



Koralm Tunnel, contract section KAT3

Data and facts

Company	PORR Bau GmbH
Type	Tunneling
Runtime	11.2013 - 07.2020
Principal	ÖBB-Infrastruktur AG

[Project report online](#)

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Austria's longest railway tunnel

One of this project's special features is the disassembly cavern dug for the tunnel boring machine of contract section 2 whose construction is also part of PORR's scope of services and whose size was optimised in collaboration with the client in the course of construction execution. To be precise, the cavern's cross-section could be reduced from 354 to 170m² which saved a lot of time and material.

The tunnel boring machine used for contract section 3 is 240m long and was equipped for all predicted conditions in the mountain. A modular system allows for the machine's swift conversion to the respective current composition of the rock below ground.

The entire route is scheduled to be completed in 2023, at the latest. Then, the first trains will speed through the Koralm Tunnel's two tubes at up to 250 kilometres per hour.

Impressions

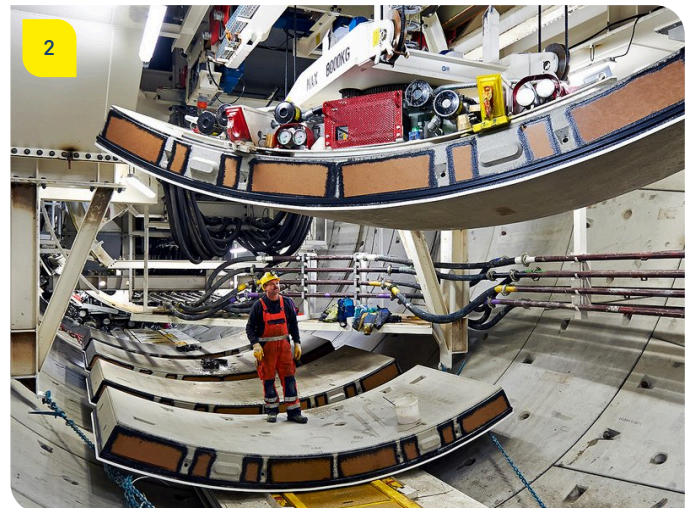


Image notes

1

Tunnel boring machine

2

Tubbing installation

Using a 240-m-long tunnel boring machine, PORR is inching its way through the different geological zones of the Koralpe mountain range until 2020.

The seals between the tubbing segments have to withstand pressures of up to 5.9 bar.

Southern tube

3

The south tube is driven over the entire length using cyclic tunnel boring.

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

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