

Economic Development in Duisburg

5th Edition of the Structural Monitoring Report 2026

Department for Economic, European and Funding Matters

DUISBURG am Rhein

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Foreword



Deputy Mayor for Economic Affairs, Integration, Security and Public Order of the City of Duisburg

Dear readers,

Duisburg is undergoing a period of profound transformation, the first effects of which are already becoming apparent. The city is experiencing a phase of reorientation and stabilisation. This process not only brings risks to the surface, but also reveals clear positive developments. Duisburg took important steps at an early stage to open up new economic opportunities and position the city for the future.

The labour market illustrates this tension particularly clearly. At around 180,000, the number of employees subject to social security contributions remains at a high level. At the same time, the ongoing decline in industrial jobs is expected to become increasingly noticeable in the years ahead. At more than 13%, the unemployment rate has reached its highest level in the past ten years. In addition, the number of apprentices is declining, while the number of people commuting out of the city for work continues to rise.

Economic development presents a mixed picture. Although gross domestic product increased by more than €2.2 billion over a five-year period to around €20.1 billion, a decline of more than €500 million was recorded in 2023. Gross value added also decreased slightly.

At the same time, Duisburg continues to benefit from key strengths. Home to the world's largest inland port, the city is a major hub for international flows of goods. The logistics study confirms the sector's major contribution to employment and value creation. Progress is also being made in infrastructure, including the redevelopment of Duisburg Central Station and the expansion of important motorway connections.

Additional land development potential will be crucial to Duisburg's future economic develo-pment. Attractive redevelopment concepts have been prepared for sites such as the former slaughterhouse in Meiderich, the heavy plate mill in southern Duisburg and the Technology Quarter in Wedau. These projects will help attract knowledge-intensive industries with high levels of value creation to Duisburg, complementing the city's established steel and logistics sectors. Their implementation will require support from both the state and federal governments. Important progress has already been made at the Technology Quarter Wedau. As part of North Rhine-Westphalia's Five-Sites Programme, the project was classified as eligible for funding and awarded the regional seal of approval, thereby opening up access to funding for the remediation and redevelopment of the site.

The 2026 Structural Monitoring Report shows that Duisburg faces major challenges, while at the same time possessing clear strengths and considerable development potential. Managing structural change remains a joint effort requiring close cooperation between the city, the state and the federal government.

I warmly invite you to explore Duisburg's current developments and hope you find the following pages both informative and insightful.

Yours, Michael Rüscher



Head of Economic Affairs of the City of Duisburg

Management Summary – At a glance

Structural Monitoring 2026 presents all the factors that make the City of Duisburg both an attractive business location and a popular residential and recreational centre. Below we present a brief summary of the most important facts from the brochure:

Population

- Population: 506.493 (December 2025)
- 311.771 inhabitants (just under 62% of the total population) of working age between 18 and 64 in 2024

Duisburg Labour Market

- Unemployment rate: 13,3% (2025)
- Employees subject to national insurance contributions: 180.075 (2025)
- Leading industries by employees subject to national insurance con-tributions (2025)
  - Metal, electrical and steel industries: 27,253 employees subject to national insurance contributions
  - Trade, maintenance and repair of motor vehicles: 21,813 employees subject to national insurance contributions
  - Transport and warehousing: 19,322 employees subject to national insurance contributions
  - Other business services: 17,514 employees subject to national insurance contributions
  - Healthcare: 14,971 employees subject to national insurance contributions
- Employees subject to national insurance contributions (2025):
  - Male: 58%
  - Female 42%
- Apprentices: 9,370 (2024)

Economic strength

- Gross domestic product: EUR 20,218 million (2023)
- Gross value added: EUR 18,457 million (2023)
- Available income: EUR 10,613 million (2022)
- Business registrations: 3,444 (2024)
- Investment by the City of Duisburg EUR 132,3 million (2024)

Education

- 16,227 daycare places in 201 daycare centres (2025/2026)
- 21,316 primary school children in 76 primary schools (2024/2025)
- 50,035 pupils in 58 secondary schools (2024/2025)

Research

- 15,798 students at four universities (2025)
- 15 research institutes (2025)
- Employees subject to national insurance contributions with academic degree: 27,859 (2023)
- 245 patent applications (2024)

Land use

- Operational areas make up around 21% of the urban area, of which around one third belongs to the Port of Duisburg
- 17% of the area is residential
- 20% concerns sport and semi-natural recreational areas including forested areas
- Future construction projects: Wedau technology district, hydrogen projects

