

ARX

2024

South Europe



Mission

Make it happen

Vision

A global community
of talent

We are a global
network of smart minds
providing cutting-edge
solutions in complex
design and engineering



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 220 professionals across nine offices in Italy, as well as operations in Albania and Israel. 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

75 years of growth

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)

Establishment of Pini Italia (Lomazzo) **2015**

2017
Establishment of Pini France (Paris)

2019
Establishment of Pini Israel (Modi'in)

Opening of Lausanne branch in Switzerland

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), EBEL 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

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

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.

Acquisition of CFC, Carlos Fernandez Casado SL



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

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, Israel, Italy, Nepal, Norway, Panamá, Perú, Portugal, Saudi Arabia, Spain, Switzerland, Tunisia, Türkiye, United Arab Emirates, USA

Our Organization

Executive Board



Andrea Galli
Group CEO



Davide Merlini
Group CTO/ CRO - North West Europe



Cristina Pagani
CRO Central Europe



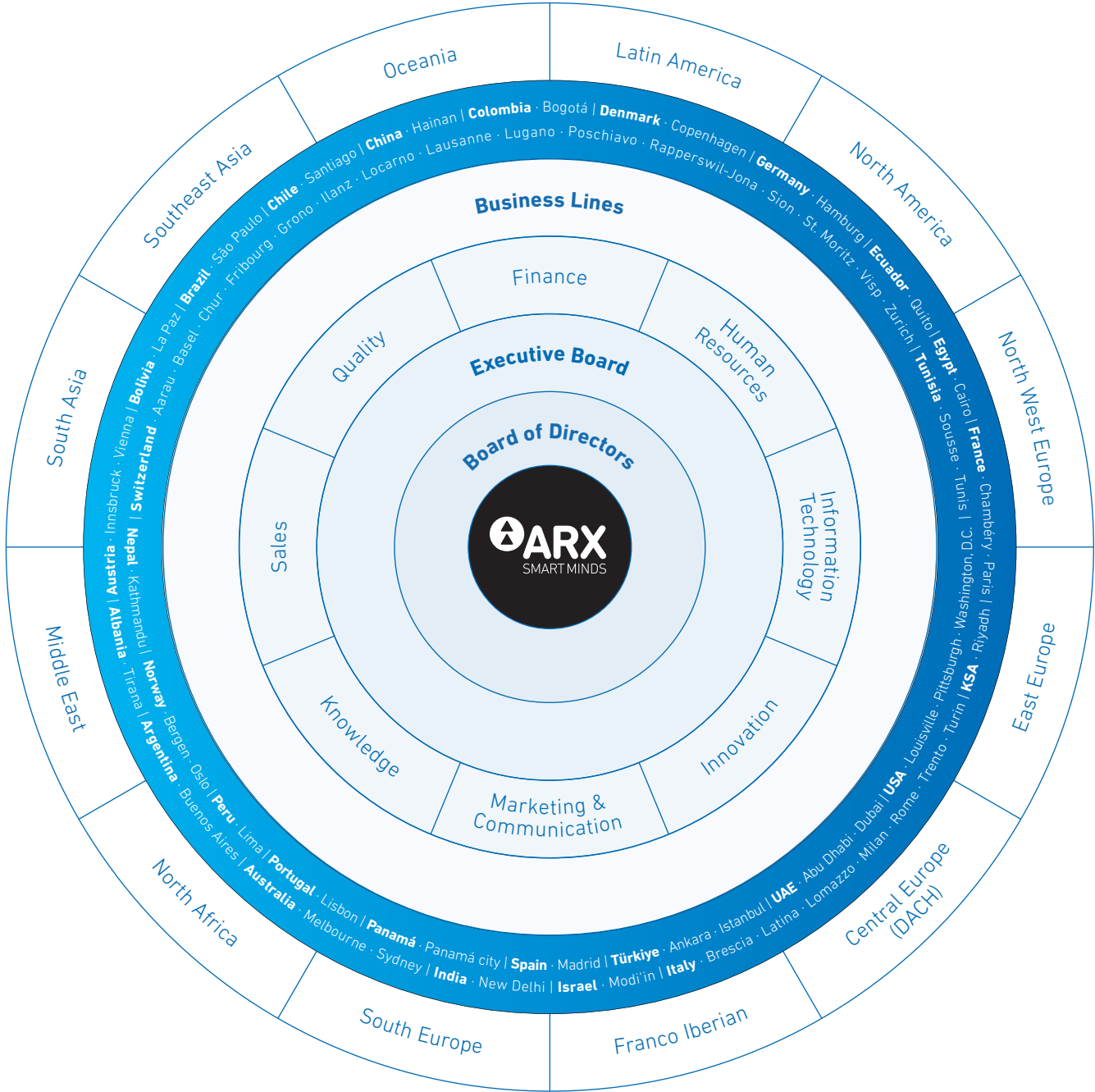
Andrea Polli
CRO South Europe



Roberto Schürch
CRO North America



Aymen Cheikh Mhamed
Group COO - Deputy CEO



Italy



Andrea Polli Head of Region South Europe

Our expertise is primarily focused on infrastructure — including met-ros, highways, and railways — as well as buildings and hydropower. This know-how is distributed across our network of offices through-out Italy, Albania and Israel.

