

Railway Construction: There is a train to Gradistea

04.06.2024 / România

Civil engineering/ Infrastructure



It is as old as PORR: in 1869, the first railway line from Bucharest to Giurgiu opened in Romania. 155 years later, we are modernising this important connection – including Slab Track Austria.

The railway line to Gradistea in Giurgiu, Romania, connects the region with Bucharest. Giurgiu County has a harbour and a border crossing with Bulgaria and has therefore always been important for transit.

PORR has now modernised this important infrastructure project in Gradistea. The railway line was reopened on 1 June with the completion of the new bridge over the River Arges.

Nachhaltig



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We have renewed around 70 kilometres of existing track and built 12 kilometres of new track. Trains will be running between Bucharest and Giurgiu again from June. There are also four bridges on the new railway line with a span of between 45 and 136 metres, and a viaduct measuring 1,216 metres in length. A stop and a railway station built according to European standards will make travelling even more convenient. Some parts of the project are located in a nature park. Sustainability was therefore the top priority. We paid particular attention to preserving the local flora and fauna. For this reason, we implemented innovative measures to protect animals that are groundbreaking for the development of railway infrastructure in Romania. To ensure the efficiency and safety of train operations, we also updated the signalling system. This guarantees seamless traffic management.



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The Comana–Gradistea project had many challenges, which we successfully turned into opportunities together. We used the state-of-the-art Slab Track Austria technology for the first time in Romania. And for more than two years, we worked on the realisation of the Arges Bridge. Not only is it the first and longest fully welded railway bridge in the country, it was also a significant milestone in the completion of the project. Using a 750-tonne crane, we lifted five bridge sections with an impressive total weight of 1,300 tonnes. Thanks to our motivated and committed PORRians, we were able to successfully complete this ambitious railway modernisation project. We look forward to the upcoming challenges, where we can once again prove our pioneering role.