

25



Key data on Danube navigation 2025

Changes from 2024 are given as percentages in brackets

Transport volumes

5.8 million tons (–11.6 %)	• Import: 2.4 million tons (–21.9 %) • Export: 2.4 million tons (+21.5 %) • Transit: 0.7 million tons (–44.4 %) • Domestic: 0.4 million tons (+6.6 %)
----------------------------	---

Transport performance

5.2 Mrd. tkm (–20.0 %)	• Within Austria: 1.0 Mrd. tkm (–20.5 %)
6,291 transportations (+12.0 %)	• Outside Austria: 4.2 Mrd. tkm (–19.9 %)

Waterside transshipment at Austrian ports and transshipment sites

5.5 million tons (–3.4 %)	• Crude oil and petroleum products: 1.3 million tons (+6.4 %) • Ores and metal waste: 1.3 million tons (–21.8 %) • Metal products: 0.9 million tons (+13.5 %) • Mineral raw materials/products, building materials: 0.6 million tons (+25.7 %) • Agricultural and forestry products: 0.6 million tons (–32.9 %) • Fertilizers: 0.6 million tons (+23.3 %) • Other goods: 0.4 Million tons (+9.0 %)
---------------------------	--

Vessel units locked through Austrian Danube locks

76,559 vessel units* (+0.6 %)	• Freight transport: 29,611 units (–11.4 %) • Passenger transport: 46,948 units (+10.1 %)
-------------------------------	---

Passenger transport (including estimation)

1.21 million passengers (+10.0 %)	• Liner services: 590,000 passengers (+9.3 %) • River services: 530,000 passengers (+12.8 %) • Non-scheduled services: 85,000 passengers (+0.0 %)
-----------------------------------	---

Accidents

20 traffic accidents with damage	• Personal injuries: 0 death, 1 injured indeterminate degree • Damage to property: 15 incidents with damage to river-banks and facilities, 5 ship to ship, 0 ships sunk
----------------------------------	---

Availability of the waterway

365 days	• Closures due to high water: 0 days
15 year average: 359 days	• Closures due to ice: 0 days

* Convoys and individual vessels

Source: Statistics Austria; Supreme Navigation Authority at the Federal Ministry of Innovation, Mobility and Infrastructure; miscellaneous passenger transport operating companies; viadonau

Contents

Forewords	4
Balance sheet viadonau.....	6
Customer satisfaction: infrastructure	14
Transport volumes.....	16
Port transhipment.....	18
Commodity groups	20
Passenger transport	22
Availability of waterway	24
Load factor	26
Fairway depths	28
Transport density.....	30
Austrian Danube fleet	32
Locked-through vessel units	34
Availability of lock chambers.....	36
Waiting times at locks	38
Accidents.....	40
Modal split	42
Freight transport on the entire Danube 2024	44
Fairway conditions along the entire Danube.....	46
Map of the Austrian section of the Danube.....	48
Imprint.....	50



On the cover and in our photo spread, discover the viadonau vessel MS Negrelli, which has been converted into a fish breeding station. Moored at Vienna's Danube Island, it is on an extraordinary conservation mission: As part of the LIFE-Boat 4 Sturgeon project, four sturgeon species are being bred on board for later release into the wild.

This makes viadonau part of a wide-ranging EU project that is also supported by the City of Vienna (MA45) and BMLUK, with scientific leadership provided by BOKU University. We are delighted to be contributing to species conservation in the Danube ecosystem. Photos © Christian Redtenbacher

Embracing innovation Setting out for new shores



PETER HANKE

Federal Minister of Innovation,
Mobility and Infrastructure

Europe's transport network is undergoing a unique transformation. Today more than ever, we need to think innovatively about mobility and link the strengths of individual modes of transport even more efficiently. The Danube has a special role to play. As a natural waterway, it connects regions, people and markets far beyond Austria. At the same time, it is a valuable natural habitat whose ecological quality we must preserve and further enhance.

Together with viadonau and numerous partners, my ministry is working to further develop the Danube as an efficient and sustainable waterway. We are focusing on innovative solutions that meet both the requirements of shipping and the needs of people and nature. Projects such as the development of flexible low-water management measures, extensive river restoration projects, the modernisation of mooring places and the expansion of shore power facilities show how this approach can be put into practice.

A holistic view of the river environment is particularly important. Ecological improvements to habitats, better navigation conditions and effective flood protection are not mutually exclusive; they can complement one another effectively. The Danube gives us the opportunity to advance sustainable mobility, climate action and nature conservation together.

I would like to thank all viadonau employees and the many partner organisations whose commitment and expertise are helping to make the Danube fit for the future. Together, we are creating the conditions needed to ensure that it remains a major transport route, a valuable natural habitat and a unifying element at the heart of Europe.

Waterway development with a feel for what matters Proactively shaping the future

Both our day-to-day work and the implementation of our many projects on the Danube require more than commitment and expertise. Equally important is a feel for what the river, its natural environment and the people who live and work around it need. Anticipating today what will be needed tomorrow is one of our guiding principles. It is how we are already turning our vision for the entire waterway into reality on the Austrian Danube: a sustainable, high-performing and competitive transport alternative. We can already see this future in Linz, Wildungsmauer and Vienna, and soon in Aschach too, where modernised and newly built mooring places with shore power, photovoltaic systems and convenient access options are taking freight shipping operations to a new level of sustainability.

Anyone familiar with viadonau's activities knows: For us, successful waterway development always goes hand in hand with major advances in nature and species conservation, such as the restoration projects at Marktau in Upper Austria and Schwalbeninsel east of Vienna, where the largest riverbank restoration project ever planned on the Danube is being implemented. One particular project highlight: LIFE Boat 4 Sturgeon. Since spring 2025, a total of 1.6 million sturgeon from four endangered species are being bred aboard the viadonau vessel MS Negrelli, which has been converted into a breeding station at Vienna's Danube Island, and released into the Danube.

Our successes show that we are on the right track: Identifying needs early, addressing them with targeted innovative solutions and proactively shaping the future is the only way to create sustainable prospects for people, nature and the economy.

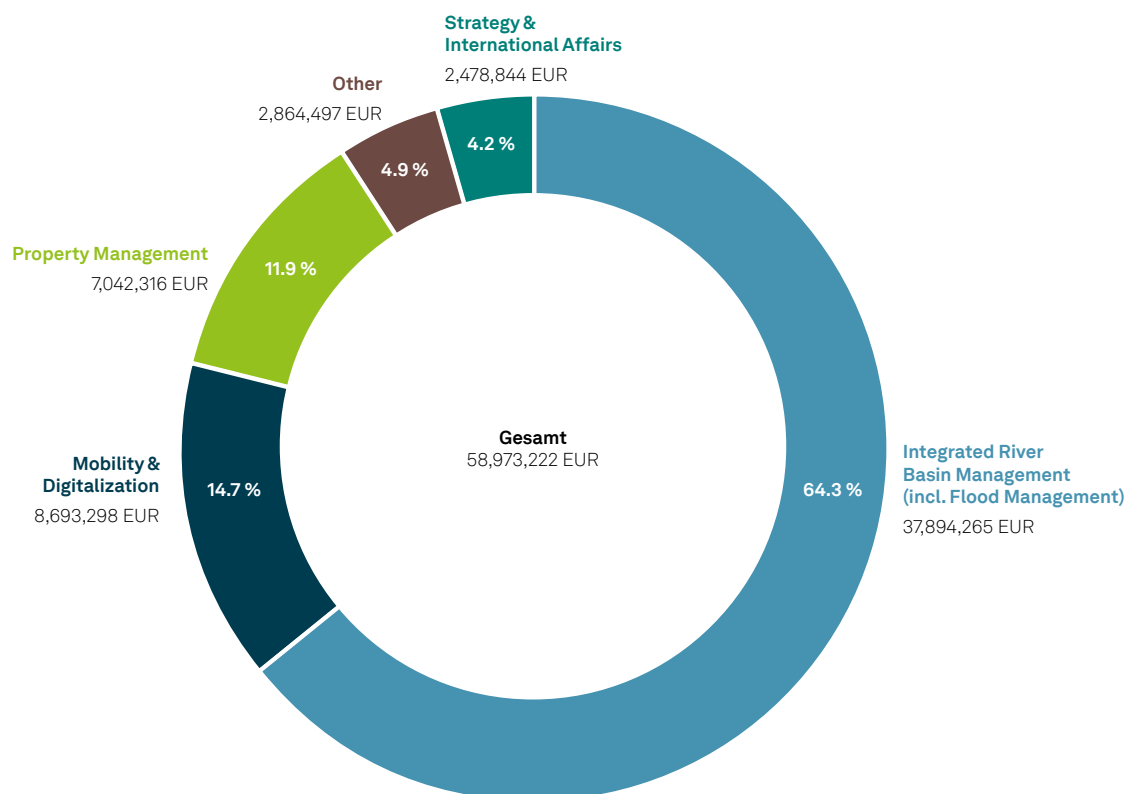


HANS-PETER HASENBICHLER
Managing Director
of viadonau

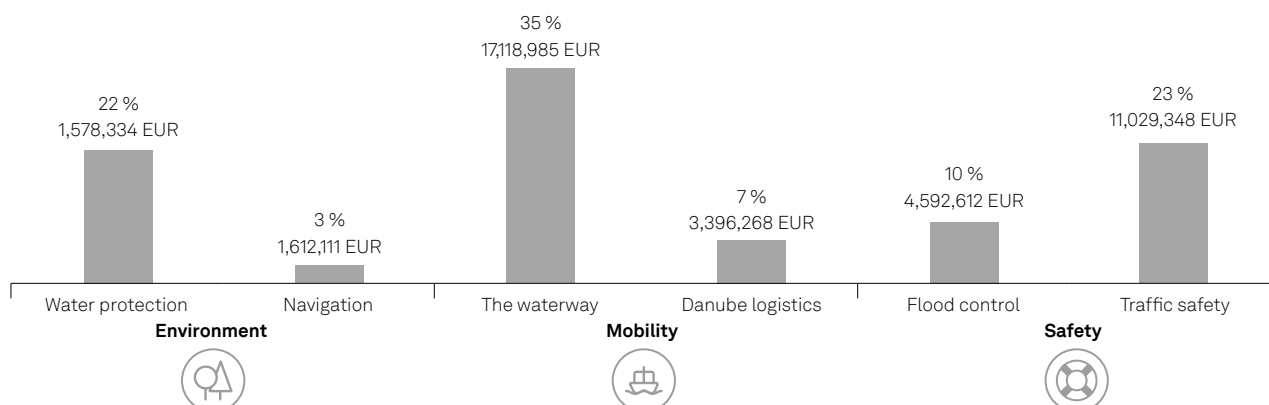
FIGURES DATA FACTS

Costs per core tasks and impact scope viadonau 2025

Costs of core tasks



Costs per impact scope



BALANCE SHEET VIADONAU

A successful year for nature and navigation A more vibrant, modern Danube

From the widely acclaimed LIFE Boat 4 Sturgeon species conservation project and extensive restoration work on the Austrian Danube to the modernisation of mooring places in Aschach, 2025 was another highly successful year for development on the Danube. While continued infrastructure improvements strengthen the sustainable operation of freight shipping, ambitious nature conservation projects are increasing biodiversity along the river.

Rescue mission for Danube sturgeon launched at Vienna's Danube Island: On 10 April, breeding operations for the LIFE Boat 4 Sturgeon project officially began at Vienna's Danube Island. Around 1.6 million sturgeon of the four Danube sturgeon species Hausen, Sternhausen, Waxdick and Sterlet are to be raised aboard the converted viadonau vessel MS Negrelli and released into the Danube by 2030. The EU co-financed project is being implemented by the University of Natural Resources and Life Sciences, Vienna, together with the Federal Ministry of Agriculture and Forestry, Climate and Environmental Protection, Regions and Water Management (BMLUK), the City of Vienna and viadonau.

Major restoration projects in Upper and Lower Austria: Following the official start of construction on 1 July to extend the Danube side arm at Marktau near Ottensheim as part of the nationwide LIFE IP IRIS Austria project, a groundbreaking ceremony was held in early October east of Vienna for the extensive riverbank restoration at Schwalbeninsel under the international LIFE WILDisland project.

Mooring-place upgrade in Aschach gets under way: On 17 October, together with representatives of the Federal Ministry for Innovation, Mobility and Infrastructure (BMIMI), the Province of Upper Austria, the municipality and the business community, the start of work to comprehensively modernise two heavily used mooring places in Aschach on the Danube was officially marked. Shore power, photovoltaics and safe access options will improve the efficiency and operational quality of freight shipping. The modernisation is being carried out under the EU co-financed international project FAIRway Danube II.

New equipment for first-class maintenance: On 5 November, viadonau celebrated the keel-laying of a new multipurpose pontoon at the ÖSWAG shipyard in Linz for high-quality waterway maintenance. With the 25-metre-long, eight-metre-wide pontoon, the company aims to further enhance its capacity and flexibility for targeted construction and maintenance work in 2026, thereby improving the long-term safety of the Danube transport route.



“The conversion of our vessel MS Negrelli into a floating breeding station for the LIFE Boat 4 Sturgeon project represents one of the finest ‘comeback’ stories in Danube navigation. As an ‘ark’ for four endangered Danube sturgeon species, the 60-year-old former stone transport vessel is now on perhaps its most important mission.”

JOSEF SEMRAD
Natural Resources Management



Freight transport on the Austrian Danube 2020–2025



96.4 %
above 2.5 m

Wachau

3.6 %
below 2.5 m



Minimum continuously available fairway depths on the free-flowing stretches of the Danube 2025

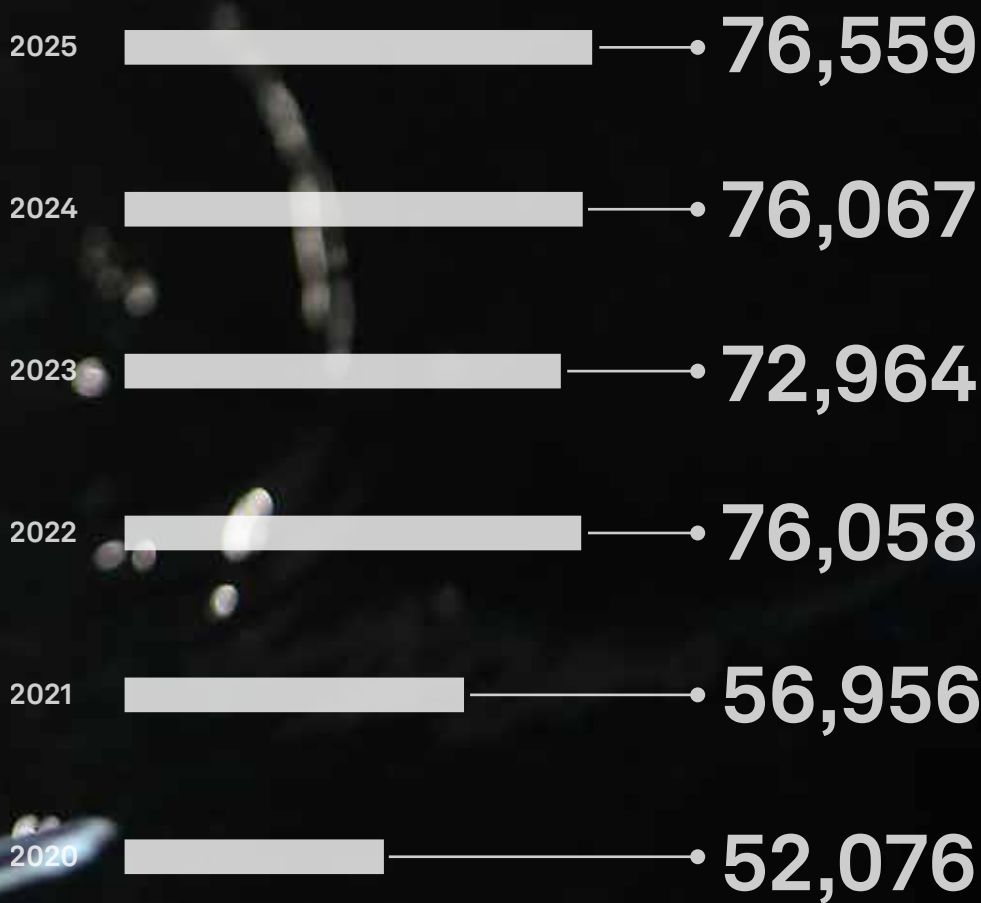
77.8 %
above 2.5 m



22.2 %
below 2.5 m

Locked-through vessel units
2020 bis 2025





CUSTOMER SATISFACTION: INFRASTRUCTURE

Top marks year after year Infrastructure quality survey



“The modernisation of the mooring places in Aschach is another milestone in making the Danube waterway fit for the future. With shore power and access facilities meeting the latest standards, the operation of moored cargo vessels is now quieter, safer and more sustainable.”