Infrastructure and transport

- Together, the A3, A40, A42, A524 and A59 motorways form the 63.2-kilometre-long motorway network.
- Railway network: 211.7 km
- Waterways:
  - Usable area 21.61 km2
  - Length on plan: 243 km
  - Port of Duisburg 1,550 ha

Location marketing

- Part of three regions: Lower Rhine, Ruhr and Rhineland
- Rhine-Waal Euroregion: over 30 years of cooperation with the Netherlands
- Rhineland metropolitan region: intercommunal cooperation in the Rhineland

The economic impact of the logistic industry

- Duisburg's logistics industry contributes EUR 3.7 billion to overall gross domestic product.
- It generates a total production value of EUR 9.1 billion.
- More than half of the economic effects remain in Duisburg:
  - Around 21,400 jobs
  - EUR 2.0 billion in gross domestic product
  - EUR 5.1 billion in production value
- The sector generates tax revenue of EUR 653 million, around EUR 56 million of which remains in Duisburg.
- In addition, social security contributions amounting to EUR 695 million are generated.

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1. Population

1.1 Development of the population

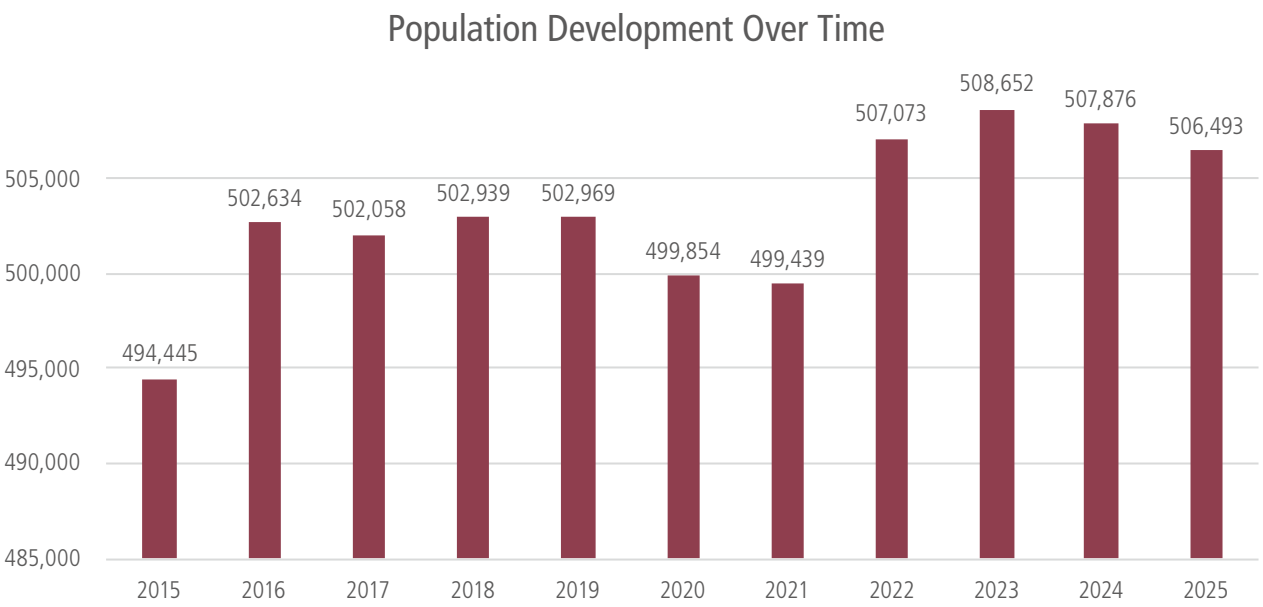


Figure 1: Population trend[1]

Until 2015, Duisburg's population remained below the 500,000 mark. This threshold was exceeded for the first time in 2016, when the population reached 502,634 inhabitants, and remained largely stable until 2019. In 2020 and 2021, the population temporarily fell below 500,000 again as a result of the coronavirus pandemic. From 2022 onwards, the population began to grow again, reaching a new high of 508,652 inhabitants in 2023. This increase was mainly due to increased immigration, particularly from Ukraine. In 2024 and 2025, the population declined slightly again and stood at 506,493 inhabitants at the end of 2025. The reasons for this include a slowdown in immigration, an increase in the number of people moving away, and demographic effects. Overall, the population remains at a high level of more than 500,000.