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

Team

- From left to right:
- Marco D'Elia** – CFO Region
 - Andrea Bassi** – Head of Office Brescia
 - Paolo Fontana** – Head of Office Milan and Lomazzo, 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
 - Dan Tzucker** – Head of Office Modi'in
 - Stefano Torresani** – Head of Construction Management

FTE: 209 (31.03.2025)
Offices: 9
Est.: 2015

Our Area of Responsibility



Our Offices



Brescia

ARX Italia Srl
Contrada Santa Croce 13B
25122 Brescia

+39 389 434 7245
brescia@arx.ing

Head of Office: Andrea Bassi



Latina

ARX Italia Srl
Viale Le Corbusier 393
04100 Latina

+39 328 4922698
latina@arx.ing

Head of Office: Gianluca Albera



Lomazzo

ARX Italia Srl
Via Cavour 2
22074 Lomazzo

+39 02 3671 44 18
lomazzo@arx.ing

Head of Office: Paolo Fontana



Milan

ARX Italia Srl
Corso Sempione 30
20154 Milan

+39 389 4396173
milano@arx.ing

Head of Office: Paolo Fontana



Modi'in

Pini Israel Ltd
Ha-Maa'yan 4
7178566 Modi'in

+972 58 5636442
modiin@arx.ing

Head of Office: Dan Tzucker



Rome

ARX Italia Srl
Via Magenta 5
00185 Rome

+39 389 4395986
roma@arx.ing

Head of Office: Claudia Savona



Tirana

Pini Group Tirana
Emin Duraku STR BLD.5
1001 Tirana

+355 68 909 1833
tirana@arx.i

Head of Office: Simone Martella



Turin

ARX Italia Srl
Pini Group SA, succursale Torino
Corso Bolzano 14
10121 Torino

+39 011 58 10 611
torino@arx.ing

Head of Office: Stefania Stefanizzi



Trento

ARX Italia Srl
Via Fratelli Perini 93
38122 Trento

+39 389 4332766
trento@arx.ing

Head of Office: Marco Meneguzzer

Our other regions

Central Europe (DACH)



Cristina Pagani
CRO Central Europe

Office:
Aarau
Basel
Chur
Fribourg
Grono
Hamburg
Ilanz
Innsbruck
Lausanne
Locarno
Lugano
Poschiavo
Rapperswil-Jona
Sion
St. Moritz
Vienna
Visp
Zurich

FTE: 358

Franco Iberian



Aymen Cheikh Mhamed
CRO Franco Iberian

Office:
Chambery
Paris
Lisbon
Madrid

FTE: 52

East Europe



Serhat Narin
Region Manager

Office:
Ankara
Istanbul

FTE: 33

Oceania



Sabrina Kost
Region Manager

Office:
Melbourne
Sydney

FTE: 21

South Asia



Lalit Chhabra
Region Manager

Office:
Kathmandu
New Delhi

FTE: 205

Middle East



Jean-Philippe Majorcryk
Region Manager

Office:
Abu Dhabi
Dubai
Riyadh

FTE: 156

North West Europe



Davide Merlini
CRO North West Europe

Office:
Bergen
Oslo
Kopenhagen

FTE: 12

North America



Roberto Schürch
CRO North America

Office:
Louisville
Pittsburgh
Washington

FTE: 14

Latin America



Carlos Costa
Region Manager

Office:
Lima
Santiago
São Paulo

FTE: 187

North Africa



Philippe Bakhos
Region Manager

Office:
Cairo
Sousse
Tunis

FTE: 170

Brief technical overview

Areas of expertise

Infrastructure

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

City

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.

Energy

From feasibility study to implementation, ARX is active in generating, distributing and storing energy. In the increasingly complex energy sector, we stand side by side with our customers in seeking and analyzing solutions. Together we ensure their investments are sustainable and reliable long into the future.

Industry

The industrial world is evolving fast, with rising demands for quality, capacity, and cutting-edge tech. We’re here to help businesses stay ahead. From optimizing production and facility design to offering expert talent in mechanical and electrical engineering, we drive innovation and efficiency to meet the challenges of today and 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





Sotra Link
Glasblokkene Haukeland Children Hospital with Womens Clinic

BBT – Brenner Base Tunnel
Linea ferroviaria Fortezza - Ponte Gardena
New Railway line Brescia-Verona
Linea AV/AC SA - RC Lotto 1A
ANAS - Sassoferatto Serra S. Abbondio
TELT Tunnel Euralpin Lyon-Turin
Turin Automatic Metro – Line 1

NUUK School

N9 Vennes-Chexbres Section TP5
PoLuMe N2 Enhancement Lugano Sud Mendrisio
EuroAirport Runway Underpass
Linth-Limmern Pumped Storage Power Plant
Valais Hospital
V3 Viaduct, A4 Marão
Bride over the Tagus river
International Bridge over the Guadiana River
Bridge over the Cádiz Bay

