



Berlin Siemensbahn

Data and facts

Company	PORR GmbH & Co. KGaA
Type	Rail and road tunnels, Bridge construction
Runtime	01.2026 - 01.2029
Principal	Deutsche Bahn AG

[Project report online](#)

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PORR

PORR realisiert wichtigen Schritt für die Berliner Mobilitätswende

As early as 1912/1913, around 24,000 people were working in Siemensstadt – one of Berlin's largest industrial sites. The Siemensbahn railway line was opened in 1929 to improve transport links for Siemens employees and local residents. After the disruptions caused by the Second World War and the boycott of the S-Bahn that began with the construction of the Berlin Wall, the line was closed in 1980 and remained unused for decades.

With i2030, the connection is being revived to meet current mobility needs. The Siemensbahn will provide the innovation and residential location of Siemensstadt Square with a direct connection to the Ringbahn – with fast connections to Berlin Central Station and Berlin Brandenburg Airport (BER). The entire project covers a distance of around 4.5 kilometres in north-west Berlin: from Westhafen via Jungfernheide through the Charlottenburg district and Siemensstadt to Gartenfeld.

'KIB Neubau' contract

In this important infrastructure project in the German capital, the ARGE PORR - KEMNA BAU - MCE consortium is responsible for contract package 2, 'KIB Neubau'. It comprises the construction of all civil engineering structures, including railway bridges, stations, pedestrian tunnels, noise barriers and retaining structures in the section between Westhafen station and the 'Unteren Spreebrücken' at the junction with the existing elevated railway line and in the area of Gartenfeld station. In addition, the package includes earthworks and civil engineering services as well as the development and construction of logistics areas for the entire project.

Rail partnership model focuses on cooperation

The Siemensbahn project is using the rail partnership model in the eastern region.

The model focuses on integrated cooperation: planning and implementation are carried out jointly and across disciplines from the outset. This allows synergies to be exploited, quality to be assured and deadlines and costs to be reliably met. The aim is to efficiently and sustainably reconnect the line between Jungfernheide and Gartenfeld – as a contribution to modern and environmentally conscious mobility in the capital region. PORR CEO Karl-Heinz Strauss confirms:

'We are proud to contribute our comprehensive expertise in railway construction to the implementation of this important mobility project. The rail partnership model accelerates the development of infrastructure projects and enables a particularly targeted joint approach by all parties involved.'

Challenging conditions

The work is being carried out in the inner city area, partly along existing and operational track systems. This requires precise logistics planning and the execution of numerous services within the narrow time windows provided by Deutsche Bahn. In addition, there are interventions in existing structures with heritage conservation requirements and work in the area of the Spree river. A BIM model was developed during the tendering phase in order to take the complex logistics into account at an early stage and ensure efficient implementation.

Impressions



1



2

Image notes

1

Work on listed existing structures and along existing railway tracks requires precise logistics and coordination.

2

The Siemensbahn, a historic landmark of Berlin's infrastructure, is being reactivated after more than 40 years of inactivity.

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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