



Bucharest - Giurgiu railway line

Data and facts

Company	S.C. PORR Construct S.R.L.
Type	Railway construction
Runtime	01.2021 - 05.2024
Principal	Compania Națională de Căi Ferate "CFR" – SA

[Project report online](#)

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A train is travelling to Grădiştea

At 1,362.1 metres, it is also one of the longest bridges in Romania. The PORR slab track system was used for the first time in Romania for its construction. This ballastless railway system is an efficient alternative to conventional railway tracks with concrete sleepers and rails. The main components are prefabricated reinforced concrete slabs, which are specially designed to absorb the loads of railway traffic and transfer them to the load-bearing layers. The low maintenance requirements, short installation time and reduced labour costs are just some of the advantages of this system.

Another special feature of this bridge is its fully welded bridge deck, which consists of truss girders with a lower track level and is also the first of its kind in Romania. A modern solution with metal deck structures was used for the shorter bridges along the route. All in all, an outstanding achievement by the Romanian colleagues, which takes the country's infrastructure to a new level.

Impressions



Image notes

1

The new platforms are functional and modern

2

Premiere for the slab track

Several new stations and a total of 650 metres of platforms were built along the route.

The PORR ballastless track system was used for the first time in Romania on the bridge over the Argeş River.

The first of its kind

3

The new bridge over the Argeş has a fully welded bridge deck consisting of truss girders with a lower track level.

Do you have questions about the project or would you like to learn more? Feel free to contact us for further information.

PORR AG Group Communications

Absberggasse 47

1100 Wien

T +43 50 626-0

E-Mail: comms@porr-group.com