

## Always willing to listen

The employees of the ombudsperson office are the link between any construction site and local residents. They are always willing to listen to the concerns of local residents, provide first-hand information and work to find solutions. Each construction phase has its own contact persons who can be reached by local residents either at the construction site office or by telephone.

Please direct general questions about underground construction work to [u2u5@wienerlinien.at](mailto:u2u5@wienerlinien.at) or call our customer care department on **017909 100**.

## Ombudsperson office contact details

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U2 Pilgramgasse

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## Do you want to find out more?

Visit us at [wienerlinien.at/u2u5](http://wienerlinien.at/u2u5)

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Intersection U2xU5 / 01.2021

## Vienna's underground network

On 3 November 1969, work started on the construction of the Vienna underground network, on three lines at the same time. The first sections of the U1, U2 and U4 underground lines formed the basis for the network which was continuously expanded in the following years.

Since the ceremonial opening of the first section between Karlsplatz and Reumannplatz in 1978, the network has grown to a length of over 83 kilometres and today has 109 stations.

### Back to the future: from Day 1 to Wienerberg

Start of the first expansion phase of the Vienna underground network

1969

Deputy Mayors Brauner and Vassilakou present the U2xU5 intersection

2014

Work begins on building the future U2 station at Matzleinsdorfer Platz with a connection to the suburban line (S-Bahn). Work also begins on the U2 station at Pilgramgasse

2018



2026

Earliest possible opening of the U5 from Karlsplatz to Frankhplatz

2028

In a second construction phase, the U5 will be extended to Elterleinplatz in Hernalers to Wienerberg

### Let's check out the underground

The underground was something fascinating for Vienna's inhabitants many years before it even opened. The idea of travelling under Stephansplatz was unimaginable. What a great idea it was to build a tunnel under the Danube Canal.

Some 50 years after starting to build an underground network in Vienna, we are again at work in the heart of the city. Vienna is being given new lifelines so that the bustling centre remains well connected to the outer districts.

## U5 fully automated into the future

Many people are already familiar with fully automated underground networks in other major cities such as Paris or Barcelona. This technology has long since been tried and tested internationally. That's why new underground lines these days are mainly completely automated.

The time for fully automated underground operations has finally arrived in Vienna with the construction of the U5, providing an opportunity for the operator of Vienna's underground system to gain valuable experience in converting existing stations and building new ones: The stations from Karlsplatz to Rathaus will be refurbished and equipped with platform screen doors, and a brand new station will be built at Frankhplatz.



### Safe

The platform screen doors only open once the train has pulled into the station. Delays caused by items on the tracks will also be a thing of the past.



### Flexible

Short-term additional demand, e.g. during major events, can be responded to easier and faster.



### User-friendly

Wiener Linien personnel will be available to help passengers both on trains and platforms.

### Did you know?

Trains on the U1, U2, U3 and U4 lines have always operated semi-automatically and are assigned speeds by the control centre.



Fully automated underground operations have already been thoroughly tried and tested worldwide. Systems with platform screen doors improve safety levels.

### U2xU5 App

Discover the new stations in 3D and augmented reality



# U2xU5

## The Future of Public Transport

WIENER LINIEN

The city is yours.



## Public transport for the climate

The U2xU5 intersection is the largest climate protection project in Vienna and also the city's largest current infrastructure project.

Every euro invested in expanding high-performance and passenger-friendly public transport reduces CO<sub>2</sub> emissions caused by cars and therefore protects the environment.

The city's public transport network is continuously growing to ensure that Vienna remains as popular as it is. This will benefit both the people of Vienna today and future generations to come.

### More green spaces for more quality of life

Investments in our public transport system protect the environment and create more high-quality space in the city. Fewer cars means more urban space which, for example, can be used for parks and planting trees.

Bus, tram and the underground are the keys to a greener future. This is what Vienna could look like in future.