As the population changes, the age structure of the population also changes:

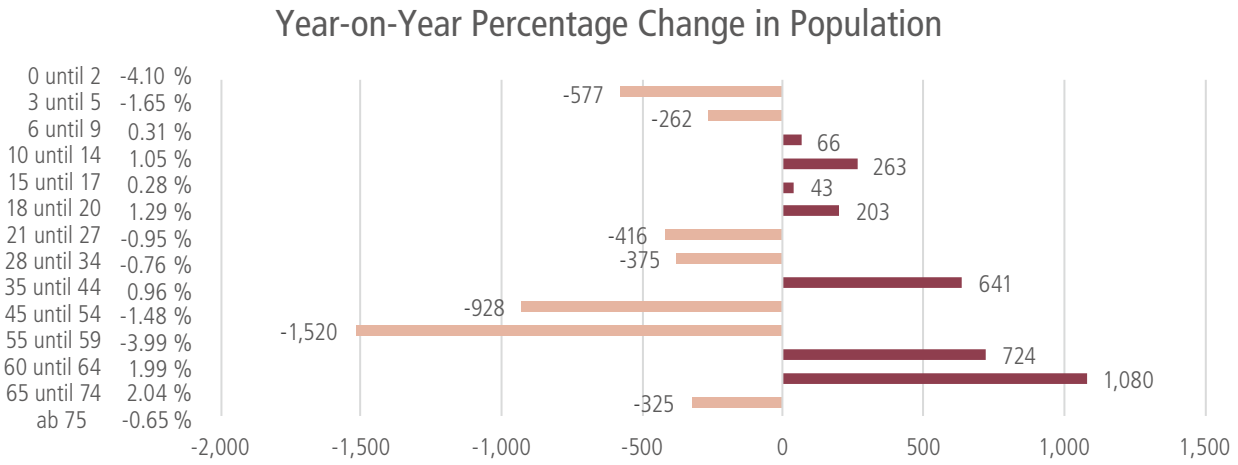


Figure 2: Rate of change in population compared to the previous year (2024 to 2023) [2]

1 Source: City of Duisburg, as of: January 2025
2 Source: City of Duisburg, as of: January 2025

In 2025, the 65 to 74 age group recorded the largest increase. Their number rose by 1,080 (+2.04%) compared to the previous year. This group also recorded the highest percentage increase. The 60 to 64 age group also grew significantly, with an increase of 724 people (+1.99%). In contrast, the population declined in seven age groups compared to 2024. The 55 to 59 age group was particularly affected, with a decline of 1,520 people (-3.99%). However, the highest percentage decline was observed in the 0 to 2 age group, at -4.10%, which corresponds to 577 fewer infants.