Gordie Howe International Bridge Detroit - Windsor

Coca Codo Hydroelectric Project
Delsitanisagua Hydroelectric Power Plant

New Railway line Messina-Catania,
Giampiliéri-Fiumefreddo Lot 1 and Lot 2
Linea AV/AC PA-CT Lotto 1-2
Linea AV/AC PA-CT Lotto 3
Linea AV/AC PA-CT Lotto 4A
Linea AV/AC PA-CT Lotto 4B
Metro Catania - Circumetnea

Monorail São Paulo Line 17

Billund Airport - KHR

Copenhagen Metro
Finger D Copenhagen Airport
Copenhagen Biocenter University of Copenhagen
New Faculty of Health Sciences
New Forensic Psychiatry St. Hans

Kühtai Pumped Storage Power Plant

Istanbul Metro

Lake Perimeter

The Mumbai-Pune Missing Link Project

Cebú-Cordova Bridge

Snowy 2.0 Project, NSW

Railways




New Railway line Messina-Catania, Giampilieri-Fiumefreddo Lot 1 and Lot 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	Services* <ul style="list-style-type: none"> • Design • Technical Site Supervision
	Client JV Webuild, Pizzarotti Final Client : Italian Rail Network (RFI)	Phases <ul style="list-style-type: none"> • Detailed Design • Construction • Commissioning, completion
	Time frame 2020-2027	<small>* Services in JV with partners</small>
	Construction cost EUR 1'795'000'000	

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	Services <ul style="list-style-type: none"> • Design • Technical Site Supervision
	Client RFI - Italian Railway Network	Phases <ul style="list-style-type: none"> • Detailed Design • Construction • Commissioning, completion
	Time frame 2023-2029	
	Construction cost EUR 1'489'290'242.28	



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 <ul style="list-style-type: none"> • Design • Technical Site Supervision
	Client RFI - Italian Railway Network	Phases <ul style="list-style-type: none"> • Detailed Design • Construction • Commissioning, completion
	Time frame 2023-2027	
	Construction cost EUR 1'685'803'662.22	



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 <ul style="list-style-type: none"> • Design • Technical Site Supervision
	Client Rete Ferroviaria Italiana Spa	Phases <ul style="list-style-type: none"> • Detailed Design • Construction • Commissioning, completion
	Time frame 2023-2027	
	Construction cost EUR 1'258'633'468.64	



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 <ul style="list-style-type: none"> • 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 <ul style="list-style-type: none"> • Detailed Design • Construction • Commissioning, completion
	Time frame 2022-2026	
	Construction cost EUR 1'685'803'662.22	



Linea AV/AC SA - RC Lotto 1A

Lot 1A of the Salerno-Reggio Calabria High Speed provides for the final design and construction of 35 km of new railway line, on which it will be possible to travel up to 300 km per hour. The project includes the construction of about 14 km of tunnels, also excavated with the use of TBMs (Tunnel Boring Machines), 6km of viaducts and about 5 km of artificial tunnels. The construction of a junction in Romagnano for the interconnection of the new line with the existing line that goes from Battipaglia to Metaponto and Potenza is also planned.

Country Italy	Domain Railways; Tunnel & Underground	Services <ul style="list-style-type: none"> • Design
	Client Rete Ferroviaria Italiana Spa	Phases <ul style="list-style-type: none"> • Detailed design • Works execution
	Time frame 2023-2026	
	Construction cost EUR 2'039'374'958.92	



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.

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.

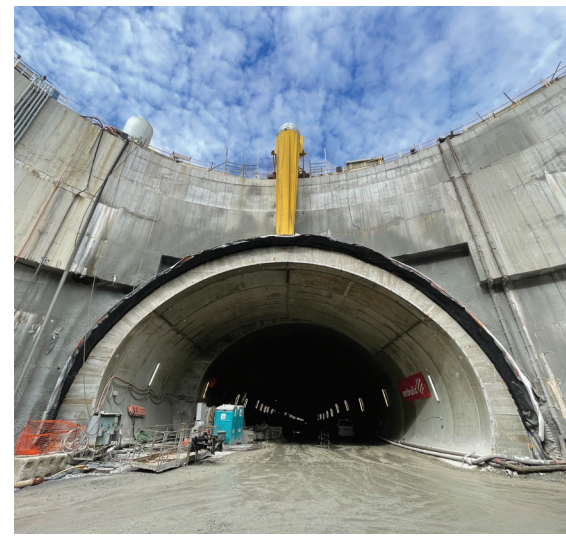
Country Italy	Domain Railways; Tunnel & Underground	Services <ul style="list-style-type: none"> • Design • Technical site supervision
	Client GC cepav due Final client: Italian Rail Network (RFI)	Phases <ul style="list-style-type: none"> • Construction design • Construction • Commissioning, completion
	Time frame 2018-2025	
	Construction cost EUR 472'000'000	



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	Services <ul style="list-style-type: none"> • Design • Technical site supervision
	Client RFI - Rete Ferroviaria Italiana	Phases <ul style="list-style-type: none"> • Construction design • Construction • Commissioning, completion
	Time frame 2021-2023	
	Construction cost EUR 1'061'363'317.35	