ALICE KAUFMANN
Integrated River Engineering

The satisfaction of the commercial users of the waterway, i.e. freight and passenger shipping, is a key driver for viadonau in providing effective services. This is why a customer survey is conducted every year, so that further improvements to the waterway infrastructure services operated by viadonau can be initiated and implemented in a way that meets users' needs.

The customer survey conducted in 2025 received a total of 35 responses from the shipping sector. 55% of responses were provided by ship captains, 21% by ship operators and 24% by others.

Among other things, the survey assesses the quality of maintenance of the marked fairway on the Austrian section of the Danube, including viadonau's maintenance dredging. For 2025, this received an average score of 1.73 on a school grading scale from 1 to 5, with 87.9% of respondents rating it “very good” or “good”. As in previous years, this makes viadonau the highest-rated waterway infrastructure operator among all Danube riparian countries by waterway users. The chart on the opposite page illustrates the detailed results of the latest customer survey.

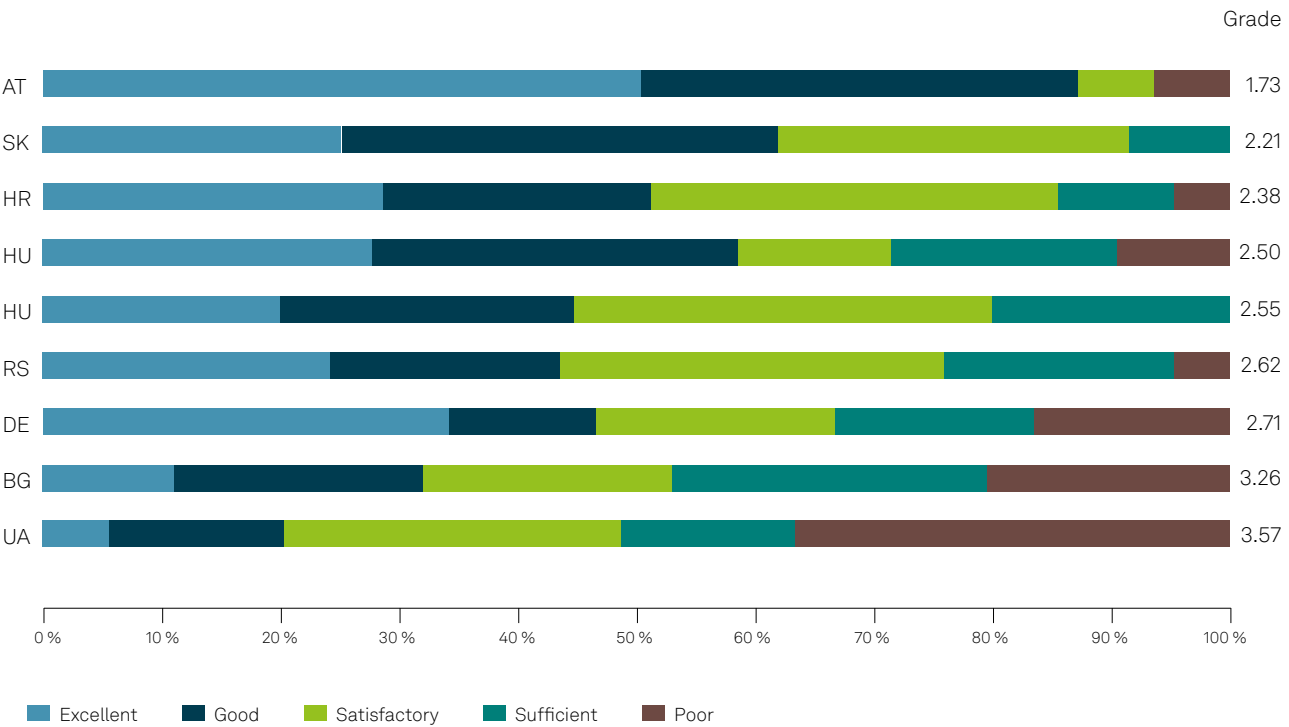
The condition of Austria's ten Danube locks and their operation by viadonau were also rated very highly: The customer survey awarded a score of 1.58 for the support provided by lock supervision staff and 1.89 for the lock facilities themselves (safety, equipment, timing and duration of closures).

As regards the quality of fairway marking, the visibility of the fairway buoys received a score of 1.39 in the latest customer survey. The positioning of these floating navigation signs was rated 1.69 by participants in the 2025 survey.

viadonau's customer survey also assesses the number and facilities of public mooring sites owned by the federal government. These received an average score of 2.64 in the 2025 survey. Shore power facilities are implemented by viadonau in conjunction with additional structural improvement projects in which safer mooring and access structures such as dolphins and bridges are installed. The new shore power facilities at the public mooring sites in Linz, Vienna (Brigittenau II) and Wildungsmauer received an average score of 1.83 from commercial waterway users.

FIGURES DATA FACTS

Waterway infrastructure quality in the Danube countries 2025

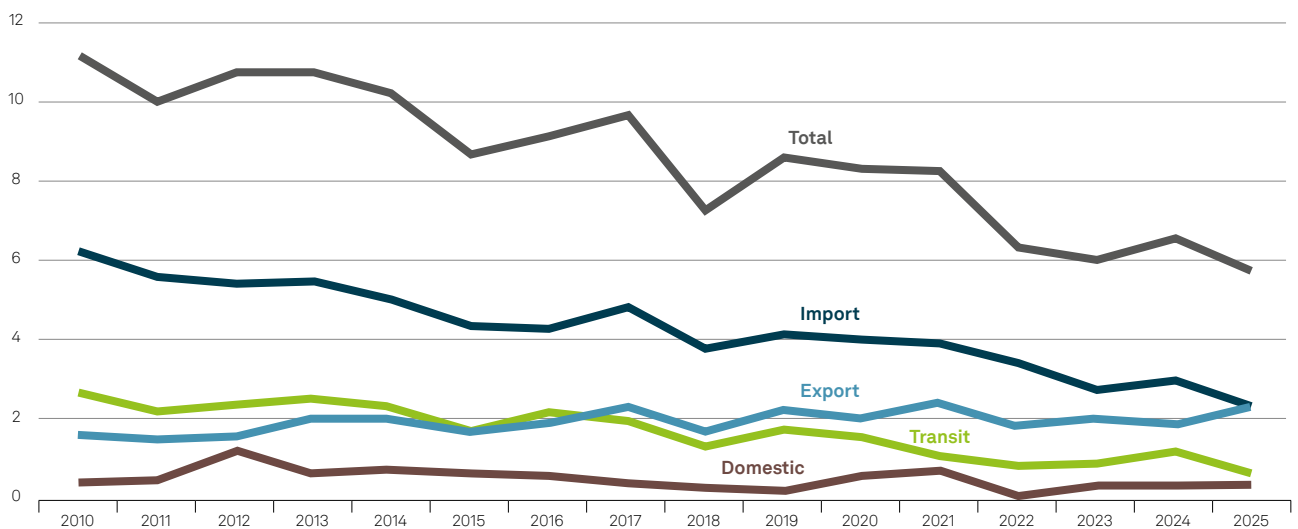


FIGURES DATA FACTS

Freight traffic on the Austrian Danube 2010 bis 2025

in millions tons

■ Total ■ Import ■ Export ■ Transit ■ Domestic



in tons

Transport volumes	Import	Export	Transit	Domestic	Total
2025	2,360,775	2,358,722	683,980	410,490	5,813,967
2024	3,022,735	1,941,611	1 229,972	385,083	6,579,401
2023	2,742,020	2,017,661	924,548	362,904	6,047,133
2022	3,465,637	1,876,953	890,888	140,614	6,374,092
2021	3,930,863	2,424 784	1 159,264	755,958	8,270,869
2020	3,989,282	2,060,982	1,601,604	594,913	8,246,781

TRANSPORT VOLUMES

Total transport volume falls by 11.6% Sharpest decline in transit traffic

The recovery in freight volumes seen in 2024 did not continue in 2025. Total transport volume fell by 11.6% year on year to 5.8 million tonnes, dropping below 6 million tonnes for the first time.

Of the four transport sectors, export, import, domestic and transit, the volumes shipped in transit and import fell sharply by 44.4% and 21.9% respectively. Export and domestic volumes, by contrast, rose by 21.5% and 6.6% respectively.

The opposing trends in import and export volumes meant that, for the first time, the two were equal by volume in 2025, at 2.4 million tonnes each. Each sector accounted for 40.6% of the total volume shipped.

Transit traffic, down to 0.7 million tonnes, generated 11.8% of the total volume. Despite its slight increase, domestic traffic, at 0.4 million tonnes or 7.1%, continued to account for the smallest share of the total volume shipped.

A comparison of the two directions of transit traffic shows that the volume shipped through Austria from east to west fell by 50.9% compared with 2024, substantially more than the 16.5% decline in the volume shipped from west to east. This particularly sharp fall in traffic from the east is also reflected in imports: in 2025, 26% less was imported from the east than in the previous year, compared with a decline of just 9% in imports from the west.

Transport performance on the Austrian Danube, calculated as the product of transport volume and transport distance, fell to 5.2 billion tonne-kilometres in 2025, a decline of 20% compared with 2024. On average, each tonne of cargo shipped on the Austrian Danube was carried over a distance of 866 km.



“Thanks to our proactive measures to maintain the fairway, the Danube waterway remained readily navigable in 2025. With innovative solutions such as flexible infrastructure elements, we aim to further optimise conditions for shipping and ecology in the future.”

SIMON HARTL
Waterway Management

PORT TRANSHIPMENT

Decline in waterside port transshipment Ports retain last year's ranking

- Overall waterside transshipment down compared with the previous year
- Only minor percentage changes apart from Ennshafen



In 2025, a total of around 5.5 million tonnes of goods were handled on the waterside at Austrian Danube ports and transshipment sites. Port transshipment fell by 3.4% compared with the previous year, or by just under 200,000 tonnes. There were no changes from the previous year in the ranking of the individual ports and transshipment sites by share of port transshipment.

In 2025, the voestalpine works port in Linz once again recorded the largest transshipment volume among ports along the Austrian Danube. It accounted for 39.8% of the total volume handled on the waterside. This corresponds to a transshipment volume of around 2.2 million tonnes and a decline of 8.1%.

The Port of Vienna, which comprises the ports of Freudenau, Lobau and Albern, recorded the largest relative and absolute increase this year, at 8.8% or just under 100,000 tonnes. With around 1.2 million tonnes, it therefore remains in second place, ahead of the group of other ports that it overtook last year.

The other ports and transshipment sites comprise the waterside transshipment volumes from Aschach, the Linz heavy cargo port, Pöchlarn, Pischelsdorf, Korneuburg and two bunker berths in Vienna. Around 0.9 million tonnes were handled in this port group in 2025 and, with an increase of 4.3%, it can be regarded as stable. The group remains in third place in the ranking, with a share of 16.8%.

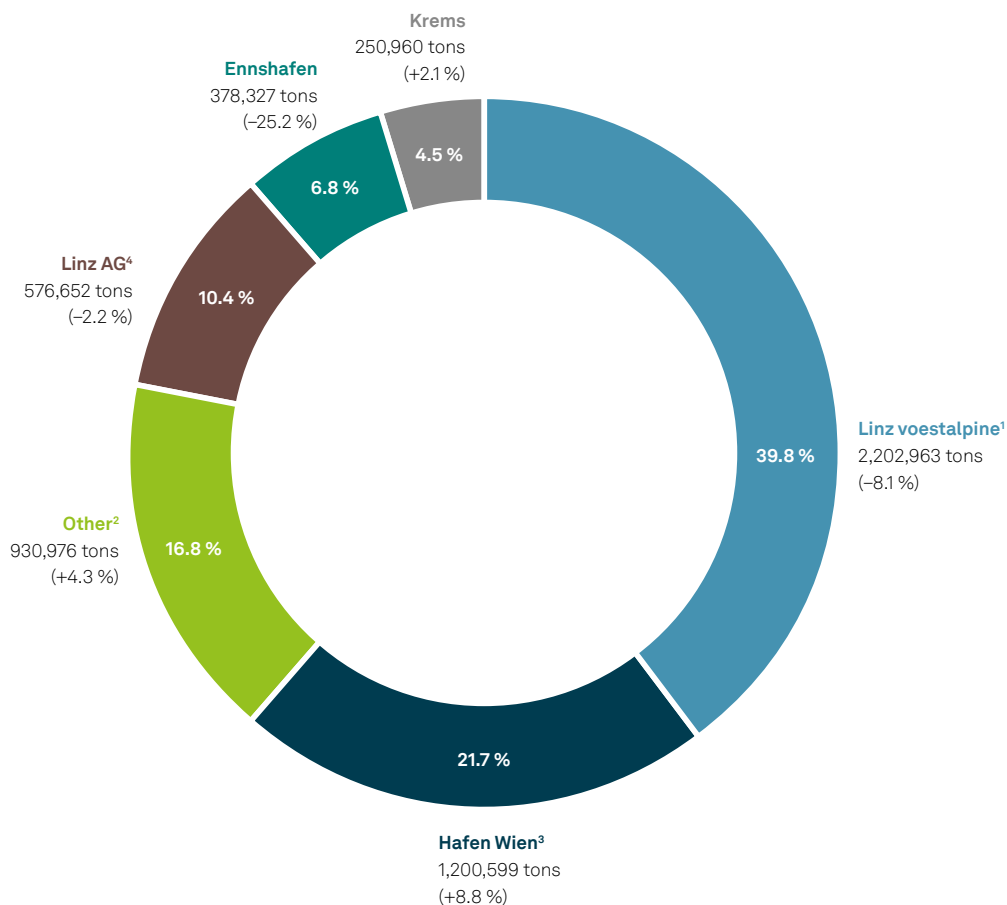
The Linz AG ports (commercial port and oil port) recorded a slight decline of 2.2% and also remained stable, with more than half a million tonnes handled on the waterside and a 10.4% share of the total volume.

Ennshafen recorded the largest relative and absolute decline in 2025 (–25.2% or –130,000 tonnes), but remains in fifth place.