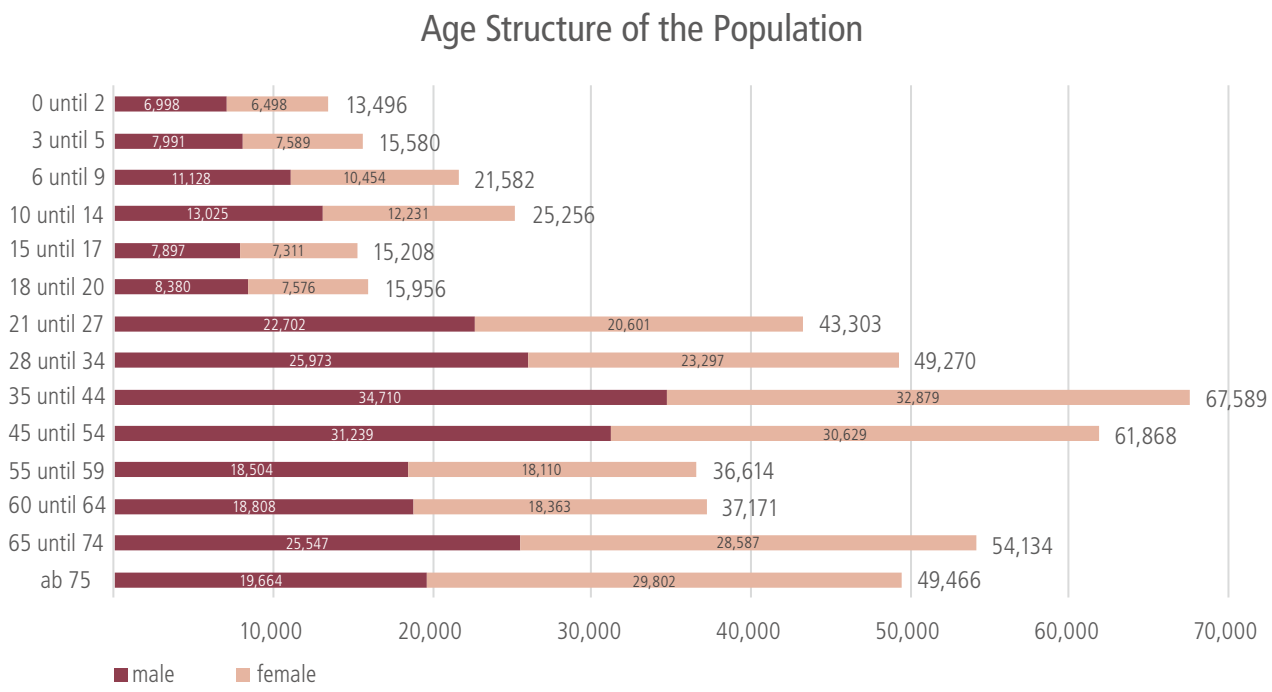


Figure 3: Absolute age structure of the population [3]

In 2025, Duisburg had a total of 506,493 registered residents. The largest population group was the 35 to 44 age group, with 67,589 people, followed by the 45 to 54 age group as the second largest group. The smallest age groups were the 0 to 2-year-olds, with 13,496 people, and the 15 to 17-year-olds, with 15,208 people. It is also striking that in all age groups under 64, the number of men slightly exceeds that of women. From the age group of 65 to 74 onwards, this ratio reverses, and there are significantly more women than men. This could be related to women's higher life expectancy. Overall, women accounted for 50.13% of the total population, with 253,927 people, while men accounted for 49.87%, with 252,566 people.

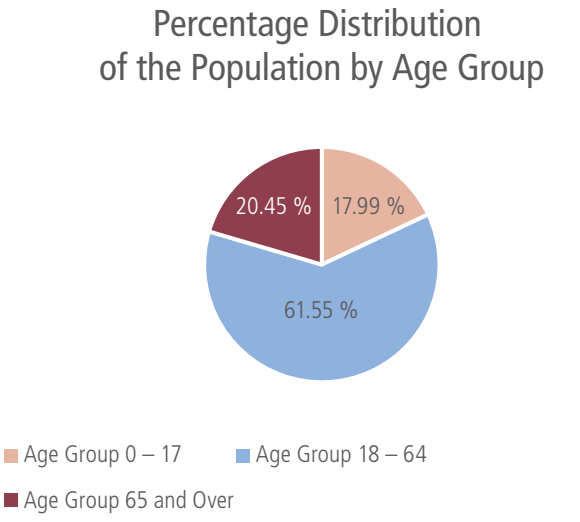


Figure 4: Percentage Distribution of the Population by Age Group [4]

3 Source: City of Duisburg Duisburg, as of: December 2025
4 Source: City of Duisburg Duisburg, as of: December 2025

Between childhood and retirement – an overview of the age structure of Duisburg's population:

Children and young people (aged 0–17) make up 17.99% of the population, with 91,122 in-dividuals. They are important in the areas of education, care and securing the potential supply of skilled workers. The largest group is the working-age population (aged 18–64), which comprises 311,771 people (61.55%). They are, therefore, the central pillar of the local economy, the labour market and tax revenue. Senior citizens (aged 65 and over) account for 103,600 people (20.45%). They are often no longer in paid employment, but are nevertheless of great importance to the city as consumers and volunteers, and due to their life experience. With a growing number of older people, issues such as care, health and age-appropriate living are becoming increasingly relevant.

This distribution highlights the demographic challenge and, at the same time, the opportunity for Duisburg to prepare young people for their future and ensure quality of life for older generations. The high proportion of the working-age population demonstrates the city's economic potential, while the focus on children and young people sets the course for long-term development.

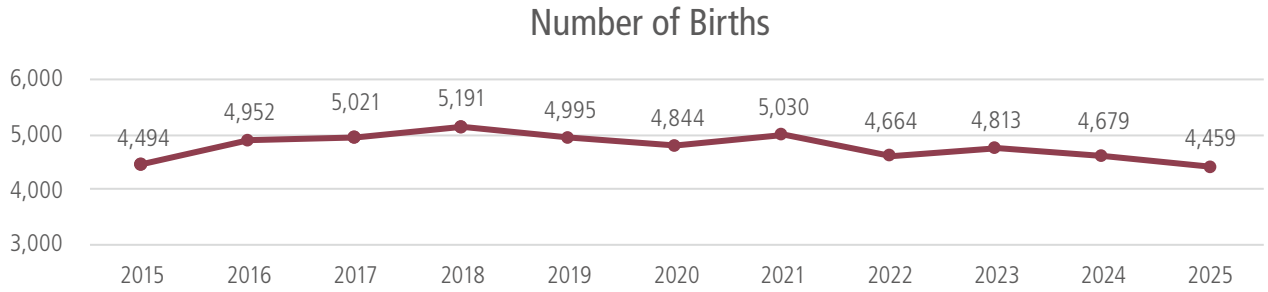


Figure 5: Number of new births in Duisburg [5]