BBT – Brenner Base Tunnel

The Brenner Base Tunnel (BBT) is the high-speed rail link between Italy and Austria. It will cross the Alps along the new European rail corridor called Scandinavia-Mediterranean and will be a paramount corridor for the European economy and mobility. With a length of more than 55 km (64 km including the existing Innsbruck railway bypass), this is one of the longest tunnels in the world. The BBT project comprises two twin single-track tunnels and an exploratory tunnel located 12 metres below the main tunnels. The latter will be connected by cross-passages every 333 metres. The system is completed by 3 underground emergency stops 20 km apart and 4 access tunnels. In total, the project comprises more than 220 km of tunnels, and crosses various alpine geological units with very heterogeneous conditions and high overburden till 1700 m, which posed particular technical and design challenges. 50% of the total excavation will be done by TBM and 50% by conventional methods. At the south portal the tunnel undercrosses the Isarco River using the ground freezing technique. ARX is playing a major role in the project, participating of the main construction lots both in Austria and Italy.

Country Austria-Italy <div> </div>	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* <ul style="list-style-type: none"> • Design (Lot H61) • Technical site supervision (Lot H61) • Construction management (Lot H33, Lot H41, Lot H52, Lot H53, Lot H71)
	Time frame 2014-2023 (Lot H71 Isarco River Underpass - Italy) 2013-2025 (Lot H61 Mules 2-3 - Italy) 2023-2028 (Lot H53 Pfons-Brenner - Austria) 2022-2023 (Lot H52 Hochstegen - Austria) 2022-2028 (Lot H41 Sill Gorge-Pfons - Austria) 2014-2022 (Lot H33 Tulfes-Pfons - Austria)	Phases <ul style="list-style-type: none"> • Tender design (Lot H61) • Construction design (Lot H61) • Construction management (Lot H33, Lot H41, Lot H52, Lot H53, Lot H41, Lot H71)
<small>* Services in JV with partners</small>		

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 december 2021 – march 2023	
	Construction cost EUR 1'883'413,38	



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	<small>* Services in JV with partners</small>
	Construction cost USD 454'500'000	



Istanbul Metro

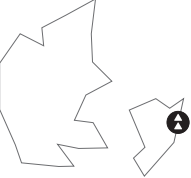
Gayrettepe - Istanbul Airport Metro Line connects the airport to the city center. Built entirely underground, it is a well-integrated 38-km double line that provides fast transport (120 km/h). Capacity is up to 75 passengers per hour per direction, from both the European and the Anatolian sides. The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

Country Türkiye	Domain Metros	Services <ul style="list-style-type: none"> • Design • BIM • Independent Checking Engineer • Project owner support • Support to contractor
	Client Kolin, Kalyon Cengiz (KKC) Construction JV + Republic of Türkiye, Ministry of Transportation, Maritime and Communications, Directorate General of the Infrastructure Investments	Phases <ul style="list-style-type: none"> • Final design • Construction design
	Time frame 2016-2024	
	Construction cost USD 1'000'000'000	



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	Services* <ul style="list-style-type: none"> • BIM • Consulting / Expertise • Design • General Planner • Inspections & Assessment • Technical site supervision QA/QC
	Client Ørestadsselskabet I/S (now Metroselskabet)	Phases <ul style="list-style-type: none"> • Strategic planning • Preliminary studies • Preliminary design • Final design • Permit-obtaining procedure • Tender design • Completion
	Time frame 1995 - 2003	
	Construction cost EUR 69'000'000	


* Services in JV with partners

Roads



ANAS - Sassoferrato Serra S. Abbondio

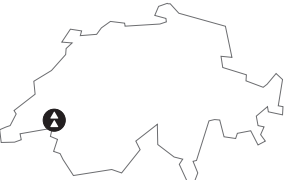
The project route starts near the Berbentina industrial area (3 km south of Sassoferrato), connecting to the SP16 via a grade-separated junction. It extends for about 11.5 km, divided into three sections of “C1 secondary extra-urban” road, linked by 3 newly designed roundabouts. First section: 1.4 km (mostly in tunnel), ending at roundabout R1 on SP360. Second section: 5.4 km, from R1 to R2 (near Monterosso cemetery), it includes two viaducts, three natural tunnels, and one artificial tunnel. R2 connects to SP16 via a 400 m link road. Third section: 4.7 km, from R2 to R3 on SP42, with alternating open-air stretches (three viaducts) and tunnels (one artificial and four natural).

Country Italy	Domain Bridges & other Structures; Roads; Tunnel & Underground	Services • Design
	Client ANAS	Phases • Preliminary design
	Time frame 2024-2027	
	Construction cost EUR 320'000'000	



N9 Vennes-Chexbres Section TP5

Complete refurbishment of the motorway section between km 17.440 and km 20.400, including the Chexbres access lane. The project involves adjustments to the section’s trajectory, a full renewal of the road surface, and an overhaul of both vertical and horizontal signage. It also includes the refurbishment of the Flonzaley carriageway tunnel, approximately 750 meters in length.