The Port of Krems broadly maintained the previous year's level, with a slight increase of 2.1% and around 0.25 million tonnes handled. The port ranks sixth with 4.5% of total transshipment.

FIGURES DATA FACTS

Waterside transhipment at Austrian Danube ports and transhipment sites 2025



¹ Including waterside transhipment at the facilities of Industrie Logistik Linz GmbH.

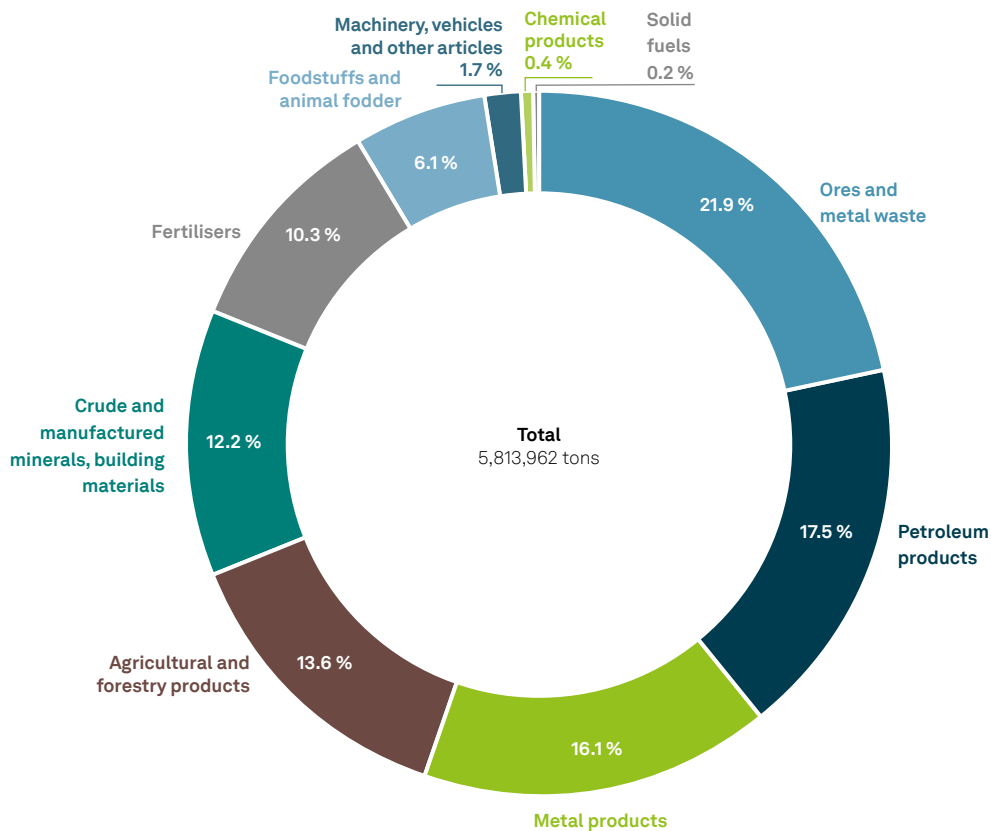
² Other ports and transhipment sites include: Aschach, Schwerlasthafen Linz, Pöchlarn, Pischelsdorf and Korneuburg as well as two bunker berths in Vienna.

³ The three ports of Freudenau, Albern and Lobau (oil port) have been grouped to compile the total turnover figures for the Port of Vienna.

⁴ Data from both the commercial port and the oil port in Linz have been grouped to compile the total turnover figures for the Port of Linz.

FIGURES DATA FACTS

Transport volumes by commodity groups on the Austrian Danube 2025



in tons

Goods classification according to NST/R*	Domestic	Import	Export	Transit	Total	Change
Agricultural and forestry products	25,882	491,403	32,685	241,906	791,875	-48.4 %
Foodstuffs and animal fodder	7,911	180,936	133 023	35,210	357,079	-7.6 %
Solid fuels	0	1,648	973	11,079	13,699	-51.3 %
Petroleum products	259,137	47,914	711,530	0	1,018 581	+14.8 %
Ores and metal waste	0	1,265,523	5,625	0	1,271,148	-21.8 %
Metal products	63,020	138,583	607,327	126,824	935,754	+10.9 %
Crude and manufactured minerals, building materials	53,985	163,468	346,614	142,539	706,606	+9.3 %
Fertilisers	539	60,615	504,778	32,629	598,561	+23.5 %
Chemical products	0	0	0	20,912	20,912	-21.1 %
Machinery, vehicles and other articles	17	10,685	16,165	72,882	99,748	-14.2 %
Total	410,490	2,360,773	2,358,719	683,981	5,813,962	-11.6 %

* NST/R = Standard Goods Classification for Transport Statistics/revised.

Source: Statistics Austria, adapted and graphic by viadonau

COMMODITY GROUPS

Slight overall decline

Ores and metals remain in first place

In 2025, total transport volume on the Austrian section of the Danube was approximately 5.8 million tonnes. This represents a decline of around 11.6%, or approximately 765,000 tonnes, compared with the total volume in 2024.

As in previous years, ores and metal waste ranked first, at just under 1.3 million tonnes. Despite a decline of 21.8% compared with the previous year, this commodity group still accounts for 21.9% of the total volume.

Petroleum products recorded a volume of more than 1 million tonnes, equivalent to 17.5% of the total. The commodity group therefore increased by 14.8% and exceeded one million tonnes for the first time in four years. It ranked second in 2025.

Metal products accounted for around 935,000 tonnes, or 16.1% of the transport volume. With growth of 10.9%, this group increased by more than 90,000 tonnes compared with 2024. It therefore continued the positive trend seen last year.

The transport volume of agricultural and forestry products amounted to around 800,000 tonnes. With a decline of almost 50%, or more than 700,000 tonnes, this commodity group suffered the largest losses. With a share of 13.6% of the total volume, the group moved down to fourth place in the ranking.

The mineral raw materials group maintained the positive trend of the previous year, with an increase of 12.2% and total tonnage of more than 700,000 tonnes. Particularly noteworthy was the 70% increase in exports. With a 9.3% share of the total volume, the commodity group ranks fifth.

Around 600,000 tonnes of fertilisers were transported in 2025, an increase of more than 20%. This was mainly due to substantial increases in imports and domestic traffic. This commodity group accounted for around 10% of total transport volume in 2025.

Foodstuffs and animal fodder recorded a decline of 7.6% in 2025, at around 360,000 tonnes, but their 6.1% share of total volume was higher than in the previous year. The commodity group remains seventh in the ranking.

The shares of the commodity groups machinery, vehicles and other goods (1.7%), chemical products (0.4%) and solid fuels (0.2%) each remained below 5%. All three groups suffered substantial percentage losses (–14.2%, –21.1% and –51.3% respectively). Chemical products and solid fuels therefore swapped places compared with the previous year.

- Ores and metal waste remain in first place
- Sharp decline in agricultural and forestry products
- Half of the commodity groups changed places in the ranking



PASSENGER TRANSPORT

Passenger numbers continue to rise River cruises as popular as before 2020



“Passenger numbers in passenger shipping make one thing clear: The Danube remains a major draw for excursions and tourism. Passenger numbers remained high in 2025, almost reaching pre-pandemic levels. This is a clear confirmation of the quality and appeal of the Austrian Danube.”

SABINE GANSTERER
Projects

Passenger shipping recorded further growth in passenger numbers in 2025. Around 1,205,000 passengers were carried on the Austrian section of the Danube, an increase of 10.0% compared with 2024.

The river-cruise segment continued to grow in 2025, carrying around 530,000 passengers (+12.8% compared with 2024). The number of cabin vessels operating on the Austrian section remained roughly unchanged at 169 in 2025 (−0.6%), six of which were new builds. They completed a total of 5,694 trips (+12.6%). The transport capacity of river cruises was 28,962 passenger seats, equivalent to an average of 171 passenger seats per vessel.

Around 590,000 passengers (+9.3%) were carried on scheduled services in 2025. DDSG Blue Danube Schifffahrt GmbH reported a total of 285,045 passengers (+9.2%) on its scheduled services in the Wachau and Vienna. The Twin City Liner carried 187,038 passengers (+13.4%) between Vienna and Bratislava, while Fähre Dürnstein GmbH & Co KG reported 24,236 passengers (+38.6%) on its Danube taxis in the Wachau.

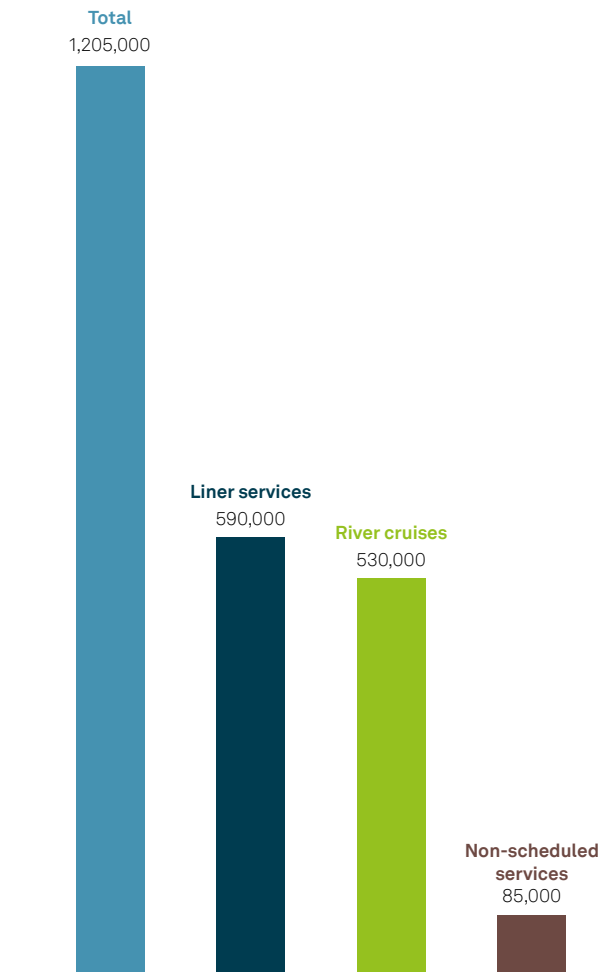
Non-scheduled services remained stable compared with the previous year, carrying around 85,000 passengers in 2025. DDSG Blue Danube Schifffahrt GmbH carried 48,602 passengers (−13.2%) on themed, special and charter trips, while vessels operated by Fähre Dürnstein GmbH & Co KG carried 6,208 passengers (+100.5%) on non-scheduled services. Event-Schifffahrt Haider e.U. recorded 3,684 guests (+18.9%) on the MS Carnuntum, Nostalgie Tours, Video & Consulting GmbH reported 3,258 passengers (+15.8%) on the MS Mariandl on non-scheduled services, and 2,447 passengers (−6.0%) travelled on the Walross operated by Leinen Los GmbH.

Passenger numbers for companies that carried fewer than 2,400 passengers on scheduled or non-scheduled services in 2025 are not shown separately here. No figures are available for the reporting period for other companies operating scheduled or non-scheduled services on the Austrian section of the Danube.

In 2025, 7,277 vessel calls (+11.4%) and 780,312 passengers (+7.4%) were recorded at the Vienna passenger port (Handelskai, Danube Canal and Nussdorf) operated by Wiener Donauraum Länden und Ufer Betriebs- und Entwicklungsgesellschaft m.b.H.

FIGURES DATA FACTS

Passengers on the Austrian Danube 2025*

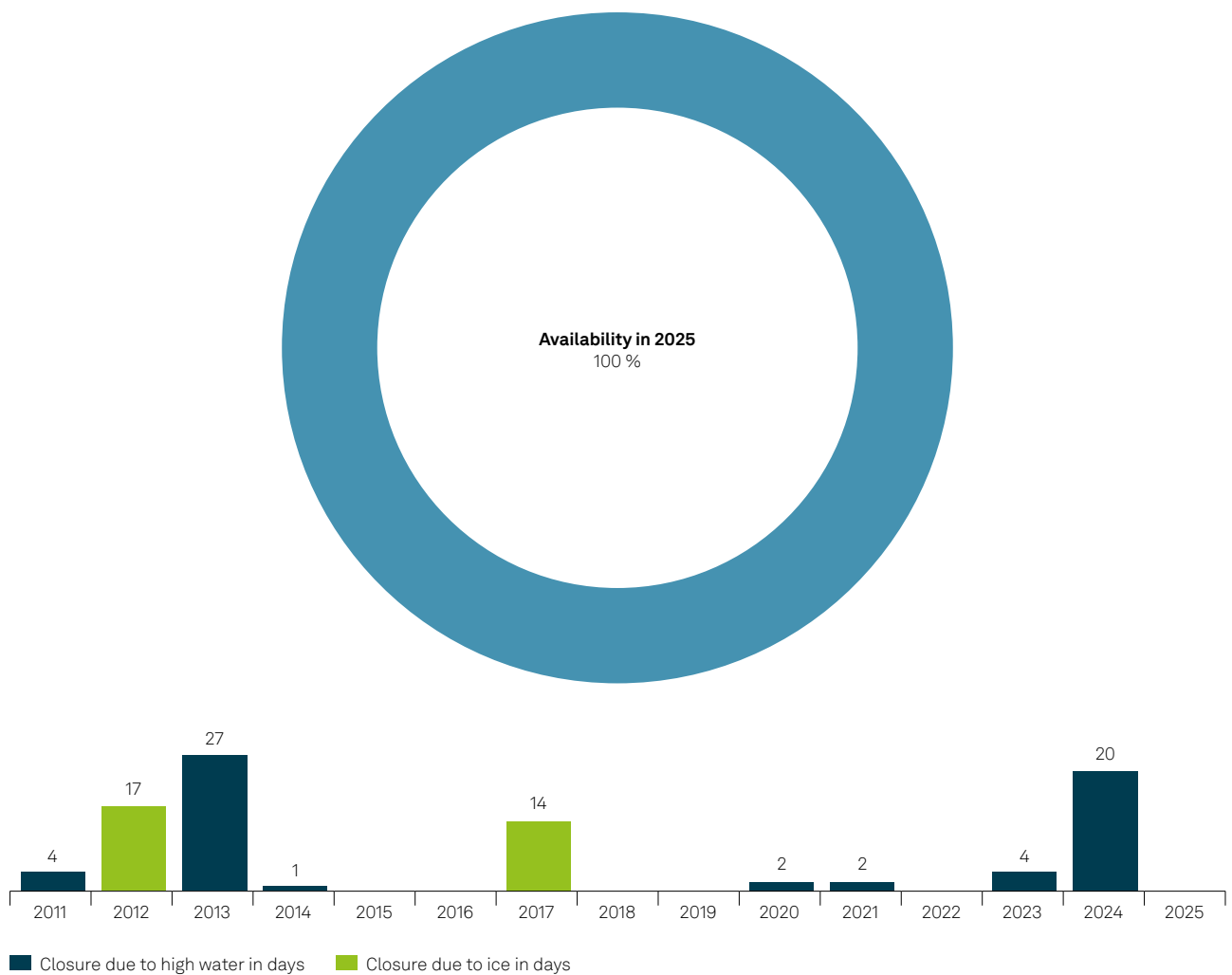


* Since passenger traffic on the Danube in Austria has not been statistically recorded since 2003 due to a change in the legal basis, the passenger figures for scheduled and non-scheduled occasional transport also include estimates based on the assumption of an average capacity utilisation rate of 40% for day excursion vessels. The calculation of the total number of passengers on cabin vessels is based on the number of trips made by these vessels through the Aschach and Freudenau locks. Usually, an average capacity utilisation of 75% is assumed, with a 30% deduction for double counting.