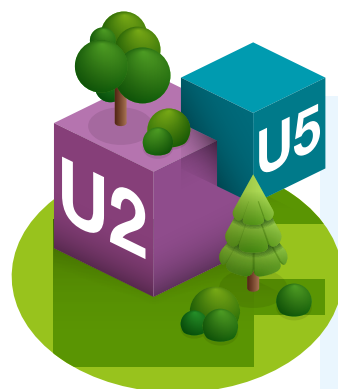


## U2xU5 intersection benefits ...

... **1.3 billion passengers a year.** This will sustainably ensure there is enough space on public transport. The U2xU5 expansion project will provide space for more than 300 million additional passengers.

... **saving up to 75,000 tonnes of CO<sub>2</sub> per year.** The possibility of switching from private transportation (cars, motorbikes, etc.) to public transport means potential savings of up to 75,000 tonnes of CO<sub>2</sub> per year as a result of the U2xU5 intersection. In order to absorb the same amount of CO<sub>2</sub>, this would require immediately planting six million 30-year-old beech trees in Vienna. This is equivalent to a forest the size of the 1<sup>st</sup> to the 11<sup>th</sup> Districts combined or the same size as the 22<sup>nd</sup> District.

... **more efficient use of space.** The expansion of the underground network will also create more green space and enable more environmentally-friendly urban planning by reducing private transport. The U2xU5 intersection will cut private transport by 550 million kilometres per year.