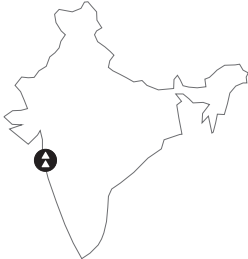
Country Switzerland	Domain Bridges & other Structures; Roads; Tunnel & Underground	Services* • Design • Construction management
	Client Federal Roads Office (FEDRO)	Phases • Preliminary design • Final design • Permit-obtaining procedure • Tender design • Construction design • Construction • Commissioning, completion
	Time frame 2013-2024	
	Construction cost CHF 106'000'000	

* Services in JV with partners



The Mumbai-Pune Missing Link Project

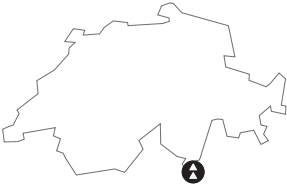
The link from the Khopoli Exit to the Sinhgad Institute will complete the 3+3 lanes expressway currently in operation from Mumbai to Pune. The link will improve transportation throughout the region. This 13.3km-long link with a string of viaducts, tunnels, and bridges aims to bypass the Khandala Ghat’s 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	Services • Construction management
	Client Maharashtra State Road Development Corporation Ltd. (MSRDC)	Phases • Tender design • Construction design • Construction • Commissioning, completion
	Time frame 2017-2024	
	Construction cost Package 1: USD 323'000'000 Package 2: USD 174'000'000	



PoLuMe N2 Enhancement Lugano Sud Mendrisio

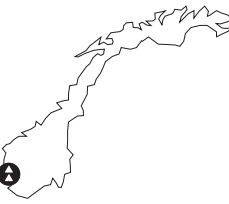
The PoLuMe project involves expanding the N2 highway section between Lugano and Mendrisio by constructing a dynamic third lane, active only during peak hours. The total length of 19.8 km is divided into: embankment 14.9 km, structures 1.85 km, tunnel 3.05 km. This project significantly improves mobility in the southern part of the Canton of Ticino and strengthens the broader connection between Switzerland and Italy.

Country Switzerland	Domain Bridges & Other structures; Equipments; Geotechnics & Special foundations; Roads; Tunnel & Underground	Services* • Design
	Client Federal Roads Office (FEDRO)	Phases • Strategic planning • Preliminary design • Permit-obtaining procedure
	Time frame 2018-2025	<small>* Services in JV with partners</small>
	Construction cost CHF 1'900'000'000	



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;	Services* <ul style="list-style-type: none"> • Tender design • Construction design • Technical site supervision
	Client Sotra Link Construction JV (Webuild, FCC Construction, SK E&C), Final Client: Statens Vegvesen (NPRA)	Phases <ul style="list-style-type: none"> • Tender design • Construction design • Construction • Commissioning, completion
	Time frame 2020-2027	<small>* Services in JV with partners</small>
	Construction cost EUR 1'250'000'000	

Bridges



Cebú-Cordova Bridge

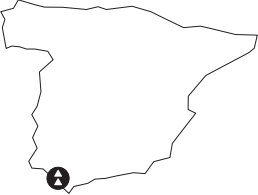
The project has an estimated value of about \$400 million. Work began in 2018 with completion in 2021. The heart of the intervention is a bridge that crosses the navigation channel of the Córdova port. Most of the layout is over water, through structures on embankments and over bridges. The main work is a cable-stayed bridge with a central span of 390 meters, designed to ensure the navigability of the canal. The bridge measures a total of 651.5 meters and is symmetrical. The deck is made of prestressed concrete, with a constant depth of 3.5 meters and a variable width: it widens to 30 meters near the interchanges and narrows to 22.4 meters toward the access to Mactan. The towers reach a total height of 140 meters, including 91 meters above the deck, and have an octagonal cross-section. A distinctive feature is the addition, at the top, of metal crosses 40 meters on each side, a symbolic tribute to Cebu's historical role as the first center for the spread of Catholicism in the Philippines. Geotechnically, the deep foundations are based on drilled piles of 2.00 or 2.50 meters in diameter, embedded in rocky substrates of coral and volcanic origin. Finally, the project represents a considerable technical challenge, both because of the environmental and seismic constraints of the area-frequently hit by typhoons and earthquakes-and because of the particularly tight construction schedule.

Country Philippines	Domain Bridges & other Structures	Services <ul style="list-style-type: none"> • Design • Technical site supervision - QA/QC
	Client Property: Metro Pacific Tollways Corporation Construction: Acciona-First Balfour-Dcmi	Phases <ul style="list-style-type: none"> • Final Design • Construction design • Construction
	Time frame 2018-2021	Main Span 390 m
	Construction cost \$ 600'000'000	



Bridge over the Cádiz Bay

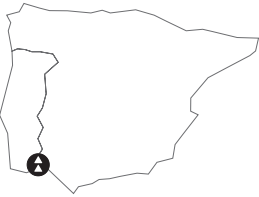
The access to the city of Cadiz from the Carranza Bridge or the southbound highway made it necessary to cross the city along Avenida Andalusia to reach the port and the Old Town. The bay navigation channel at the Cabezuela, Puerto Real Quay, is 400 m wide and 14 m deep. Port authorities widened this 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 <ul style="list-style-type: none"> • Design • Technical site supervision - QA/QC
	Client Ministry of Public Works. Spain	Phases <ul style="list-style-type: none"> • 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.