Sources: 1. Wiener Bootstaxi, Ankerplatz Ausflugs KG, Central Danube Region Marketing & Development GmbH, DDSG Blue Danube Schifffahrt GmbH, Donauschifffahrt Wurm & Noé GmbH & Co. OHG, Donau-Taxi Wachau – Fähre Dürnstein GmbH & Co KG, Event Schifffahrt Haider e.U., Genuss-Schifffahrt GmbH, Leinen Los GmbH, Motorboottaxi Wachau, Motoryacht Wachau, Naufahrt Wolfgang Speckner, Nibelungenfahrten Karl Hell, Nostalgie Tours, Video & Consulting GesmbH, ÖGEG Österreichische Gesellschaft für Eisenbahngeschichte GmbH, Slovak Shipping and Ports – Passenger Shipping Inc., viadonau, Wachau Zille, WGD Donau Oberösterreich Tourismus GmbH, Wiener Donauraum Länden und Ufer Betriebs- und EntwicklungsgesmbH, Wikingerabenteuer - Koblmüller Alois

FIGURES DATA FACTS

Navigational closures due to high water and ice 2011–2025



AVAILABILITY OF THE WATERWAY

No official closures 100% availability

The availability of the Austrian section of the Danube waterway averaged 98.3% over the 15-year period from 2011 to 2025, or around 359 days per year. During this period, there were two ice closures with an average duration of just over fifteen days, while in seven years the waterway had to be closed due to high water for an average of just over eight days.

No significant high-water waves were recorded on the Danube in 2025. Danube discharge remained very low throughout the year, which meant that the mean water level (MW 2020) was exceeded at the Wildungsmauer gauge (reference gauge for the section east of Vienna) on only 28 days. As in the previous seven years, there were no closures of the Austrian section of the Danube waterway due to ice formation in 2025. The waterway was therefore available on all 365 days of the year, or 100% of the time.

The Austrian section of the Danube waterway may be closed by the shipping authorities due to extreme weather conditions such as ice formation or flooding. While closures resulting from considerable ice formation are mainly limited to the winter months, usually January and February, flood surges typically occur in the spring or summer months.

Apart from high-water and ice closures, official closures of the Danube waterway may also be imposed due to traffic accidents, lock failures, water pollution, construction work or events. In total, these closures affected Danube shipping for just under two days in 2025. Full closures of lock facilities, i.e. the simultaneous closure of both lock chambers, accounted for around 1.5 days in total in 2025 and affected the Ottensheim, Wallsee and Freudenau lock facilities.

Local waterway closures due to events amounted to just under ten hours in 2025. Between September and November, the Nussdorf lock had to be closed fourteen times for around six hours each due to work on the lock control system. In February and March, the lock was also out of service for just over 44 days due to overhaul work. Work on the flood gate at the Linz commercial port resulted in closures of the port entrance lasting several hours, while the Lobau oil port had to be closed for 7.5 hours due to sounding work.

- Danube availability at 100% in 2025
- No closures due to high water or ice



LOAD FACTOR

Almost continuously low water levels January the most efficient month

Almost continuously low water levels significantly affected freight shipping on the Austrian Danube in 2025. From both a hydrological and logistical perspective, 2025 was also in marked contrast to the previous year.

- Low water levels also in spring and early summer
- 44 days at or below the low navigable water level
- Total: 6,291 transportations



The average daily mean at the Wildungsmauer gauge was 203 cm, 105 cm lower than in 2024. While the daily mean did not reach or fall below the low navigable water level (LNWL 2020) of 155 cm on any day in 2024, this occurred on 44 days in 2025.

A particularly unusual feature of 2025 was the absence, even between March and June, of the high flows normally caused by snow melt and heavy precipitation. High water levels in July, peaking at 516 cm on 30 July, were short-lived and fell again from August to the low levels typical of autumn, before the year's lowest value of 109 cm was reached on 31 December.

The low water flow in 2025 resulted in a correspondingly low vessel load factor, with a monthly average of only 52.6%, a substantial 12.2 percentage points below the previous year's figure. In March, May, July and October, the average load factor was below 50%, reaching a low of 47.9% in October.

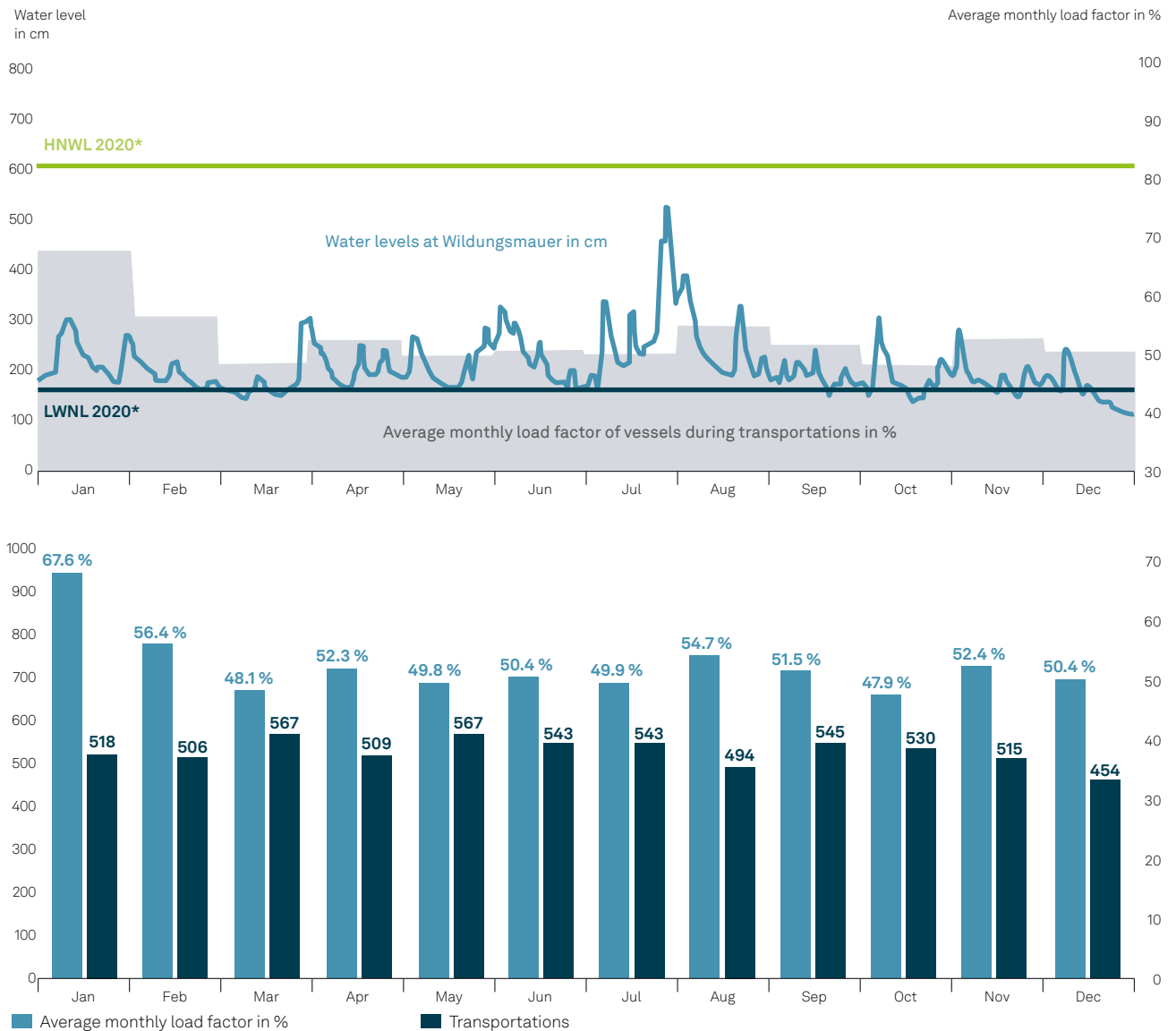
By far the highest average load factor was recorded in January at 67.6%. At 0.6 million tonnes, January was also the month with the highest monthly transport volume of the year.

Thanks to the high load factor, this volume could be transported in just 518 transportations, making January by far the most efficient month of the year for shipping.

The total transport volume of 5.8 million tonnes was carried in a total of 6,291 transportations on the Austrian Danube. This corresponds to a monthly average of 0.5 million tonnes and 524 transportations.

FIGURES DATA FACTS

Water levels and resulting load factors of cargo vessels in 2025 using the Wildungsmauer gauge of reference



***LNWL 2020 (low navigable water level):** This water level exceeded on 94.0% of days in a year during ice-free periods with reference to a 30-year observation period (1991–2020). The current LNWL value for the water gauge Wildungsmauer is 155 cm.

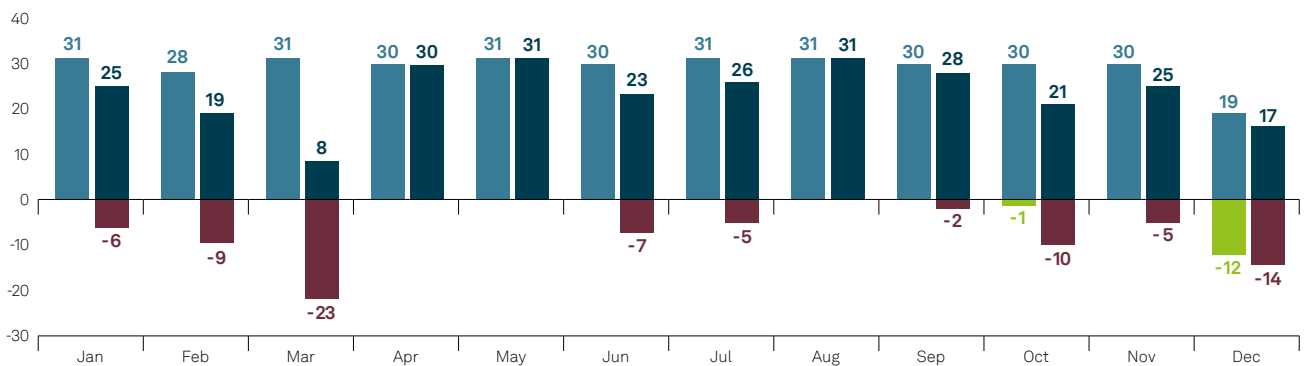
***HNWL 2020 (highest navigable water level):** This value represents the water level corresponding to the discharge exceeded on 1.0% of days in a year with reference to a 30-year observation period (1991–2020). At Wildungsmauer, the highest navigable water level is currently 605 cm.

Sources: Statistics Austria, adapted by viadonau

FIGURES DATA FACTS

Minimum continuously* available fairway depths in days on the free-flowing stretches of the Danube 2025

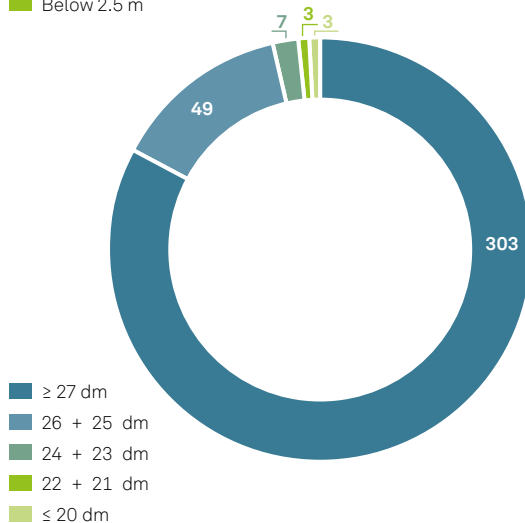
in days



Wachau

Kienstock gauge of reference;
Minimum fairway depths in days

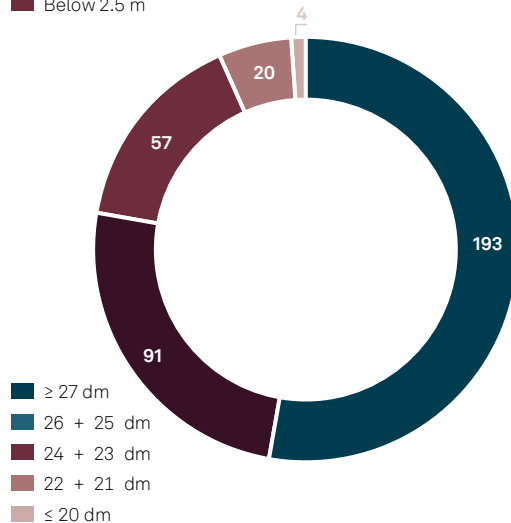
■ Above 2.5 m
■ Below 2.5 m



East of Vienna

Wildungsmauer gauge of reference;
Minimum fairway depths in days

■ Above 2.5 m
■ Below 2.5 m



*Based on the fairway width required for a four-unit pushed convoy travelling downstream without encountering other vessels. Fairway width depends on the river bend radii involved.

Source: viadonau

FAIRWAY DEPTHS

Several low-water periods Insufficient depths following high water

In operational terms, the first quarter of 2025 was still characterised by clean-up work following the high-water wave that had occurred the previous September. As dredging work had to be carried out in parallel and equipment availability was limited, insufficient depths could not be rectified at all fords simultaneously. The dredging areas were worked through sequentially according to a needs-based order of priority.

Danube discharge remained below the 2024 level in 2025. The daily mean water level at the Wildungsmauer gauge (reference gauge for the Danube section between Vienna and Bratislava) was above mean water level on only 28 days, a marked decline from the 200 days above mean water level in the previous year (MW 2020; –86.0% compared with 2024).

Several low-water periods also resulted from the low Danube discharge in 2025. In spring, autumn and winter, water levels at the Wildungsmauer gauge (free-flowing section east of Vienna) fell below the low navigable water level on around 15 days in each period. Low water was therefore recorded on 44 days, or 12% of the year. Compared with water levels over the past 30 years, new record lows were recorded several times in the first half of 2025.

In 2025, fairway depths of more than 2.5 m were recorded in the deep channel of the free-flowing Danube section in the Wachau on 352 days, or 96.4% of the year (–3.6% compared with 2024).

In the free-flowing section east of Vienna, a minimum fairway depth of 2.5 m was unavailable on 81 days of the year. However, on 70% of these days (57 days), the shortfall from the target depth of 2.5 m was no more than 2 dm. Fairway depths of more than 2.5 m were therefore recorded in the deep channel of this free-flowing section on 284 days, or 77.8% of the year (–14.3% compared with 2024).

At the relevant shallow areas in the Wachau and east of Vienna sections, fairway depths of less than 2.3 m were recorded on 24 days in 2025. Conversely, fairway depths of at least 2.7 m were available to shipping on 193 days.

The minimum available fairway depths for the two free-flowing sections of the Austrian Danube (Wachau and east of Vienna) were determined from all hydrographic surveys of the riverbed published by viadonau in 2025. The values were assessed in combination with water level hydrographs relevant to shipping (average daily water levels at the two reference gauges: Kienstock and Wildungsmauer). The reference was a deep channel within the fairway maintained as continuously as possible, representing the fairway width required for a four-unit pushed convoy travelling downstream without oncoming traffic.

- 284 days, or around 78%, with 2.5 m fairway depth available in the deep channel east of Vienna
- 352 days, or around 96%, with 2.5 m available in the Wachau



TRANSPORT DENSITY

Volume ratios remain stable Largest freight volumes in the east

Despite the sharp year-on-year decline in the total volume carried on the Austrian Danube in 2025, there was little change in the relative volumes at the individual ports and transshipment sites or between the two transport directions.

