Val Francilia and Sevran-Livry stations in Seine-Saint-Denis, and by transporting its heaviest components from Italy using multimodal logistics, NGE and Webuild are applying circular-economy principles to major infrastructure in a tangible way. The operation shortens delivery times, cuts CO_2 emissions and reduces costs.

The 2,000-tonne, 10-metre-diameter TBM was fully refurbished by Webuild in Italy in plants dedicated to the refurbishment of TBMs and other excavation equipment. This comprehensive overhaul, combined with advanced monitoring and maintenance technologies, significantly extends the machine's service life, optimises its performance and saves around 12 months compared with manufacturing a new TBM. This industrial approach combines operational efficiency, efficient use of resources and a lower environmental impact.

The TBM's journey was planned to minimise its environmental footprint, notably through a multimodal logistics chain covering more than 2,200 kilometres to Gennevilliers. The 12 heaviest components, including the 170-tonne cutterhead, travelled from the port of Civitavecchia near Rome by road, sea and inland waterway.

The same approach will be applied during tunnel construction:

- 80% of the 500,000 m³ of excavated material will be removed by barge, avoiding around 64,000 lorry journeys on roads in the Paris region.
- Most of the material will be sent to recovery and reuse channels, further reducing the project's environmental impact.
- The project's carbon footprint will also be reduced through the use of precast fibre-reinforced concrete tunnel segments manufactured in the Paris region at a plant co-owned by NGE. This solution halves the amount of steel required compared with conventional methods.

Starting from the Les Cabœufs ancillary structure in Gennevilliers, the TBM will complete its work in two successive drives:

- a first 1.2-kilometre drive from Gennevilliers to Saint-Ouen;
- a second 5.8-kilometre drive from Gennevilliers to Courbevoie.
- The TBM will pass through the four new stations: Les Grésillons, Les Agnettes, Bois-Colombes and Bécon-les-Bruyères.

Delivered for Société des grands projets, Package 2 "M2 West" forms part of a major infrastructure program at the heart of one of Europe's most strategic transport networks. Scheduled to enter service by 2031, Line 15 West will improve travel for millions of people across the Paris metropolitan area. By connecting Saint-Denis–Pleyel and La Défense in just 19 minutes, it will provide faster, simpler and more sustainable travel options.

About NGE

NGE – New Generations of Entrepreneurs – the fourth largest construction group in France, builds major infrastructures and urban or local projects. With its expertise in financing, design, construction maintenance and operations, the Group is a key player in delivering infrastructures that address the economic and ecological challenges of the territories. Its entrepreneurial drive is supported by a strong employee ownership structure (the founders, management, and employees hold 72% of the Group's capital) reinforced by Montefiore Investment, a leading French investment first (28% of the capital). With a turnover of 5 billion euros, NGE operates in about 20 countries, supporting private and public clients in financing, designing, and building their transition projects in water, mobility, urban renovation, energy, and telecommunications. NGE's 25,000 employees are proud to contribute to building infrastructures that change the world.
A major player in the Grand Paris Express project, the NGE Group has been awarded 23 lots, drawing on the full range of its expertise, including underground works, foundations, civil engineering, building construction, and rail infrastructure. This fifth contract secured as lead contractor reflects the Société des grands projets' continued confidence in the Group and its recognition of NGE's expertise on the flagship lines of the Île-de-France transport network.

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About Webuild

WEBUILD is a global leader in the construction of large, complex infrastructure for sustainable mobility, hydropower, water and wastewater treatment and management, and green buildings. Recognised for years as the world's leading contractor in the water infrastructure sector, the Group helps deliver projects that transform communities and regions, creating lasting social, economic, and environmental value. Active in approximately 50 countries with a workforce of more than 85,000 people, direct and indirect, Webuild boasts more than 120 years of history and over 3,700 completed projects. Its track record includes 13,686 kilometres of railways, 895 kilometres of metros, 82,708 kilometres of roads and highways, 1,023 kilometres of bridges and viaducts, 3,466 kilometres of tunnels, and 320 dams and hydropower plants. Webuild has delivered some of the world's most iconic projects, including the Grand Ethiopian Renaissance Dam, the expansion of the Panama Canal, the Long Beach International Gateway in the United States, the Second Bridge over the Bosphorus in Turkey, and the Riachuelo environmental restoration system in Argentina. It has also contributed to the development of advanced urban mobility systems in major cities, including Copenhagen, Paris, Rome, Milan, Naples, Doha, Thessaloniki, and Riyadh. Today, Webuild is engaged in the construction of some of the most strategic infrastructure projects in Italy and elsewhere, such as the New Genoa Breakwater, the Brenner Base Tunnel, the Pedemontana Lombarda Highway, Rome Metro's Line C, and sections of the Genoa–Milan, Verona–Padua and Naples–Bari high-speed/high-capacity railways. It is also involved in the Snowy 2.0 hydropower scheme in

Australia, key sections of the Grand Paris Express in France, and the expansion of the Riyadh Metro in Saudi Arabia. As of December 31, 2025, Webuild reported total revenues of €13.6 billion. As of June 30, 2026, its total order backlog amounted to €53.7 billion, with more than 95% of its construction backlog related to projects aligned with the United Nations Sustainable Development Goals. Headquartered in Italy and subject to the direction and coordination of Salini Costruttori S.p.A., Webuild is listed on the Milan Stock Exchange (WBD; WBD.MI; WBD:IM).

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