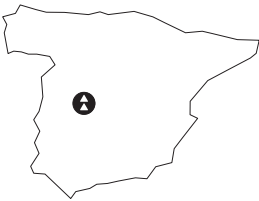
Country Portugal-Spain	Domain Bridges & other Structures	Services <ul style="list-style-type: none"> • Design
	Client IP - Infraestruturas de Portugal	Phases <ul style="list-style-type: none"> • Preliminary studies • Preliminary design • Construction design
	Time frame Construction: 1990 Rehabilitation: 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

Client
ADIF

Time frame
2012-2019

Construction cost
EUR 62'400'000

Services
• Design
• Technical site supervision - QA/QC


Phases
• Tender design
• Construction design
• Construction

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* <ul style="list-style-type: none"> • Design • Technical site supervision - QA/QC
	Client AECOM Final client: WDBA (Windsor Detroit Bridge Authority)	Phases <ul style="list-style-type: none"> • 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 <ul style="list-style-type: none"> • Design
	Client IP - Infraestruturas de Portugal	Phases <ul style="list-style-type: none"> • Preliminary studies • Preliminary design • Construction design
	Time frame 2013	
	Construction cost EUR 40'000'000	

Airports



EuroAirport Runway Underpass

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

Client

EuroAirport
Basel-Mulhouse

Time frame

2022-2024

Construction cost

€ 9'000'000

Services*

- Design
- High level supervision
- Construction management

Phases

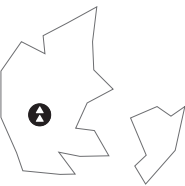
- Preliminary design
- Final design
- Tender design
- Construction
- Commissioning, completion

* Services in JV with partners



Billund Airport

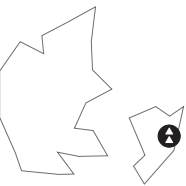
In 2002, Billund Airport was expanded with a 40,000 m² passenger terminal designed by ARX (KHR), capable of handling 3.5 million passengers annually. The design integrates with the natural landscape, offering views of the Danish hills to the north and flight operations to the south. The new terminal 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 <ul style="list-style-type: none"> • Design • General planner
	Client Billund Airport	Phases <ul style="list-style-type: none"> • 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.

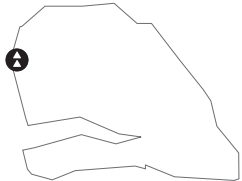
Country Denmark	Domain Airports	Services <ul style="list-style-type: none"> • Design • General planner
	Client Copenhagen Airport	Phases <ul style="list-style-type: none"> • Preliminary studies • Preliminary design • Final design • Permit-obtaining procedure • Tender design
	Time frame 1999	
	Construction 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	Services* <ul style="list-style-type: none"> • Design • Construction management
	Client Eiffage Sénégal Final client: AIBD	Phases <ul style="list-style-type: none"> • Final design • Construction design • Construction • Commissioning, completion
	Time frame 2022-2024	
	Construction cost USD 15'500'000	* 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

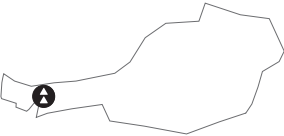
Services
• Design
• Design (Optimisation and review)
• Technical site supervision (TBM follow-ups)

Phases
• Tender design
• Detailed design
• Construction



Kühtai Pumped Storage Power Plant

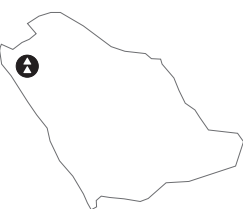
The expansion of the existing Sellrain-Silz power plant group involves the construction of a dam (Kühtai reservoir) and a penstock to the existing Finstertal reservoir. Works include a power plant cavern and a diversion tunnel with 6 intakes in the Ötztal and Hinteres Stubaital. The result is an important 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	<small>* Services in JV with partners</small>
	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.

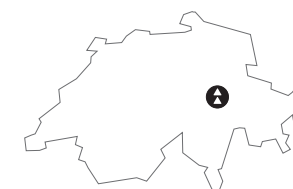
Country Saudi Arabia	Domain Roads; Tunnel & Underground; Geology; Geotechnics & Special foundations;	Services • BIM • Design
	Client Webuild Final client: NEOM	Phases • Detailed design
	Time frame 2024-2026	
	Construction cost USD 4'700'000'000	



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

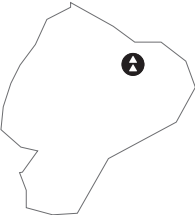
Phases
• Final design
• Permit-obtaining procedure
• Tender design
• Construction design
• Construction (construction control only)
• Commissioning, completion

