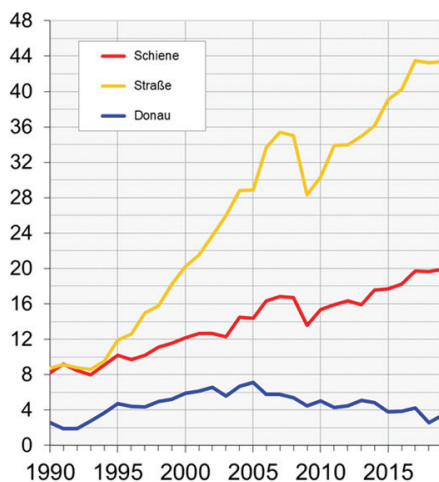


Freight transport in Austrian Danube Corridor – Development until 2019

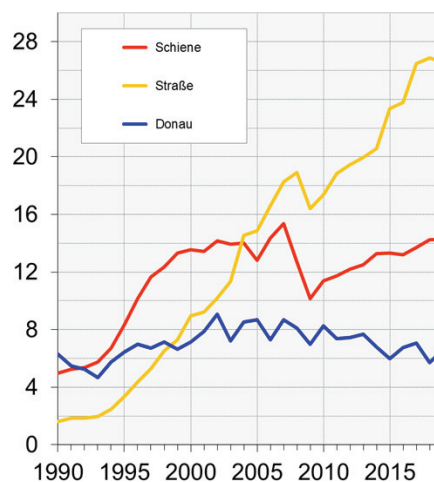
Period of performance: 2020

Since 2007, ÖIR is outlining the development of freight transport in the Austrian Danube Corridor. This study allows for a comprehensive view on the development of the transport markets in Austria by transport mode (Rail, Road, Danube navigation), by countries of origin and destination as well as transport corridors used. To this end national and European transport statistics are analysed and matched against foreign trade statistics in order to gain a complete picture of freight transport within and through Austria. Missing values are supplemented applying different calculation models and the results are compared with data from transport counts. The results show prominently the massive transport freight gains along the Danube Corridor and their Split up by transport mode. They are regularly published in the Annual Report on Danube Navigation of viadonau.

Western Section Austrian Danube Corridor



Eastern Section Austrian Danube Corridor



Freight transport development in the Austrian Danube Corridor by transport mode (million net tons) up to 2019

Source: ÖIR based on Statistik Austria, EUROSTAT, BMVIT Extrastat-Statistik, ELWIS, Extrapolation road freight transport ÖIR (foreign hauliers)

Transport volumes in the Danube Corridor increased steadily, with a steep rise after the EU expansion in the year 2004, especially at the Eastern Section of the Austrian Danube Corridor, and with a prominent decline due to the economic crisis in 2009. In terms of modal split, road freight volumes stand out significantly, with rail transports experiencing more long-lasting effects after the crisis. In total, transit transport increased significantly, illustrating the growing economic linkages within Europe as well as the growing global interconnections and the related port hinterland transport. Danube navigation was clearly challenged by water depth, especially in recent years which lead to a decrease in transport volumes especially in the arid year of 2018 leading to remarkably little draught for Danube navigation. However, with better navigation conditions, Danube navigation could reclaim transport volumes in 2019.

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Client: via donau – Österreichische Wasserstraßen-GmbH

http://www.viadonau.org/fileadmin/user_upload/Annual_Report_on_Danube_Navigation_2019.pdf