Since 2015, the number of births in Duisburg initially increased continuously. In 2018, a peak of 5,191 births was reached. The numbers declined slightly in the following years, 2019 (4,995) and 2020 (4,844). In 2021, the number of births increased again to 5,030 compared to the previous years. In 2023, the number rose again to 4,813, before declining once more over the following two years, most recently to 4,459.

1.2 Integration, Internationality and linguistic diversity

The city of Duisburg is international. For decades, the population has been characterised by immigration and multicultural influences. The main reasons for this are the postwar period and the "economic miracle". In the early 1950s, the economy of the Federal Republic boomed. The number of job vacancies far exceeded the number of job seekers. In 1955, the first recruitment agreement for labour migration was signed between Germany and Italy. Further agreements with other countries followed. In 2021, the German-Turkish recruitment agreement celebrated its 60th anniversary. The flows of refugees from Syria and other African countries in 2015 and 2016, as well as from Ukraine in 2022, have also contributed to the diversity of the city of Duisburg. Furthermore, the University of Duisburg-Essen and the Folkwang University of the Arts in Duisburg attract numerous international students every semester. This identity-forming diversity for Duisburg is reflected in the particular linguistic and cultural diversity of the population. Thus, in 2025, people from 139 different countries of origin lived in Duisburg, speaking 168 different languages.

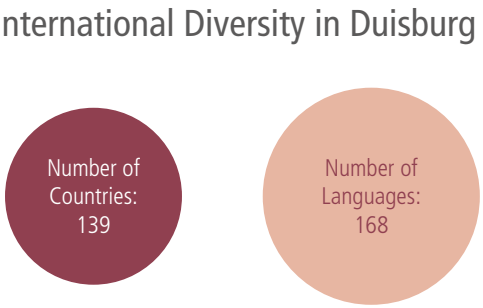


Figure 6: Internationality in Duisburg [6]

5 Source: City of Duisburg, as of: December 2025
6 Source: City of Duisburg, as of: March 2023

2. Labour market and training

2.1 Unemployment rate

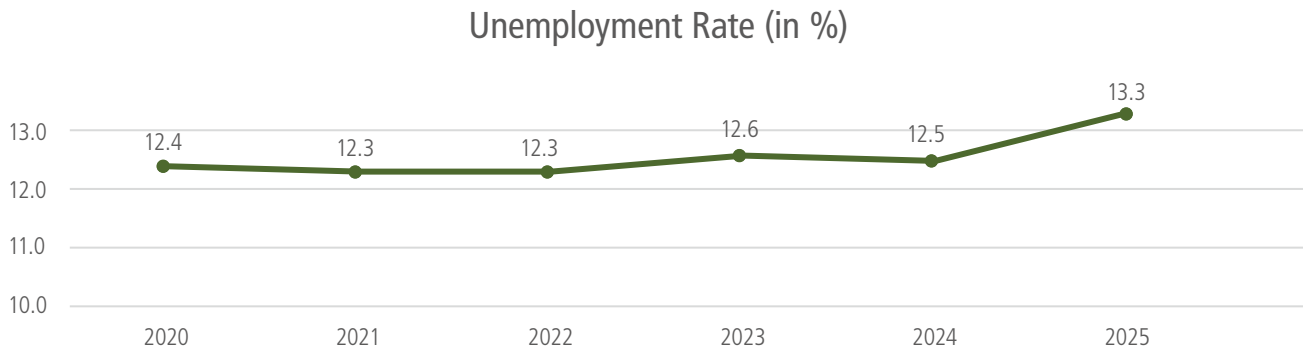


Figure 7: Unemployment rate [7]

Following a slight decline from 12.4% in 2020 to 12.3% in 2021, the unemployment rate remained stable in 2022. From 2023 onwards, however, the trend reversed again. The rate initially rose to 12.6% and declined only marginally to 12.5% in 2024. In 2025, this was followed by a significant increase to 13.3%. Unemployment is therefore currently at its highest level in years. The figures make it clear that Duisburg's labour market remains under pressure and reacts sensitively to external economic influences. The increase must be viewed against the background of the current difficult overall economic situation in Germany, which is increasingly affecting regional labour markets.