* Services in JV with partners



Coca Codo Hydroelectric Project

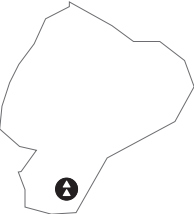
Located between the Provinces of Napo and Sucumbios (around 150km East of Quito), the Coca Codo Sinclair (CCS) Hydroelectric Project was inaugurated in 2016. With a total installed capacity of 1500 MW it was conceived to provide electricity to three cities at the same time: Quito, Guayaquil and Cuenca.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

Country Ecuador	Domain Hydropower	Services* <ul style="list-style-type: none"> • Design • Construction management
	Client Sinohydro Corporation Ltd Final Client: Hidroeléctrica Coca Codo Sinclair EP	Phases <ul style="list-style-type: none"> • Preliminary design • Final design • Construction design • Construction
	Time frame 2009-2016	<small>* Services in JV with partners</small>
	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* <ul style="list-style-type: none"> • Client's representative • Independent Checking Engineer (ICE) • High level supervision • Project owner support
	Client Empresa Pública Estrategica Corporación Eléctrica Del Ecuador "CELEC EP"	Phases <ul style="list-style-type: none"> • Final design • Construction design • Construction • Commissioning, completion
	Time frame 2013-2019	<small>* Services in JV with partners</small>
	Construction cost USD 258'000'000	

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

Client
Health Bergen HF

Time frame
2006 - 2022

Construction cost
EUR 51'000'000

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



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

Client
Kommuneqarfik
Sermersooq

Time frame
2025

Construction cost
DKK 615'000'000

Services*

- BIM
- Consulting / Expertise
- Design
- General Planner
- Inspections & Assessment
- Technical site supervision QA/QC

Phases

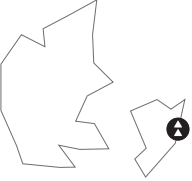
- Strategic planning
- Preliminary studies
- Preliminary design
- Final design
- Permit-obtaining procedure
- Tender design
- Completion

* Services in JV with partners



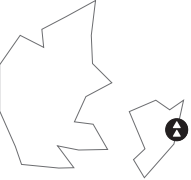
Copenhagen Biocenter University of Copenhagen

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 <ul style="list-style-type: none"> • ARX (KHR Architecture) - Architectural design • Consortium leader • Design management • Economic construction management • Site supervision
	Client University and Building Board	Phases <ul style="list-style-type: none"> • 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

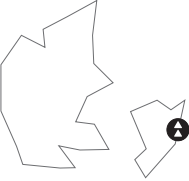
The design of new SUND is planned with a wide building volume that is placed in extension of the existing building at the same level as SDU's ground floor, which corresponds to the first-floor level in the new hospital expansion farther south. Inside the wide building volume, the interior is structured 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 <ul style="list-style-type: none"> • ARX (KHR Architecture) - Architectural • Design and site supervision
	Client Danish Building and Property Agency	Phases <ul style="list-style-type: none"> • 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

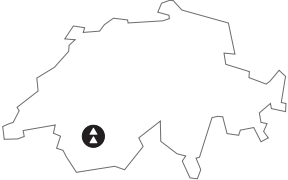
The final design of new high-security wing, measuring 21,000 mq, blends into the landscape and continues the characteristic architectural elements from the existing complex in materials, proportions and facade ornamentation. The architectural concept is inspired by the natural slope of the terrain, laid 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 <ul style="list-style-type: none"> • ARX (KHR Architecture) - Lead consultancy • Design and ICT design
	Client Capital Region of Denmark	Phases <ul style="list-style-type: none"> • 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* <ul style="list-style-type: none"> • Design • BIM • Construction management • Measurement & Surveying
	Client Valais Hospital	Phases <ul style="list-style-type: none"> • 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

Projects in **75** countries

and **200** complex bridges

with well over **150** airports

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

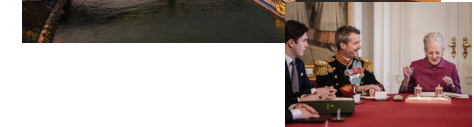
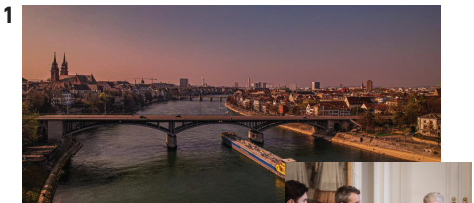
and **unlimited** ideas

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

with **5'000** km of tunnels

a boost of **25'000** MW in hydropower

2024 Facts



1. January

Opening of new office in Basel

On January 14, Queen Margrethe II of Denmark abdicated after 52 years on the throne, passing the crown to her son, King Frederik X

2. February

On February 28th, in Paris, we successfully sealed the deal for the sale of Setec's Egyptian branch to Pini Group.

On February 22, Intuitive Machines' Nova-C became the first commercial spacecraft to land on the Moon. The mission marks a major milestone in private space exploration and U.S. lunar return efforts.

3. March

Opening of new office in Milan

Christopher Nolan's Oppenheimer is the big winner at the Academy Awards, receiving seven Oscars, including best picture.