- 3.2–3.6 million tonnes between Linz and Vienna
- 3.1 million tonnes upstream



As before, freight volumes transported through the individual sections increase from west to east, meaning that the sections from the German-Austrian border to Aschach and from Aschach to Linz, at 2 million tonnes each, remained those with the lowest cargo volumes. By contrast, the section between Vienna and the Austrian-Slovak border, at 4.1 million tonnes, remained the section with the highest cargo volume.

The ratio of volumes shipped across the western and eastern borders of the Austrian Danube is therefore around 1:2. Cargo volumes of between 3.2 million and 3.6 million tonnes are found in the central sections of the Austrian Danube between Linz and Vienna.

In 2025, 3.1 million tonnes were shipped upstream, i.e. westbound, while 2.7 million tonnes, 13% less, were transported downstream, i.e. eastbound, by inland waterway vessel. The two largest freight flows in 2025, at 1.7 million tonnes each, were upstream imports and downstream exports.

An average of 16,258 tonnes was shipped per kilometre of the 351-kilometre Austrian Danube section in 2025. An average of 15,612 tonnes per day was transported in 2025.

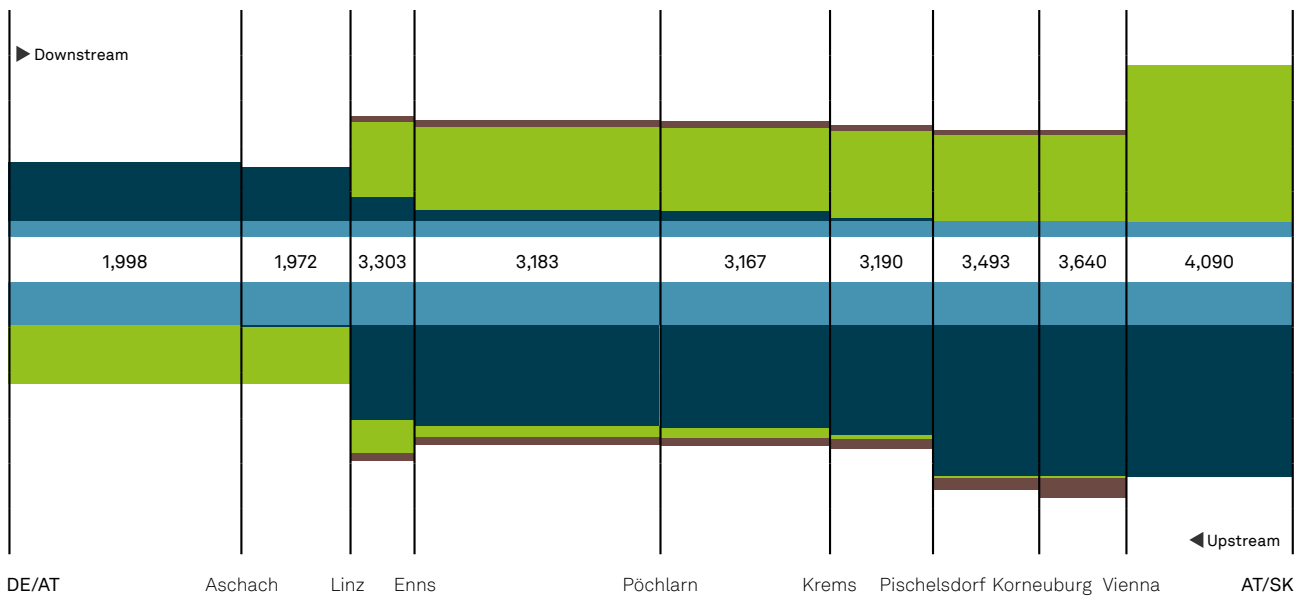
* Excluding transport within a port location.

FIGURES DATA FACTS

Density of freight traffic on the Austrian Danube 2025

in 1,000 tons

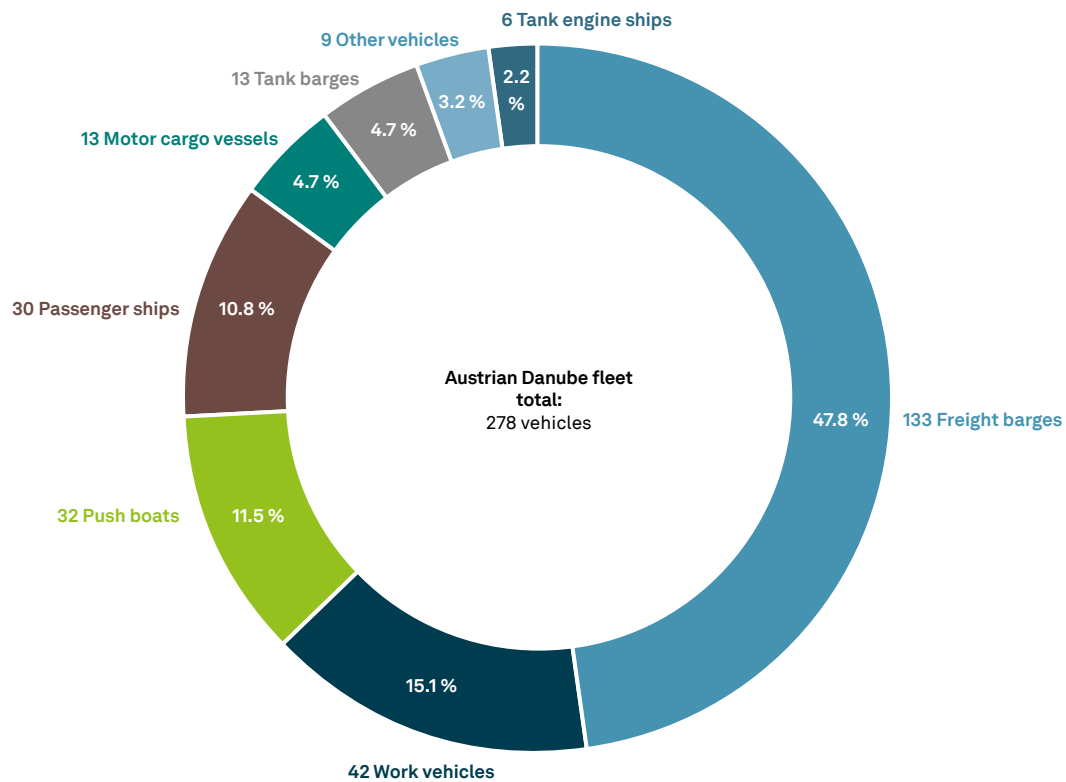
■ Import ■ Export ■ Transit ■ Domestic



Section	Length in km	Import		Export		Domestic		Transit		Total		Total
		upstr.	d'str.	upstr.	d'str.	upstr.	d'str.	upstr.	d'str.	upstr.	d'str.	
in 1,000 tons												
Border DE/AT–Aschach	63.21	0	667	647	0	0	0	490	194	1,137	861	1,998
Aschach–Linz	31.30	16	625	647	0	0	0	490	194	1,153	819	1,972
Linz–Enns	16.87	1,040	384	147	889	95	64	490	194	1,772	1,531	3,303
Enns–Pöchlarn	67.63	1,113	144	142	935	98	67	490	194	1,843	1,340	3,183
Pöchlarn–Krems	46.20	1,122	119	142	935	98	67	490	194	1,852	1,315	3,167
Krems–Pischelsdorf	26.30	1,228	44	108	962	101	63	490	194	1,927	1,263	3,190
Pischelsdorf–Korneuburg	29.60	1,606	4	33	984	120	62	490	194	2,249	1,244	3,493
Korneuburg–Vienna	23.64	1,651	4	33	984	222	62	490	194	2,396	1,244	3,640
Vienna–Border AT/SK	45.76	1,694	0	0	1,712	0	0	490	194	2,184	1,906	4,090

FIGURES DATA FACTS

Overview of the Austrian Danube fleet* according to vehicle type 2025



* The Austrian Danube fleet encompasses vehicles of category 1 according to Section 3 of the Vessel Technology Regulation (Schiffstechnikverordnung), which are defined as follows: a vehicle whose length (L) is 20 m or more or whose product of length (L), breadth (B) and draught (D) is 100 m³ or more, or which is intended to carry more than 12 passengers (passenger vessels), a floating device or a tug or push boat intended to tow, push or carry such vessels coupled to it.

Sources: Register of inland vessels, Vienna; Supreme Navigation Authority within the Federal Ministry of Innovation, Mobility and Infrastructure; viadonau

AUSTRIAN DANUBE FLEET

Austrian Danube fleet slightly smaller Freight barges and lighters remain the largest group

In 2025, the Austrian Danube fleet comprised 278 vessels (12 fewer than in the previous year) with an average age of 47 years. The Danube fleet includes Category 1 vessels registered in Austria in accordance with Section 3 of the Vessel Technology Regulation (Schiffstechnikverordnung). The vessels are categorised according to the vessel types specified in UNECE Recommendation No. 28.

Just under half of the vessels can be classified as non-motorised freight barges and lighters (133 vessels or 47.8%). They are on average 43 years old, 68.7 metres long and 10.1 metres wide, with a draught of 2.5 metres and a deadweight capacity of 1,629.6 tonnes.

The second largest category in 2025 was work vessels, such as construction vessels and floating equipment, with 42 units (15.1%) and an average age of 47 years.

Push boats ranked third. A total of 32 vessels (11.5%) were registered in Austria in 2025. They are on average 50 years old, 31.0 metres long and 8.9 metres wide, with a draught of 1.6 metres and engine power of 1,323 kW.

Passenger ships ranked fourth, with 30 vessels or 10.8% of the Austrian Danube fleet. These vessels are predominantly excursion boats. Only one cruise ship with 164 passenger berths is registered in Austria. The passenger ships are on average 51 years old and have an average passenger capacity of 264 people.

The Austrian Danube fleet also included 13 motor cargo vessels (4.7%). They are on average 46 years old, 91.9 metres long and 10.9 metres wide, with a draught of 2.5 metres, a deadweight capacity of 1,685.5 tonnes and engine power of 1,051 kW.

Thirteen tank barges and lighters were registered in Austria (4.7%). They are on average 39 years old, 77.6 metres long and 10.4 metres wide, with a draught of 2.8 metres and a deadweight capacity of 1,615.2 tonnes.

A further nine vessels (3.2%) are grouped in the "Other vessels" category. These include, for example, recreational boats over 20 metres in length and ferries.

Finally, six motor tankers or bunker boats were registered in Austria. They are on average 67 years old, with a deadweight capacity of 459.6 tonnes and engine power of 354 kW.

- The Austrian Danube fleet comprised 278 vessels with an average age of 47 years in 2025.
- Freight barges and lighters were the most common vessel type, accounting for 47.8% of the fleet.
- Work vessels ranked second at 15.1%



LOCKED-THROUGH VESSEL UNITS

76,559 units locked through Increase in passenger traffic

- 11.4% decline in freight vessels locked through compared with the previous year
- 10.1% increase in passenger transport compared with 2024



Through the nine Austrian lock facilities (excluding the Jochenstein power plant on the Austrian-German border), a total of 76,559 vessel units in passenger and freight transport were locked through upstream and downstream in 2025. These included 19,229 motor cargo vessels and motor tankers (–8.2% compared with 2024), 10,382 push boats (–16.8%) and 46,948 passenger vessels (+10.1%). As part of convoys, 22,234 cargo and tank lighters or barges (–5.5%) were locked through. Across all vessel and convoy types in freight and passenger transport, this represents a slight overall increase of 0.6% in vessel units locked through compared with 2024.

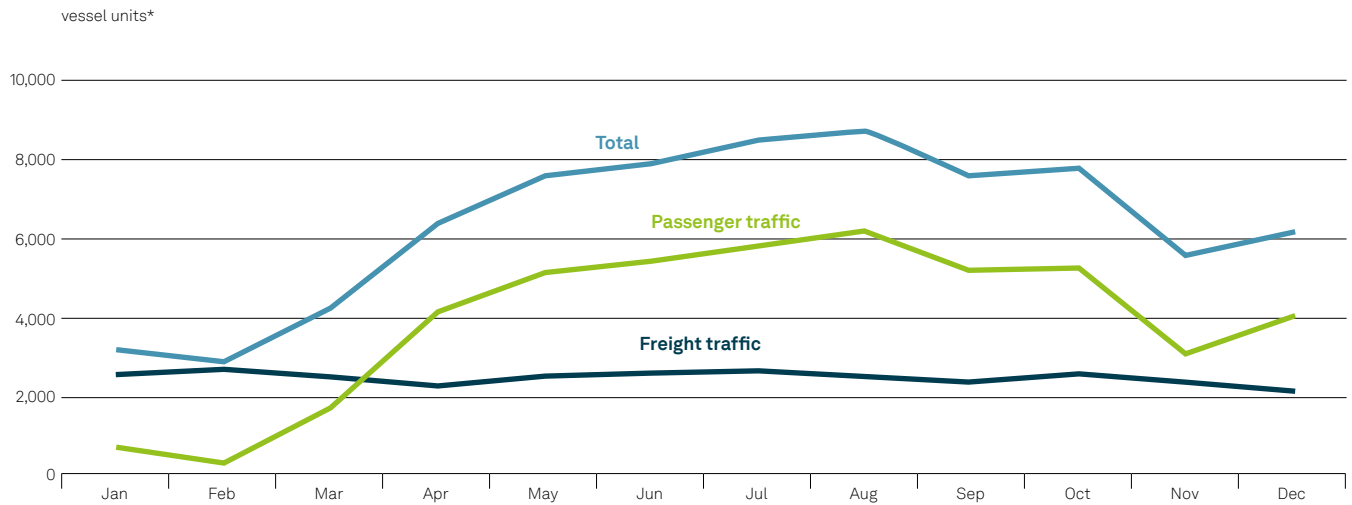
Overall, 2025 showed a slight upward trend in traffic volume, although this was confined to passenger transport. In freight transport, there was a marked decline in vessel units locked through on the Austrian Danube (down 11.4%, or 3,822 fewer units than in 2024). Passenger transport, by contrast, recorded a substantial year-on-year increase (up 10.1%, or 4,314 more vessel units than in 2024). Freight transport accounted for 39.7% of total vessel traffic in 2025 (–4.3 percentage points compared with 2024), while passenger transport accounted for 60.3% (+4.3 percentage points).

For 2025 as a whole, average vessel traffic at an Austrian Danube lock amounted to 8,506 convoys or individual vessels (55 more vessel units than in 2024). This equated to 708 (+4) vessel movements per month and 23.6 units locked through per lock per day. As in previous years, the Freudenu lock (Vienna) recorded the highest vessel traffic, with 10,162 vessel units (–0.2% compared with 2024), followed by the Greifenstein lock with 8,991 units. The lowest number of vessels was locked through at Aschach, with 7,558 units.

In addition to the commercial freight and passenger shipping units locked through at the Austrian Danube locks, 7,921 small recreational craft (–7.6% compared with 2024) and 1,630 other vessel units, such as official and emergency-service vessels, were also locked through in 2025.