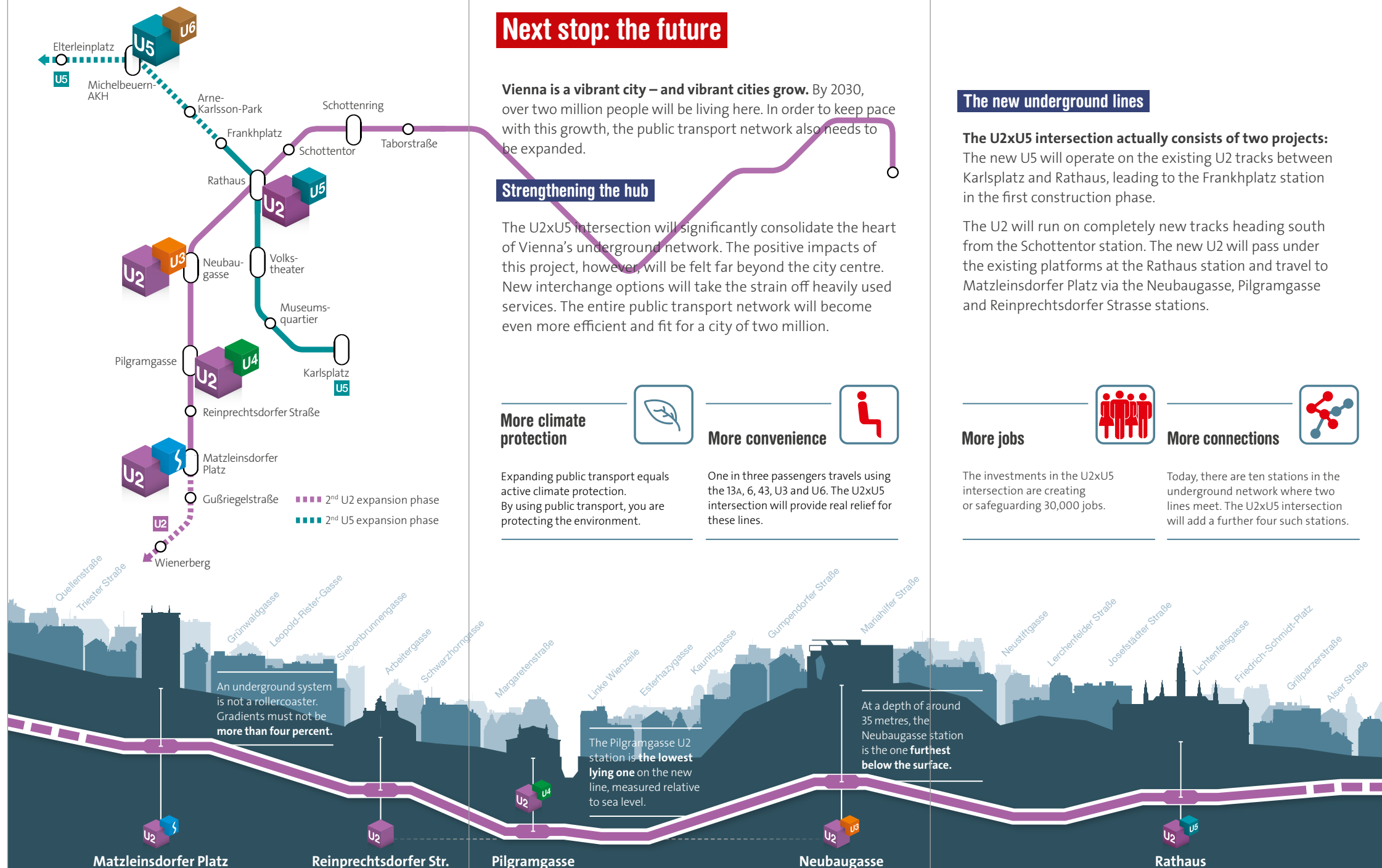


### Less CO<sub>2</sub>

Once completed, the U2xU5 intersection can achieve savings of up to **75,000 tonnes of CO<sub>2</sub>**

### Minimal disruption saves 20,000 truckloads

The environment and residents are taken into consideration even during the construction phase. Similar to modern keyhole surgery, the work mostly takes place underground. All of the earth excavated by the tunnelling machine is removed via a central shaft at Matzleinsdorferplatz. This avoids 20,000 truckloads through the city and 75 tonnes of CO<sub>2</sub>.



## U2xU5 infocentre

**Delving deep.** What's on offer at the U2xU5 infocentre? Find out here in a direct and interactive way about the planning, construction and operation of the new underground lines.

The multimedia exhibition offers an exciting insight into the history and future of Vienna's underground system. You can try your luck as a tunnel builder or plan the U7.

A model of a station with platform screen doors provides you with insights into the fully-automated future of the U5. A model of the rolling stock lets you try out the seats on the new underground trains which will be operating.

## Opening times

Mon. & Wed. & Thu. 14:00 to 18:00  
Tue. & Fri. 09:00 to 13:00

Closed on Saturdays, Sundays and public holidays.

We look forward to your visit.

The U2xU5 infocentre is located on the mezzanine level of the **Volkstheater underground station** near the Burggasse entrance/exit and next to the station monitoring centre.