1.1 Number of employees subject to national insurance contributions

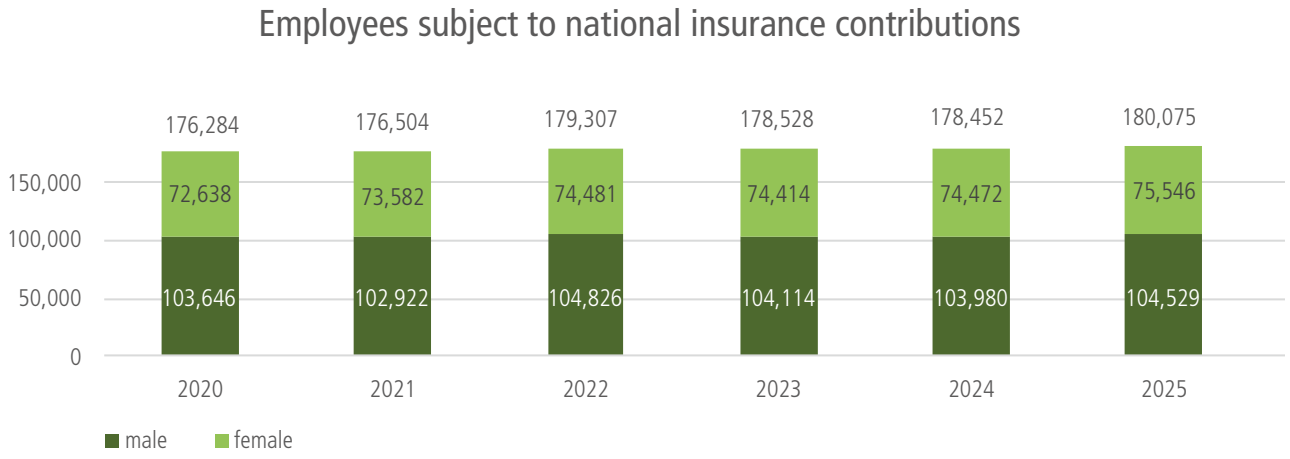


Figure 8: employees subject to national insurance contributions [8]

Between 2020 and 2025, the number of employees subject to national insurance contributions in Duisburg showed an overall positive development. Following slight fluctuations as a result of the COVID-19 pandemic and the energy crisis caused by the war in Ukraine, a gradual recovery began in 2022. Despite temporary declines, the labour market remained largely stable. As of 31 March 2025, 180,075 employees subject to national insurance contributions were registered, the highest figure in the entire observation period. This underlines the continuing economic stabilisation and the ability of Duisburg's economy to adapt to external pressures. Although the proportion of men remained consistently above 58% throughout the entire period, the

7 Source: Statistics of the Federal Employment Agency, as of: June 2025

8 Source: Statistics of the Federal Employment Agency, as of: March 2025

proportion of women increased from 41.21% in 2020 to 41.95%.

One example of the promotion of women's participation in employment is the Women and Work Lower Rhine Competence Centre. It supports small and medium-sized enterprises in specifically addressing female skilled workers, establishing a family-friendly corporate culture and promoting diversity within companies. It also supports female mentoring programmes for start-ups and female entrepreneurs. The Competence Centre, which has been based at the City of Duisburg since 2012, is funded by the Ministry for Children, Youth, Family, Equality, Refugees and Integration of the State of North Rhine-Westphalia and works closely with part-ners from the business community to promote the recruitment and retention of skilled wor-kers and equal professional opportunities for women.

