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Welcome aboard the Austria Direct line between Malmö/Trelleborg and Vienna

The direct line, with three trains a week in each direction, is not only the fastest transportation alternative, it is also a more reliable and climate-smart alternative. Not only does it reduce carbon dioxide emissions by 63% compared with road freight over the same distance, it also decreases road congestion.

Through our partnership with Rail Cargo Group, we offer reliable and climate-smart transportation services between Scandinavia and southeastern Europe.

Austria Direct has a fixed time table with three direct trains per week in both directions and a lead time of 25 hours between Rostock and Vienna.

“We can transport essentially all goods and wagons via our direct line, including hazardous goods in certain train wagons. Soon we’ll also be able to use intermodal wagons. When customers choose to transport their goods via Austria Direct, we can monitor them through controls and checks of the wagons over the entire route, which provides both reliability and punctuality,” says Lennart Johansson, Business Development Manager, Green Cargo.

The largest customer segment from Sweden is exporters of paper and pulp to Austria, Hungary and southeastern Europe. The majority of imports from Austria to Sweden are railway rails.

We are proud to make it easier for business to reach their climate goals in terms of CO2 emissions.

[Read more about Austria Direct »](#)

Green Cargo is a sustainable logistics partner and a crucial part of Scandinavia's trade and industry. Almost 98 percent of our transports takes place using electric trains with a very low climate impact. Every 24 hours, some 400 freight trains depart, replacing around 9,000 truckloads on the road network. We serve close to 300 locations in Sweden, Norway and Denmark through our network, and with our partners we reach all of Europe. Green Cargo is owned by the Swedish State. We transport 20 million tonnes of freight, have 1,800 employees and annual sales of about SEK 4,2 billion (2023).

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