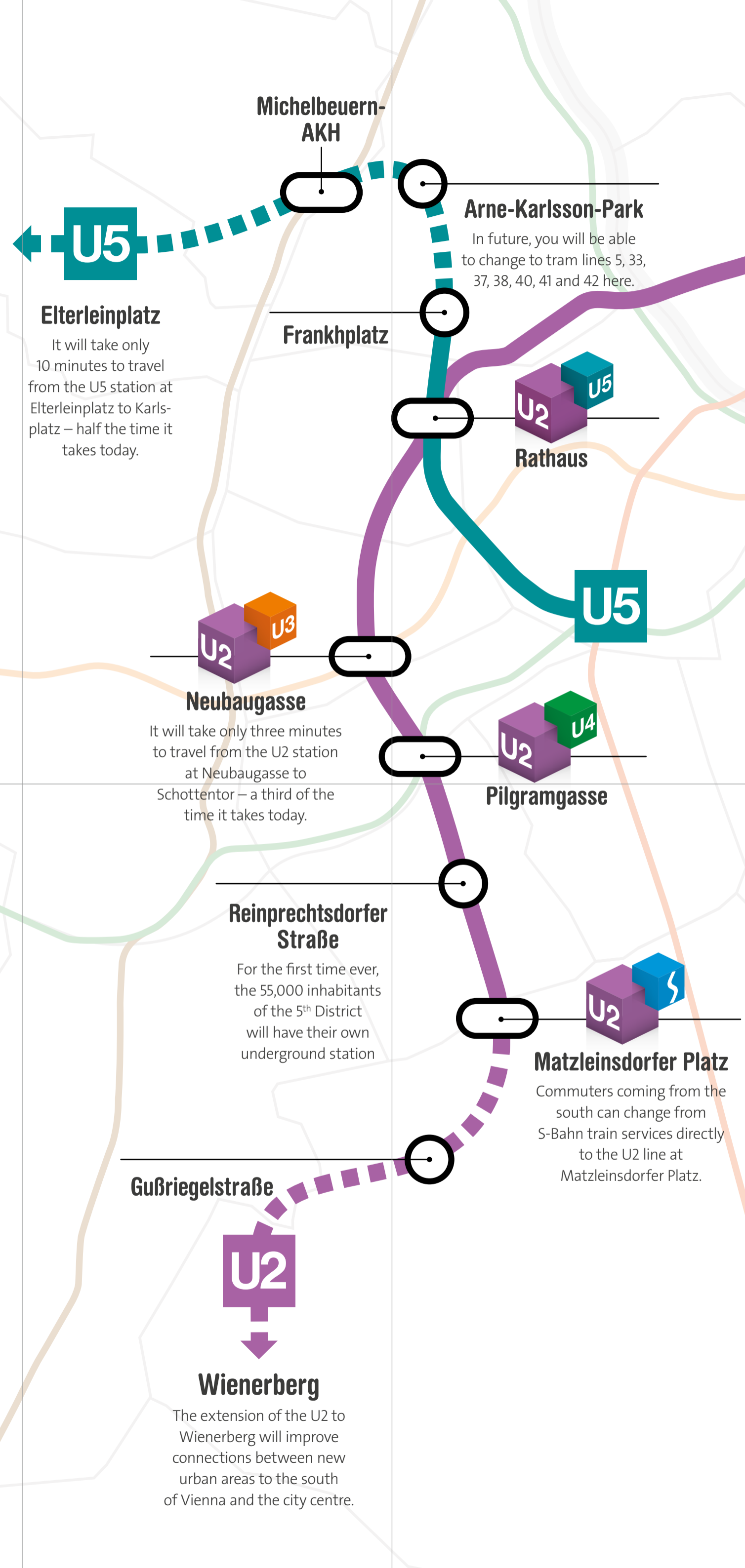
# Underground construction

More infos at [wienerlinien.at/u2u5](http://wienerlinien.at/u2u5)

The new U2xU5 intersection will bring many advantages for Vienna's public transport network. The positive environmental impact of the new underground lines include environmentally-friendly urban planning and additional green space in the city. New direct connections make the underground network an efficient and environmentally-friendly means of travel within the city.

## More climate protection

- Enormous potential to save CO<sub>2</sub> due to people switching from cars to public transport
- Space for 300 million additional passengers and a total of 1.3 billion passengers a year
- More space for plants and trees by reducing private transport



**U5**  
**Elterleinplatz**  
 It will take only 10 minutes to travel from the U5 station at Elterleinplatz to Karlsplatz – half the time it takes today.

**Arne-Karlsso-Park**  
 In future, you will be able to change to tram lines 5, 33, 37, 38, 40, 41 and 42 here.

**U2** **U3**  
**Neubaugasse**  
 It will take only three minutes to travel from the U2 station at Neubaugasse to Schottentor – a third of the time it takes today.

**U2** **U4**  
**Pilgramgasse**

**Reinprechtsdorfer Straße**  
 For the first time ever, the 55,000 inhabitants of the 5<sup>th</sup> District will have their own underground station

**U2**  
**Matzleinsdorfer Platz**  
 Commuters coming from the south can change from S-Bahn train services directly to the U2 line at Matzleinsdorfer Platz.

**U2**  
**Wienerberg**  
 The extension of the U2 to Wienerberg will improve connections between new urban areas to the south of Vienna and the city centre.

## Even more efficient public transport

- Taking the strain off heavily used services such as the 13A, 43, 6, U3 and U6
- Four new underground connections and one new connection to the S-Bahn network in southern Vienna: changing trains will be even faster

## Investments in the local economy

30,000 jobs by investing in the expansion of the underground network and the U2xU5 intersection