FIGURES DATA FACTS

Vessel units* in freight and passenger transport locked through Austrian Danube locks in 2025



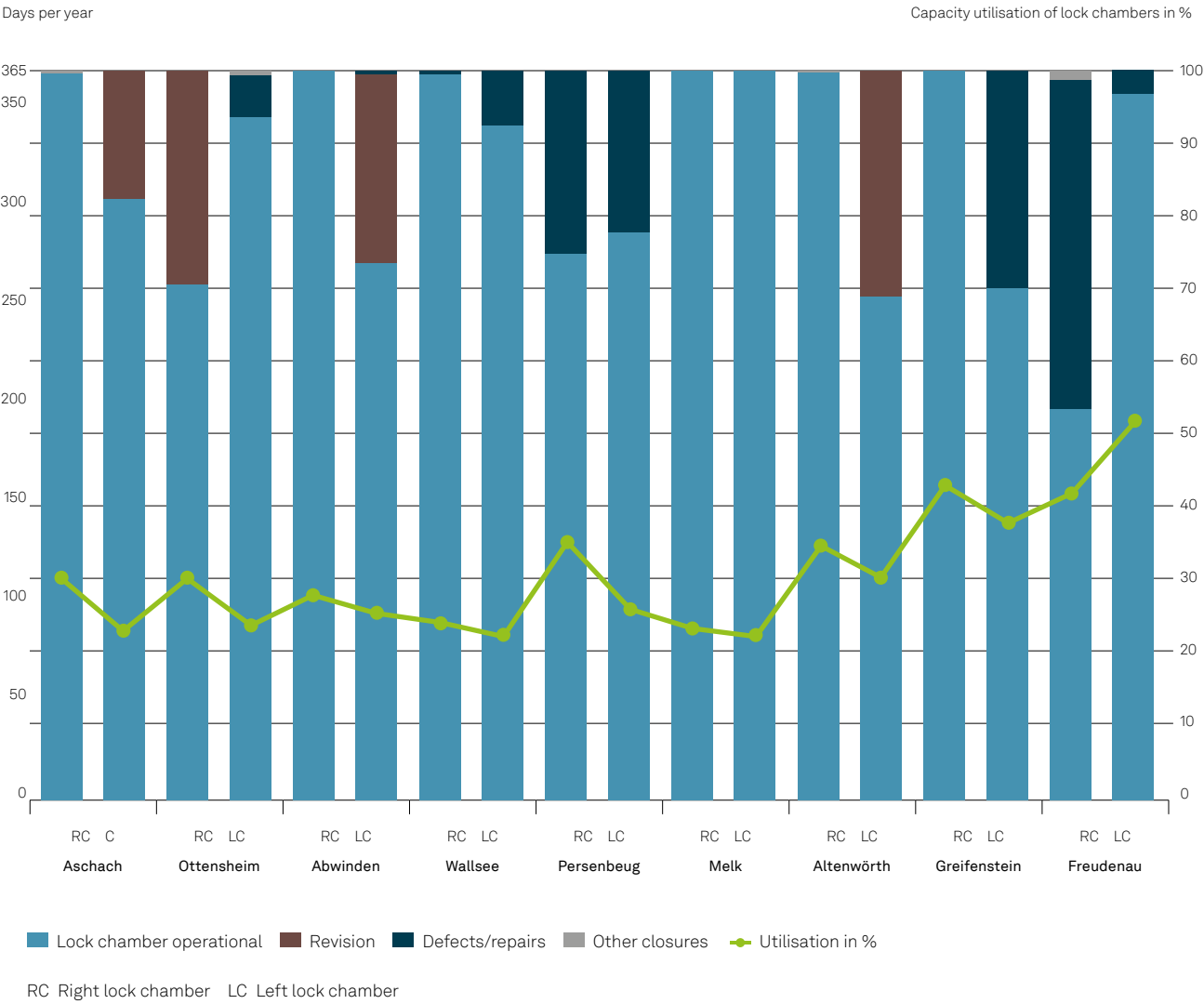
	Freight traffic	% to previous year	Passenger traffic	% to previous year	Total	% to previous year
2025	29,611	-11.4	46,948	+10.1	76,559	+0.6
2024	33,433	+4.5	42,634	+4.1	76 067	+4.3
2023	32,001	-9.4	40,963	+0.5	72,964	-4.07
2022	35,302	-14.8	40,756	+162.5	76,058	+33.5
2021	41,432	-7.1	15,524	+107.0	56,956	+9.4
2020	44,575	-2.9	7,501	-85.7	52,076	-47.0

* Vessel units in freight transport include convoys (pushers, motor cargo vessels and motor tankers with cargo and tank lighters or barges) and individual vessels (motor cargo vessels and motor tankers or individual pushers and tugs). The passenger vessels are day-trip vessels and cabin vessels.

Source: viadonau

FIGURES DATA FACTS

Availability of Austrian Danube locks 2025



AVAILABILITY OF LOCK CHAMBERS

99.58% continuous availability

Average chamber utilisation around 32%

In their capacity as large-scale technical installations, the nine Austrian Danube locks require periodic maintenance to ensure their functionality, operational safety and consequently the smooth flow of shipping traffic. These lock overhauls and necessary major repairs accounted for around 77.9% of all closure days across the 18 lock chambers in 2025.

The average duration of the overhauls in the winter half-year 2024/25, which were completed in spring 2025, was 161 days per chamber.

Other causes of lock closures included repairs undertaken during the year due to technical failures. These accounted for a total of around 20.9% of all closure days. In addition, around 1.2% of closure days were caused by planned conversion and maintenance work, dredging in the lock area, surveys, water pollution and accidents.

No weather-related closures due to high water or ice were recorded in 2025.

The 18 chambers of the Austrian Danube locks were continuously available for just over 363.5 days (99.58%) in 2025. During the busiest months for passenger, sports and recreational boating, from April to October, only one lock was completely out of service for a short period. This was due to a malfunction in the left chamber of the Freudenau lock while the other chamber was undergoing repairs. The total closure lasted around 22 hours.

During the quieter months from November to March, only two locks were completely out of service for a short period. One incident involved an accident at the Ottensheim lock in January while the second chamber was undergoing an overhaul. A similar situation occurred at the Wallsee lock in December. Here, a brief technical defect affected the right chamber while the second chamber was undergoing repairs. On average, this resulted in a full closure of around five hours.

The statistical utilisation rate of the individual lock chambers averaged around 32% in 2025. Utilisation varied considerably by location. The Freudenau lock reported the highest average utilisation rate, as in previous years, at around 47%. This was followed by the Persenbeug lock at just under 38%. The Melk lock recorded the lowest utilisation rate at around 23%. The utilisation rate of a lock chamber corresponds to its 'occupancy time', i.e. the total period from the entry of the first vessel to the exit of the last vessel locked through together, assuming 24/7 availability of the lock chambers and taking lock closures into account.

- 99.58% continuous availability of Austrian lock facilities in 2025
- Lock overhauls take place during the low-traffic period from November to March to avoid waiting times



WAITING TIMES AT LOCKS

Only 7% of vessels had to wait Average waiting time of 41 minutes

On average in 2025, 7% of all vessel units in large-scale shipping (freight and passenger vessels) experienced waiting times at the nine Danube locks on the Austrian section of the Danube. The average waiting time for these 7% over the year as a whole was 41 minutes.

- No waiting times at locks for 93% of all vessel units in large-scale shipping in 2025
- Average waiting time of 41 minutes for 7% of vessels



Major factors influencing waiting times include lock availability as well as traffic volume. Around 80% of waiting times can be attributed to the unavailability of lock chambers due to overhauls, repairs/malfunctions or necessary repairs following accidents. The remaining 20% is largely divided between traffic-related causes, unusual events and regular operations.

After adjusting for the effects of lock overhauls, unplanned repairs and increased traffic volume, only 0.5% of vessels experienced operational waiting times, averaging around 12 minutes.

A detailed analysis gives the following picture:

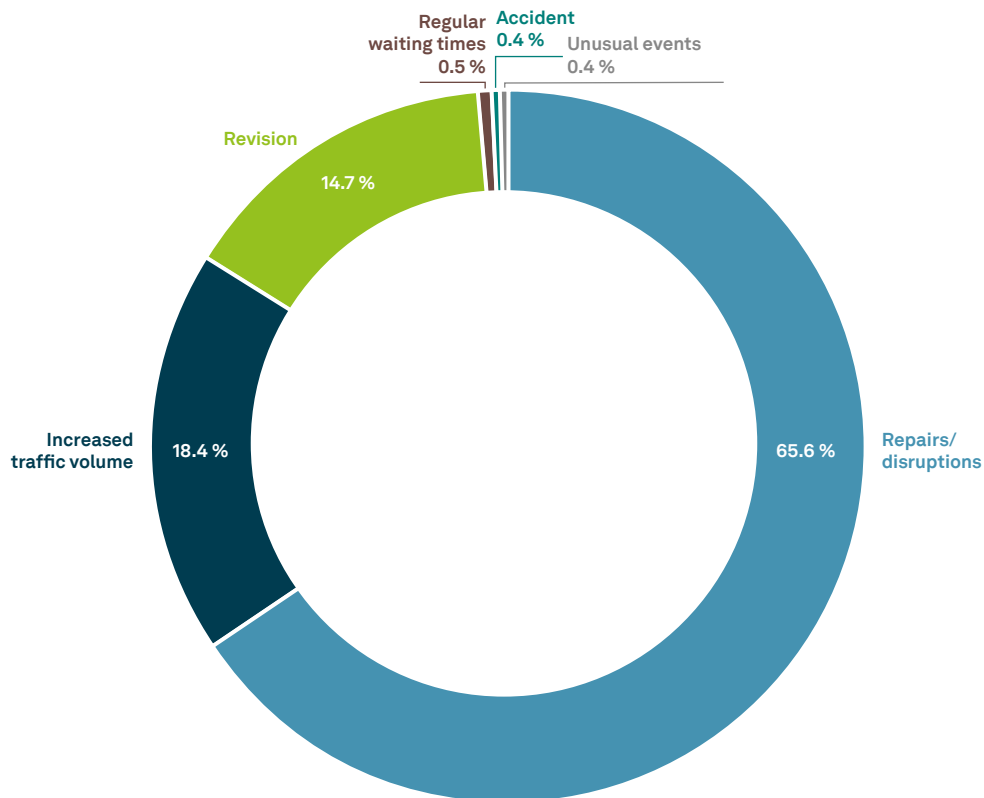
14.7% of waiting times were caused by overhauls of lock chambers at Altenwörth, Abwinden and Ottensheim, as well as the overhaul of the Aschach lock chamber that began in autumn.

The majority of waiting times, around 65.6%, were caused by repairs/malfunctions during the year and closures due to dredging or surveying. A small proportion of 0.4% was attributable to an accident in the lock area at the Ottensheim lock facility.

A further 18.4% of waiting times were caused by increased traffic volumes. This includes situations in which more vessels are waiting in front of a lock at the same time than can fit in one chamber. Several rescue operations and a statistical survey of transit traffic affected shipping and accounted for 0.4% of waiting times, while only 0.5% of waiting times were directly within the operational control of lock supervision staff.

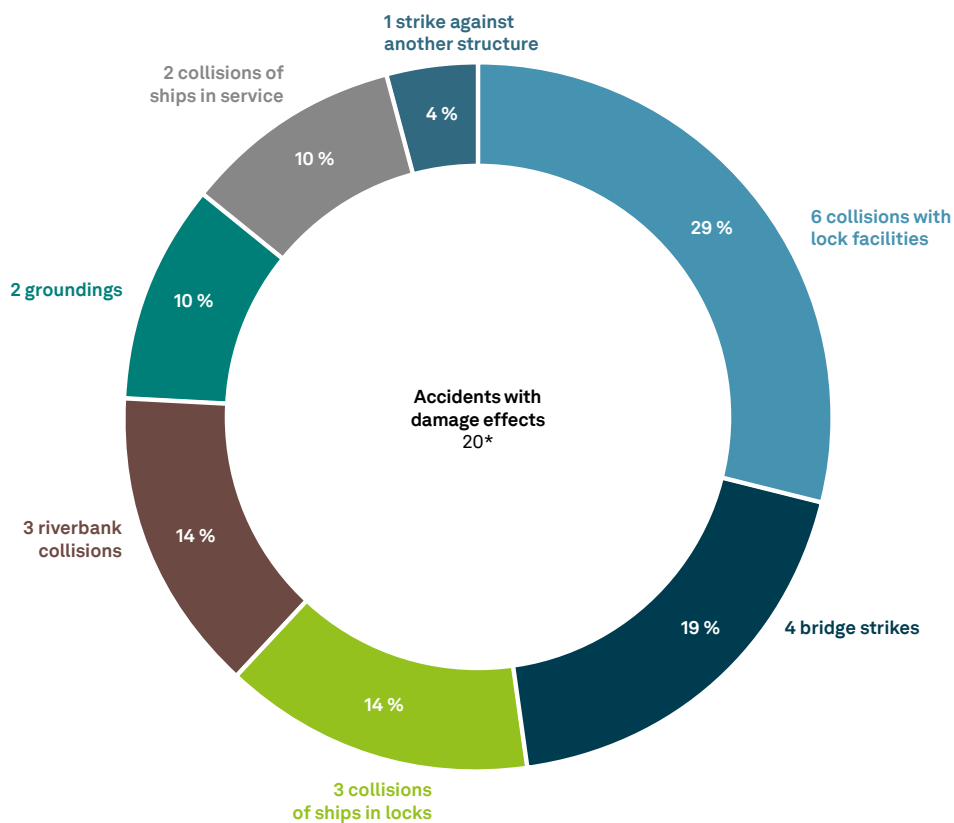
FIGURES DATA FACTS

Causes of waiting times at Austrian Danube locks 2025



FIGURES DATA FACTS

Traffic accidents according to type of damage on the Austrian Danube 2025



*In the course of a riverbank collisions, there was also a contact with a another structure (not a lock).

Source: Supreme Navigation Authority within the Federal Ministry of Innovation, Mobility and Infrastructure, adapted by viadonau

ACCIDENTS

Strikes the most common accident type

Accident numbers remain consistently low

Danube shipping has an unrivalled safety record compared with the land transport modes of rail and road. In 2025, a total of 20 traffic accidents causing damage (property damage and/or personal injury) occurred on the Austrian section of the Danube waterway and involved large-scale shipping (passenger and freight vessels or convoys). Freight vessels were involved in 13 accidents and passenger vessels in a further nine cases. One accident also involved a work vessel.

Broken down by accident type, there were six strikes against lock facilities and four bridge strikes. Three accidents each involved riverbank strikes and collisions between vessels in locks. There were also two groundings, two collisions between vessels under way and one strike against another structure (excluding locks). One accident involved both a riverbank strike and damage to a structure.

In freight and passenger shipping on the Austrian section of the Danube, one accident in 2025 resulted in personal injury, with one person suffering minor injuries. No fatalities were reported. There were also no cases of water pollution or cargo spills in 2025.

Most accidents in 2025 occurred in the vicinity of lock facilities (during lockage or upstream or downstream of the lock). A total of nine accidents were recorded here, six involving strikes against the lock facility itself and three involving collisions within the lock.

A total of six accidents were recorded on dammed sections in 2025, including three bridge strikes, two riverbank strikes and one collision between vessels under way.

One grounding occurred on the free-flowing section of the Danube east of Vienna. A total of four accidents occurred on the free-flowing section of the Danube between Melk and Krems (Wachau): one bridge strike, one grounding and one collision between vessels under way. A further accident involved both a riverbank strike and damage to a structure.

In recreational boating, which is not included in the accident statistics described above (except for collisions with large-scale shipping), two accidents causing damage occurred on the Austrian section of the Danube in 2025. These involved a riverbank strike and a collision between two recreational boats, in which six people were seriously injured and water pollution occurred.