4. April

ARX successfully start the new project ARX@School – a way to promote engineering & design to the new generations

150th anniversary of Impressionism - In 1874, 30 artists, including Claude Monet and Paul Cézanne, staged the first Impressionism exhibition.

5. May

General Assembly in Bellinzona

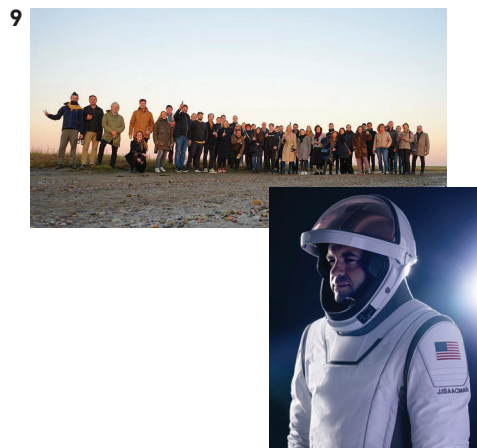
Extraordinary geomagnetic storms: From May 10 to 13, a series of powerful solar storms generated auroras visible at unusually low latitudes, including from Italy.



6. June

Opening of new office in Tirana – a milestone for our Region. Welcome to the new Head Simone Martella

From 3 to 13 June, around 6,000 experts will gather in Bonn for the Climate Change Conference, in preparation for COP29 in Baku.



7. July

Highway N13, Switzerland: North-South Lane Reopened in Record Time Between Soazza and Lostallo.

ARX quickly joined the emergency project, helping to restore the north-south lane in just 10 days.

From July 26 to August 11, the Summer Olympics take place in Paris.

8. August

For the second year in a row, ARX has made a significant leap in ENR ranking, climbing nearly 100 positions in 2023 and 2024 combined.

U.S. Vice Pres. Kamala Harris is officially certified as the Democratic presidential candidate, thereby becoming the first Black woman and the first Asian American in U.S. history to win the presidential nomination of a major party.

9. September

KHR, an historic and well-renowned Danish architectural firm, becomes part of ARX. A Milestone for the new Business Line Architecture.

On September 12, entrepreneur Jared Isaacman conducts the first commercial spacewalk as part of the Polaris Dawn mission.

10. October

ARX strengthens its position in France

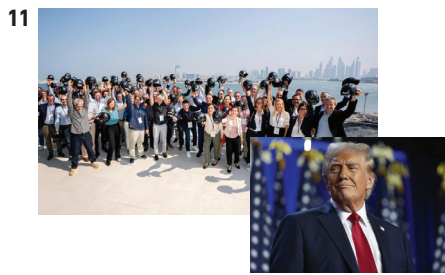
With the addition of Acting, we are now expanding into all major engineering disciplines, going beyond geotechnics and tunneling into structural design and complex infrastructure.

UNEP "Emissions Gap 2024" report: published on 24 October, it highlights the need to reduce emissions by 42% by 2030 to limit global warming to 1.5°C.

11. November

During our global Workshop in Dubai, the new brand ARX is officially announced.

Presidential elections are held in the United States of America on November 5. Donald Trump wins the election



12. December

Summit Business Unit Italy. The 2024 BU Italy Workshop brought colleagues together, including, for the first time, those from the newly established office in Tirana under the leadership of Andrea Polli.

The 2025 Jubilee officially begins on December 24, with the opening of the Holy Door in St. Peter's Basilica by Pope Francis.



Growing Together



Seven years ago, I began my journey with Pini Swiss Engineers s.r.l. in Lomazzo—the sole Italian branch of a Swiss engineering firm mainly focused on tunneling. We were a tight-knit and dynamic team of 15, primarily supporting our Swiss colleagues, with a few major Italian projects just beginning to take shape.

That spirited and close-knit group has since grown into what is now ARX ITALIA s.r.l., part of a global engineering network. As the Southern Europe Region, we now operate across Italy, Albania, and Israel, with 9 offices and 220 professionals engaged across all sectors and disciplines.

Our growth has been continuous—at times, even explosive. Numbers have risen alongside structural and organizational changes; every adjustment soon outpaced by the next. A company in perpetual evolution.

And yet, looking back on these intense years—woven from the convergence of many personal and professional stories—I see a sense of continuity and distinctiveness. As if, through all the change, PINI/ARX has somehow always remained true to itself.

This became especially clear to me while working on the ARX ITALIA Value Charter. Those eight traits weren't top-down directives or aspirational goals for the future. They were a recognition of what already exists, what truly defines us: cooperation (working from multiple offices as one team), professionalism (focused and committed to our goals), transparency (within the team, with partners, and clients), respect (for roles, and above all, for people), diversity and inclusion (celebrating the richness of differences), agility (embracing challenges without fear), playfulness (facing challenges with a positive spirit), and active listening (welcoming new perspectives).

This, I believe, is the thread of continuity—and the identity—of a story with many chapters still to be written.

Mauro Marelli

Responsible for structures department
Southern Europe Region

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:
Eclettica armonia
Massimo Casatini, 2025