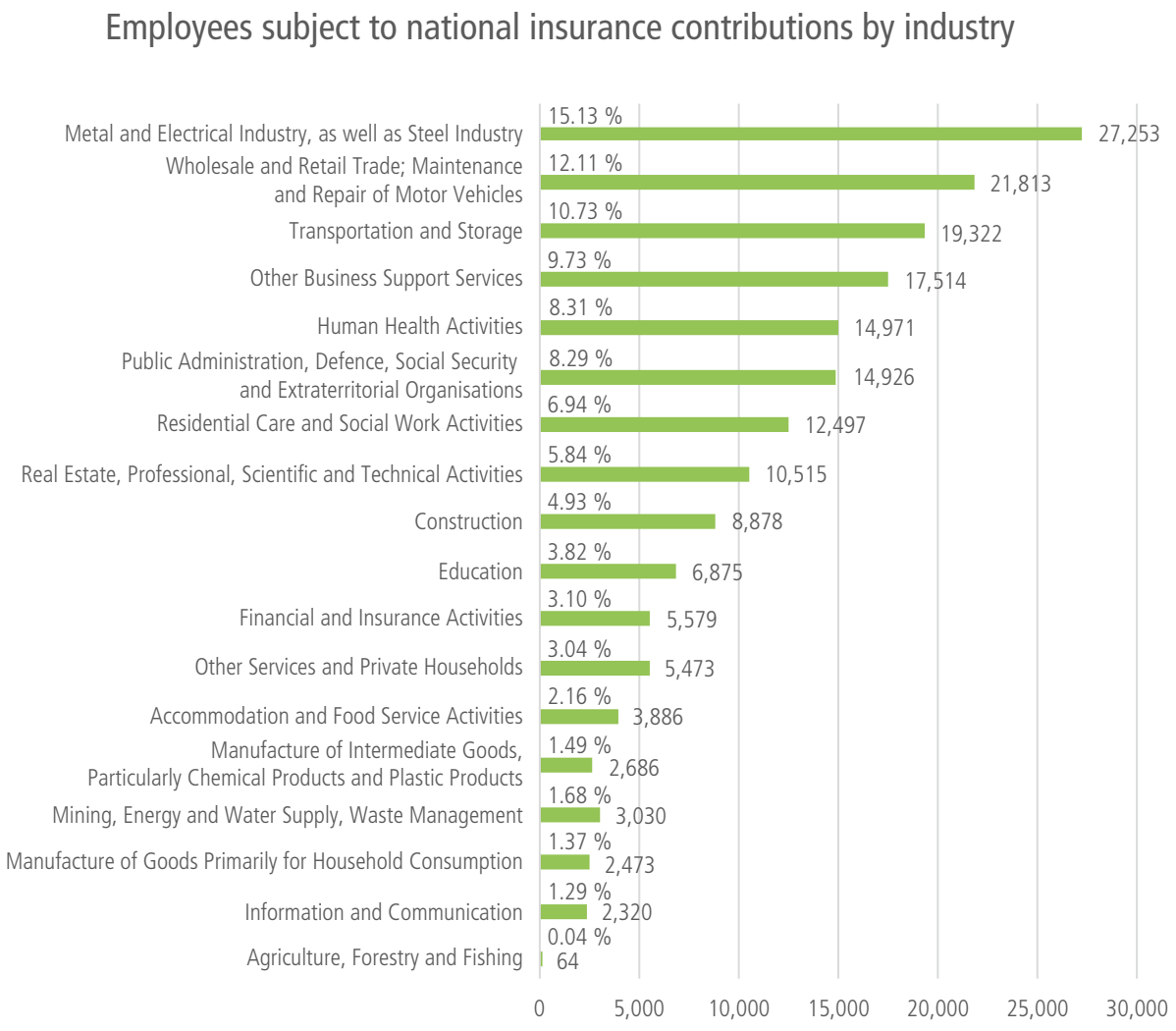


Figure 9: Employees subject to national insurance contributions by industry [9]

In Duisburg, 27,253 employees subject to national insurance contributions work in the metal, electrical and steel industries. This industry remains a central pillar of the local economy and plays a significant role in industrial value creation. The trade, maintenance and repair of motor vehicles sector (21,813 employees subject to national insurance contributions), the transport and storage industry (19,322 employees subject to national insurance contributions) and the economic services sector (17,514 employees subject to national insurance contributions) are also among the city's most important economic sectors. Despite the continuing importance of manufacturing, significant transformation processes can be observed in Duisburg, pointing to the development of new economic sectors.