- Most frequent accident types:
Strikes against lock facilities and bridges
- Personal injuries:
1 person injured, no fatalities
- Freight vessels were involved in 13 accidents, passenger vessels in 9 and a work vessel in one



MODAL SPLIT

85.4 million tonnes transported

Road freight transport dominates

A total of 85.4 million tonnes of goods were transported across borders in 2025 within the Austrian Danube corridor by road, rail and the Danube. This represents a slight decline of 1.7% compared with 2024.

- Road's share of the modal split unchanged
- Rail dominant in upstream transit
- Danube share between 2% and 18%



At 55.7 million tonnes of cross-border freight, road freight transport accounted for by far the largest share of the modal split, followed by rail at 24.3 million tonnes. Inland waterway transport made the smallest contribution, at 5.4 million tonnes.

While road's share of the modal split remained unchanged from the previous year at 65% in 2025, rail increased by one percentage point to 29%. The Danube waterway's share, by contrast, fell by one percentage point to 6%.

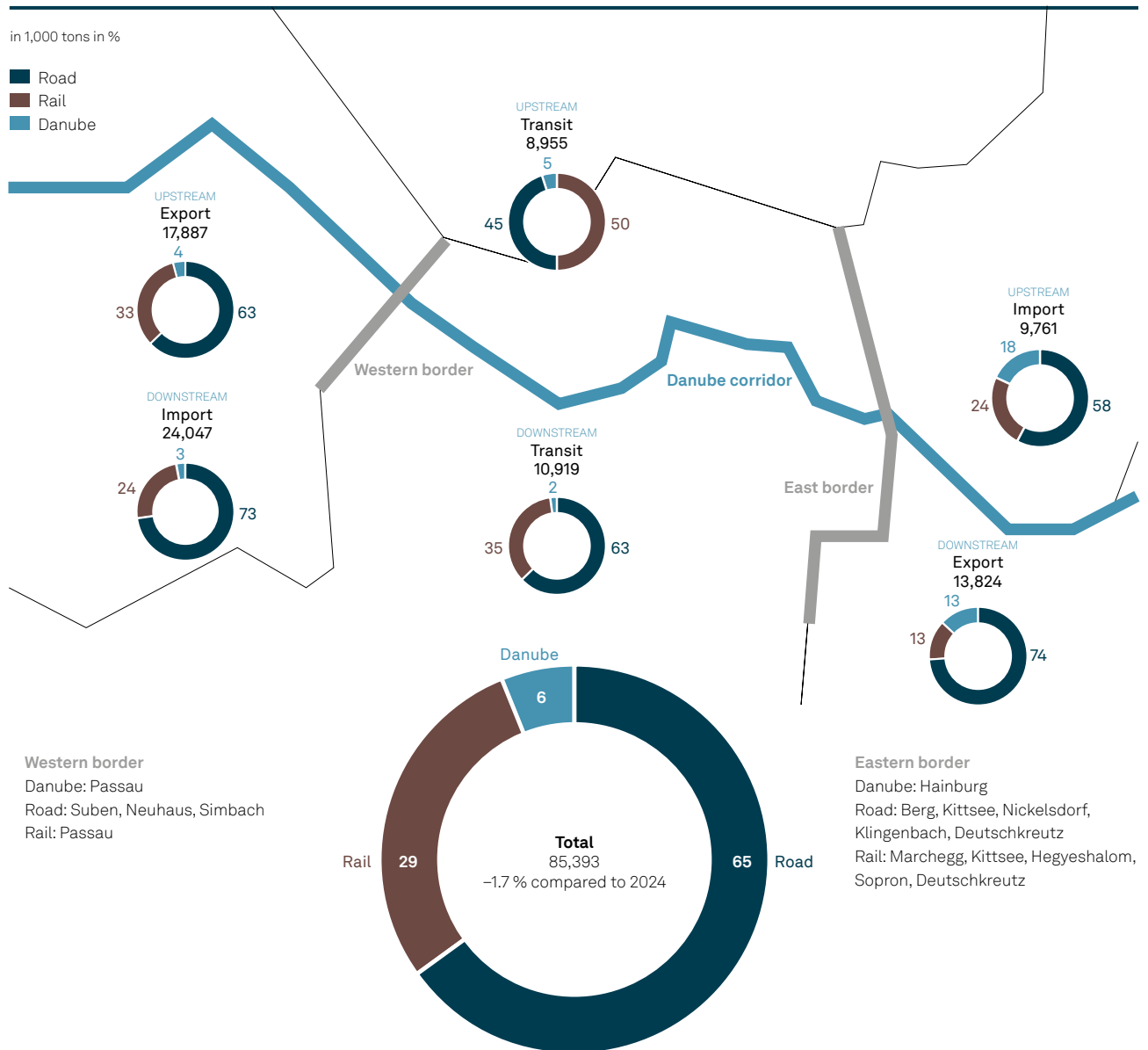
Looking at the individual transport sectors and directions, road is the dominant mode in almost all subcategories, with a share of up to 74% (downstream exports). Rail leads only in upstream transit, with a share of 50%.

The Danube's share ranged from 2% (downstream transit) to 18% (upstream imports) in 2025. Its share of downstream export traffic was still 13%.

Since 1995, over a period of 30 years, the modal split in the Austrian Danube corridor has changed as follows: Road freight's share rose by 27 percentage points from 38% to 65%, while rail's share fell by 9 percentage points from 38% and inland waterway transport's share by 18 percentage points from 24%.

FIGURES DATA FACTS

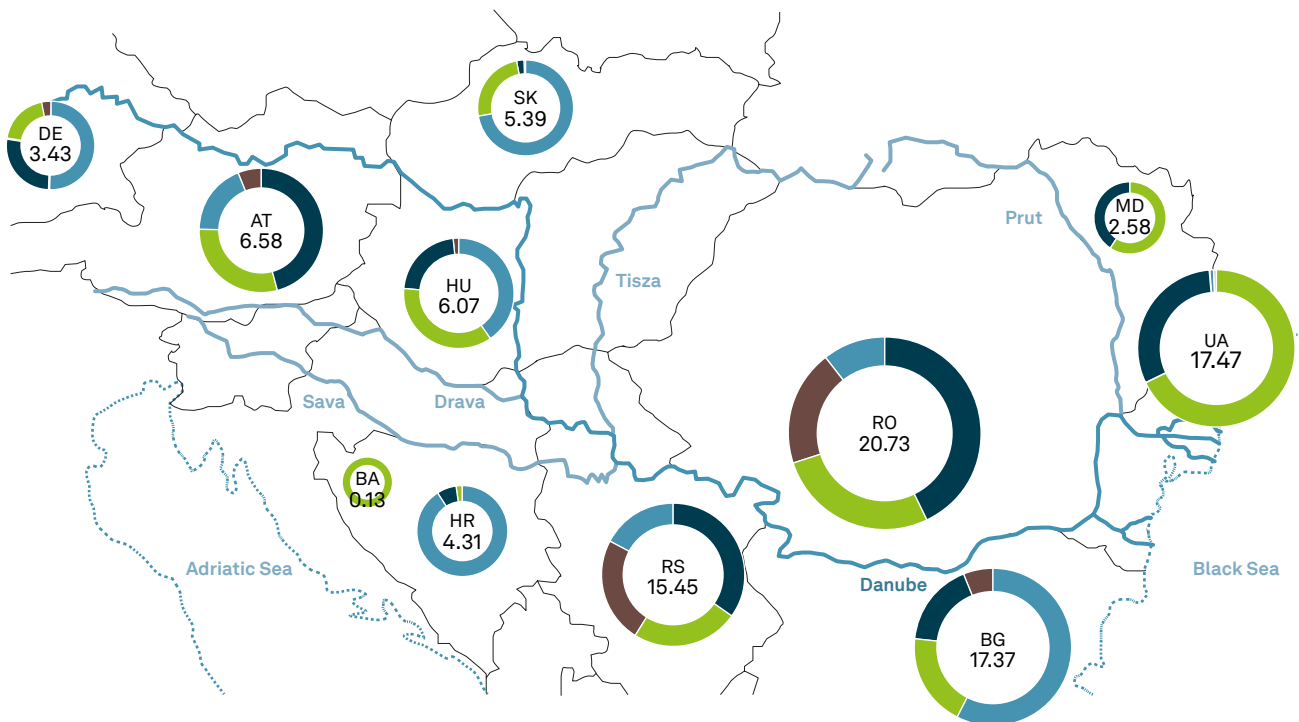
Cross-border freight traffic in the Austrian Danube corridor 2025



FIGURES DATA FACTS

Freight transport on the entire Danube 2024

in millions of tons

■ Import
 ■ Export
 ■ Transit
 ■ Domestic


in millions of tons	DE ¹	AT	SK	HU	HR	BA	RS	RO	BG	MD	UA
Export	0.67	1.94	1.33	2.18	0.09	0.13	3.74	5.64	3.35	1.53	11.88
Import	0.92	3.02	0.14	1.33	0.30	0.00	5.39	8.90	2.98	1.05	5.36
Transit	1.74	1.23	3.90	2.46	3.92	0.00	2.64	2.17	10.00	0.00	0.15
Domestic	0.10	0.39	0.02	0.10	0.00	0.00	3.68	4.02	1.04	0.00	0.08
Total	3.43	6.58	5.39	6.07	4.31	0.13	15.45	20.73	17.37	2.58	17.47

¹ Administrative districts of Upper Palatinate and Lower Bavaria

FREIGHT TRANSPORT ON THE ENTIRE DANUBE 2024

46.9 million tonnes in the Danube region

Sharp decline in Ukraine

In 2024, 46.9 million tonnes of goods were shipped in the Danube region, including Bosnia and Herzegovina, which is connected to the Danube via the Sava. This represents a decline of 8.3 million tonnes, or 15%, compared with 2023.

Looking at the transport volumes recorded separately for each country, it is clear that the decline in volume is largely attributable to the sharp fall in Ukraine's transport volume. While 32.2 million tonnes were shipped on the Ukrainian section of the Danube in 2023, this figure fell by a substantial 45.7% to 17.5 million tonnes in 2024. With the exception of imports, which recorded a slight increase of 5.8% in 2024 compared with 2023, the other transport sectors on the Ukrainian Danube fell sharply, by 55.5% in exports, 46.4% in transit and 46.2% in domestic traffic.

Of the 17.5 million tonnes shipped on the Ukrainian Danube, the majority, 13.1 million tonnes, was exported to or imported from countries outside the Danube region via the Black Sea, including Greece, Türkiye and Egypt.

Moldova also recorded a decline, with the volume shipped on the Danube falling by 3.3% from 2.7 million tonnes in 2023 to 2.6 million tonnes in 2024. In all other Danube riparian countries, including Bosnia and Herzegovina, transport volumes increased by between 0.2% (Romania) and 16.4% (Hungary).

The transport volumes recorded on a national basis show that Romania achieved the highest transport volume in 2024, at 20.7 million tonnes. This was followed by Ukraine (17.5 million tonnes), Bulgaria (17.4 million tonnes), Serbia (15.5 million tonnes), Austria (6.6 million tonnes), Hungary (6.1 million tonnes), Slovakia (5.4 million tonnes), Croatia (4.3 million tonnes), Germany (3.4 million tonnes)¹, Moldova (2.6 million tonnes) and Bosnia and Herzegovina (0.1 million tonnes).

These figures clearly show that, with the exception of Bosnia and Herzegovina and Moldova, significantly larger volumes are shipped downstream of Croatia than on the Danube between Germany and Croatia. This relationship is also reflected in the volumes locked through at the German Jochenstein lock and the Romanian-Serbian Iron Gate I lock in 2024: 2.6 million tonnes at Jochenstein and 8.3 million tonnes at Iron Gate I.

The Danube's international importance is reflected in the fact that 37.5 million tonnes, or 80% of total transport volume, were shipped across borders in 2024. Domestic traffic is not the dominant transport sector in any of the eleven countries.

- Slight increase in Ukrainian imports
- Highest transport volume in Romania
- 37.5 million tonnes shipped across borders



¹ Administrative districts of Upper Palatinate and Lower Bavaria

FAIRWAY CONDITIONS ALONG THE ENTIRE DANUBE

Marked by low water

Positive proactive communication

- Challenging hydrological conditions
- Positive examples of proactive communication in Romania and Bulgaria
- Most critical bottlenecks on the Slovak and Hungarian Danube in particular



From a hydrological perspective, 2025 was one of the most difficult years for shipping in recent times. All waterway administrations had to contend with low water levels. On the Upper Danube, water levels were above mean water level (MW) on only 31% of days. Low-water periods occurred on the Upper and Middle Danube in spring and towards the end of the year; on the Lower Danube, water levels were extremely low in the second half of the year, falling as much as 1 m below the low navigable water level (LNWL).

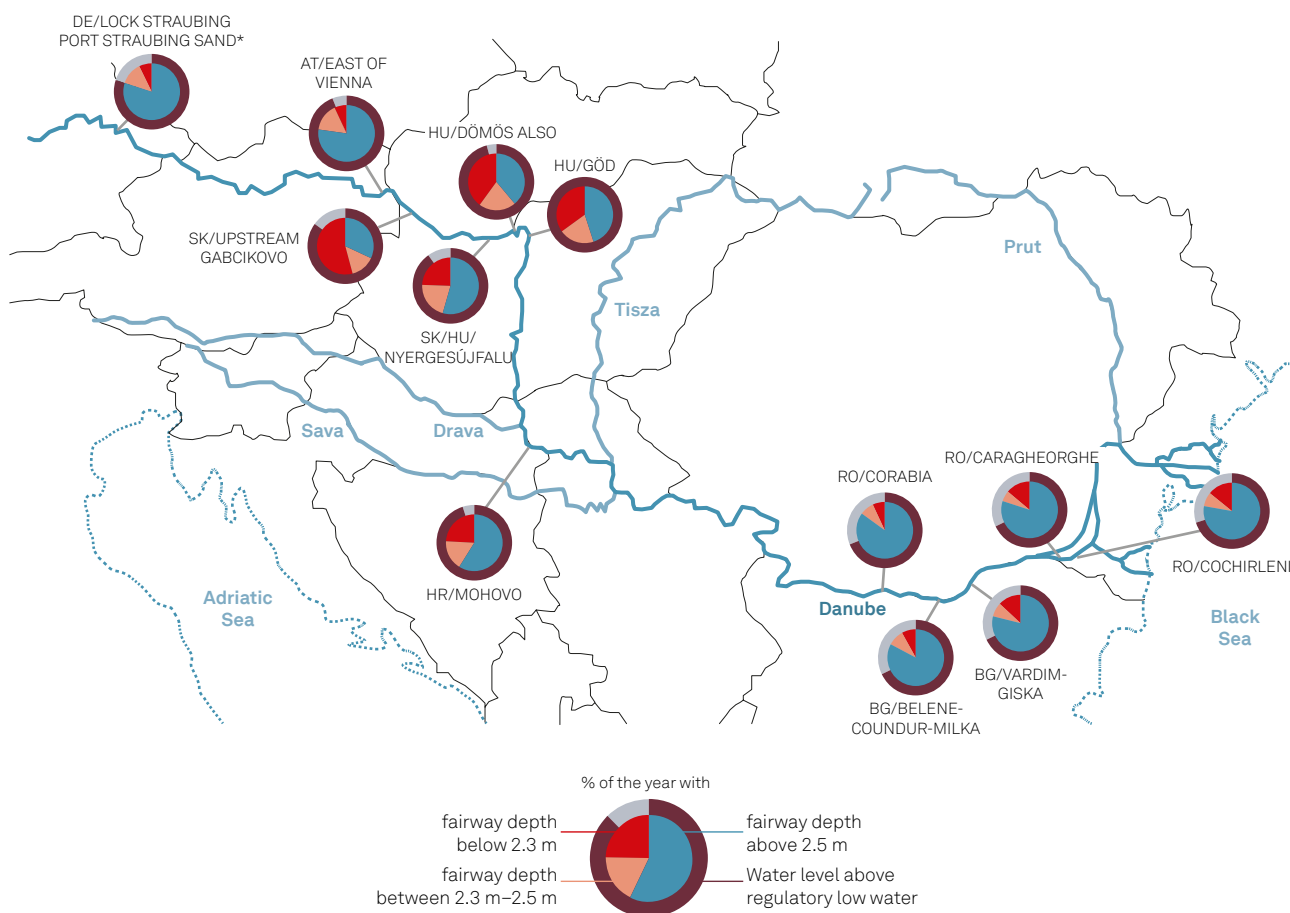
In challenging years such as 2025, forward-looking traffic management and timely maintenance measures (e.g. dredging and reducing fairway width) are crucial. Romania and Bulgaria in particular provided best-practice examples of proactive traffic management and communication with users over the past year. The waterway administrations there provided up-to-date data every day and organised monthly online meetings, as well as two stakeholder events with the shipping sector, on current fairway conditions. This transparent approach significantly improved predictability for the sector.

As in previous years, the most critical shallow areas were in Slovakia (249 days below 2.5 m fairway depth) and Hungary (223 days below 2.5 m fairway depth). The consequences of inadequate fairway maintenance are particularly evident here in years with unfavourable hydrological conditions.

Since the adoption of the “Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries” in 2014, important steps have been taken towards its implementation. Many riparian states have made substantial investments through EU co-financed projects, procured specialised equipment and concluded framework agreements for dredging. However, the targeted use of this equipment and these framework agreements depends primarily on the annual maintenance budgets and human resources of the individual waterway administrations.

FIGURES DATA FACTS

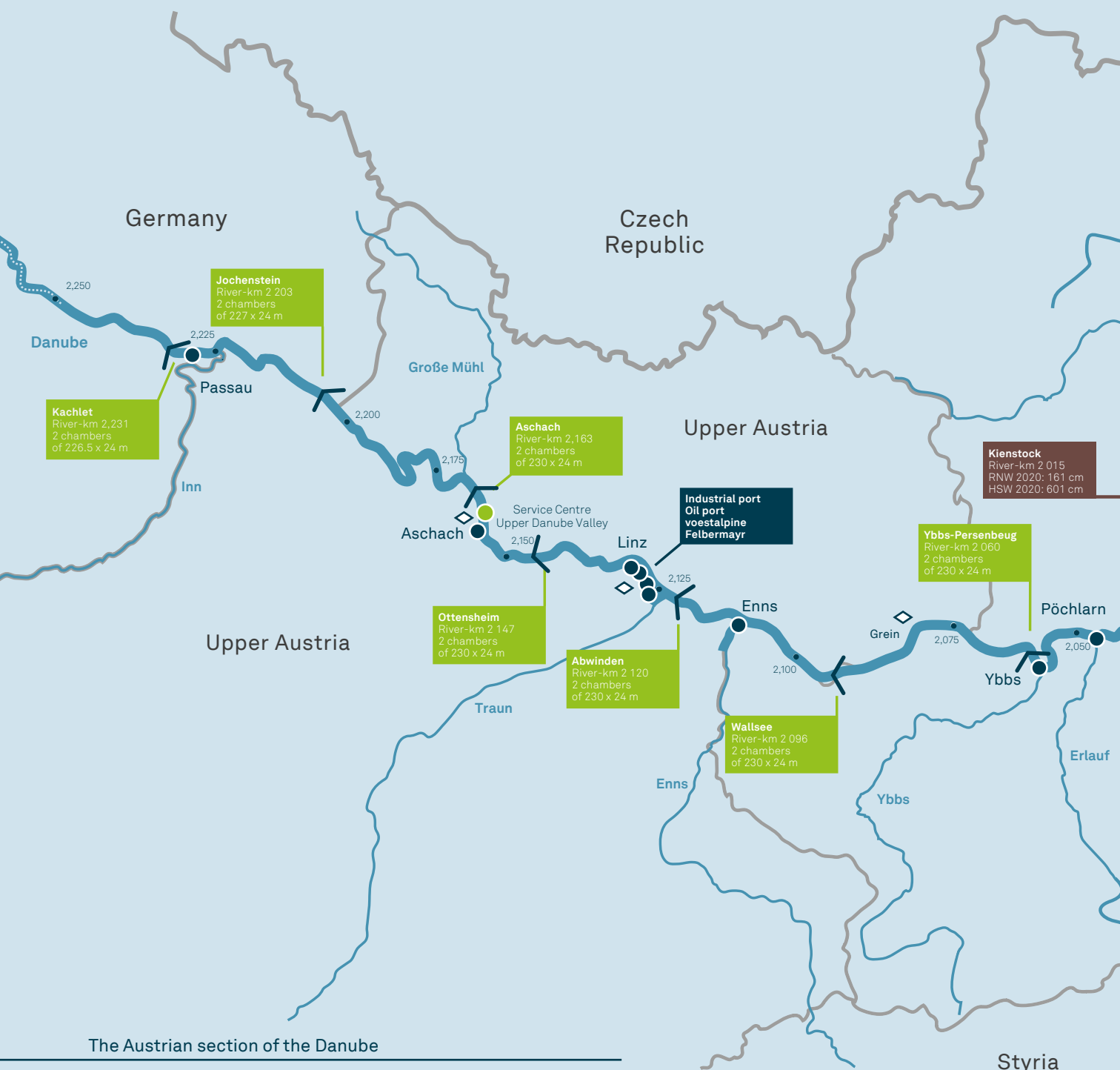
Fairway conditions at critical locations along the Danube 2025



*In the free-flowing section between Straubing and Vilshofen, the maintenance target is 2 m fairway depth at RNW.

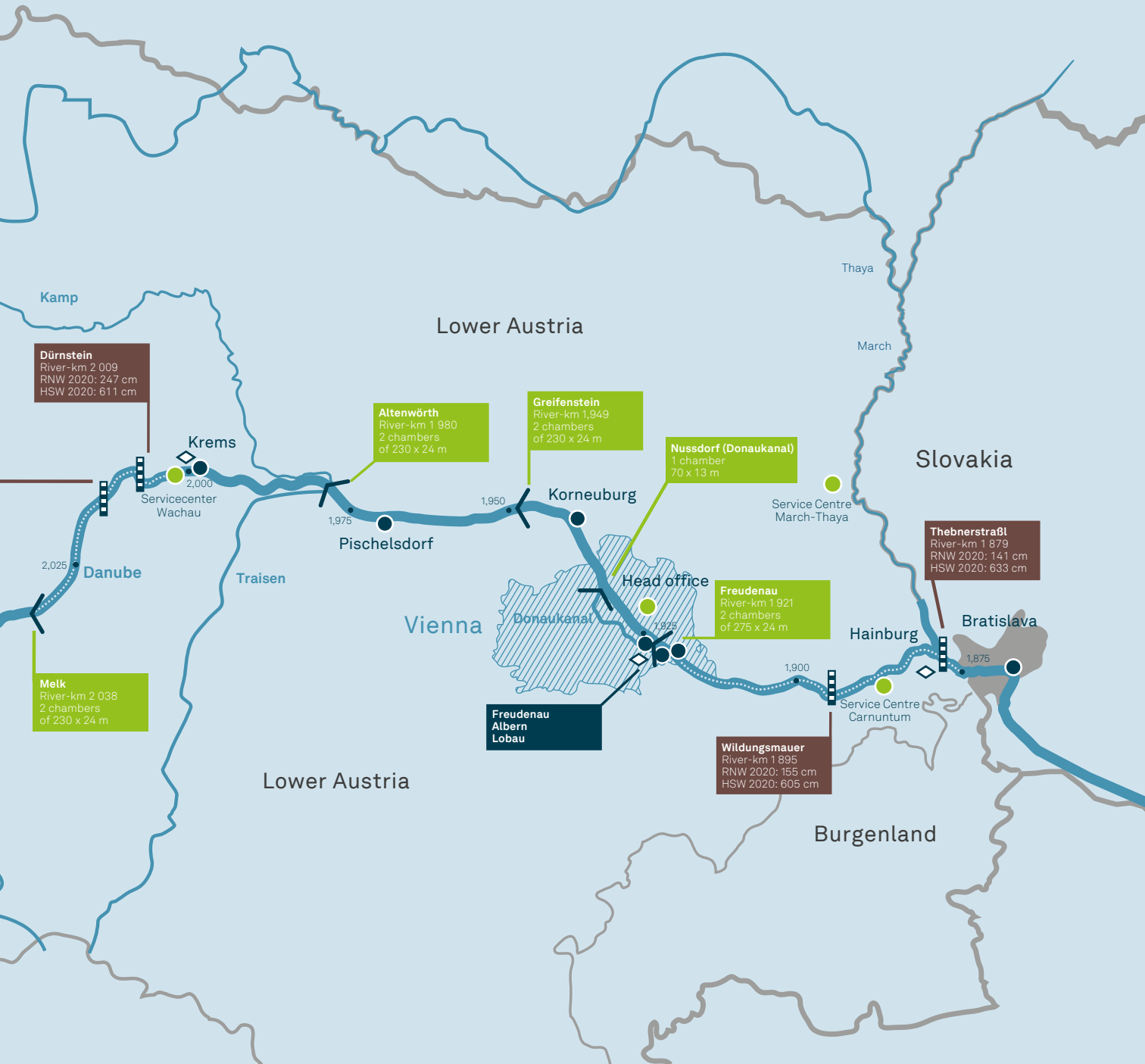
For a detailed interpretation of the chart, reference is made to the "Fairway Rehabilitation and Maintenance Master Plan for the Danube and its Navigable Tributaries" and the "Reports on Good Navigation Status – National Action Plans" – Updated July 2024. The individual framework conditions at critical sections need to be taken into account. The severity of the critical sections, along with reasons for failing to meet the maintenance targets, vary and may change over the course of time.

Source: „Fairway Rehabilitation and Maintenance Master Plan for the Danube and its navigable tributaries" and the „Reports on Good Navigation Status – National Action Plans"–Update of July 2025, which were prepared as part of the framework of the EU Danube Region Strategy (<https://navigation.danube-region.eu/>). Chart adapted by viadonau



The Austrian section of the Danube

- | | |
|--|---|
|  Waterway |  Navigation surveillance |
|  Free-flowing stretch |  viadonau Service Centre |
|  Lock | LNWL Low navigable water level |
|  Important water gauge | HNWL Highest navigable water level |
|  Port/transhipment site | |





Imprint

A project within the scope of the BMIMI Action Programme 2030

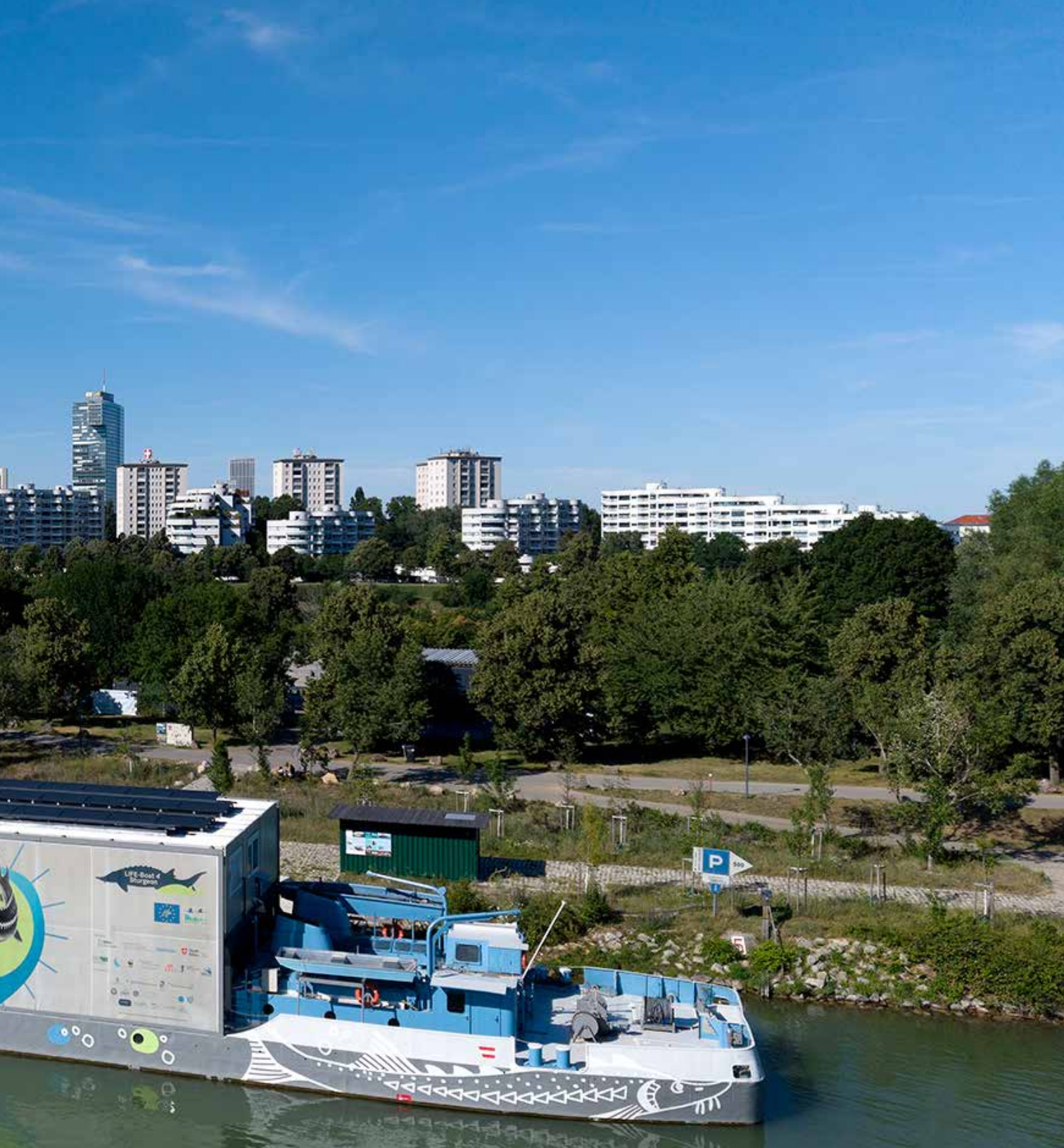
Publisher via donau – Österreichische Wasserstraßen-Gesellschaft mbH
Donau-City-Straße 1, 1220 Vienna, Austria, T +43 50 4321-1000, www.viaddonau.org

Project management Uta Hautf **Editorial staff** Sabine Gansterer, Alina Gruber, Simon Hartl, Thomas Hartl, Andreas Herkel, Alice Kaufmann, Iris Marstaller, Bettina Matzner, Ulf Meinel, Ines Poppinger, Stefan Schwarzmayr, Josef Semrad, Maximilian Stundner, Thomas Zwickhuber

Design Mirella Karoly **Photos** LIFE-Boat 4 Sturgeon: Christian Redtenbacher, Portraits: BMIMI, viaddonau/Johannes Zinner

Translation DIALECTA, Zentrum für Internationale Sprachdienstleistungen GmbH

© viaddonau 2026



Here you can find the annual report and other publications to download:
www.viadonau.org/en/newsroom/publications/folders