9 Source: Statistics of the Federal Employment Agency, as of: June 2025

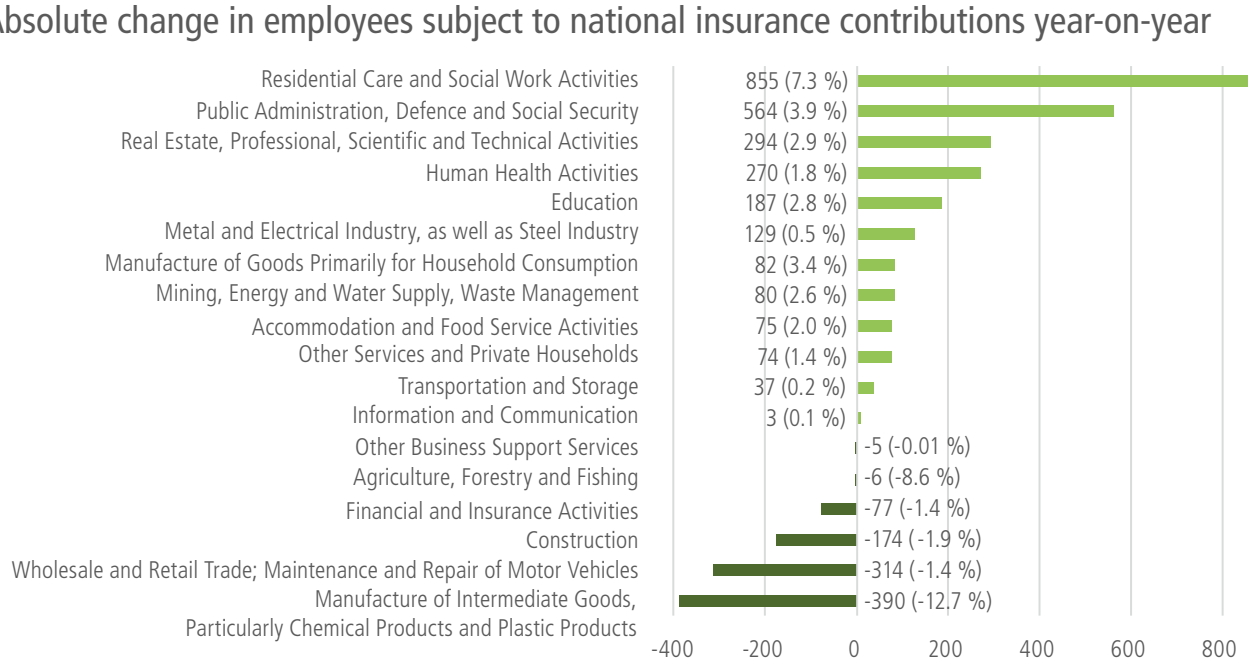


Figure 10: Absolute change in employees subject to national insurance contributions when compared to the previous year [10]

Looking at the absolute change in the number of employees subject to national insurance contributions between 2024 and 2025, a significant increase can be observed particularly in the social and public sectors. The largest increase was recorded in residential care and social work activities, with 855 additional employees (+7.3%). Public administration, defence and social security also grew noticeably, with an increase of 564 jobs (+3.9%). Further notable increases were recorded in real estate, professional and technical services, with 294 additio-nal employees (+2.9%), and in healthcare, with an increase of 270 employees (+1.8%). Positive developments can also be observed in the metal, electrical and steel industries, with an increase of 126 employees (+4.3%). In contrast, employment declined in certain industrial and retail-related sectors. The largest absolute losses were recorded in the manufacture of intermediate goods, with a decline of 390 employees (-1.7%). The retail sector also lost 77 jobs (-1.4%), while the construction finishing sector recorded a decline of 174 jobs (-1.9%).

Overall, the development indicates that service-oriented and public sectors are continuing to gain in importance, while some production-related industries are reducing employment.

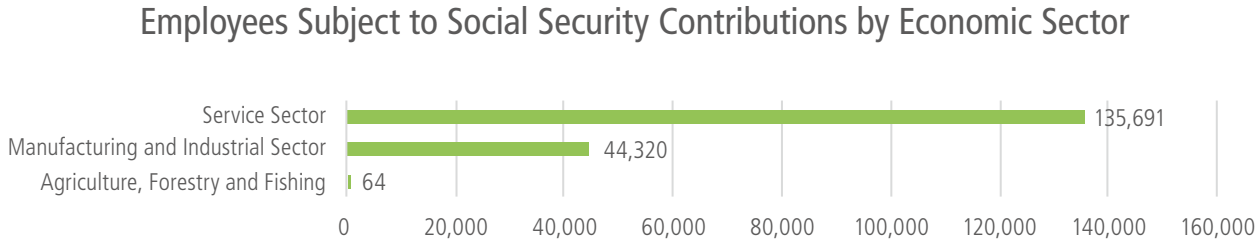


Figure 12: Employees Subject to Social Security Contributions by Economic Sector [11]

More than two-thirds of employees subject to national insurance contributions (135,691) work in the service sector. In addition, there is still an impressive number of 44,320 employees subject to national insurance contributions in the manufacturing sector. The agriculture, forestry and fishing sector is equally important for the stability and dynamism of the synergistic interconnection of Duisburg's economy. This sector accounts for a total of 64 employees subject to national insurance contributions.

10 Source: Statistics from the Federal Employment Agency, as of June 2025

11 Source: Statistics of the Federal Employment Agency, as of: March 2025



Figure 12: Industries with fewer than 5,000 employees subject to national insurance contributions

The agriculture, forestry and fishing sector remained largely constant throughout the entire period and showed a stable development with a slight downward trend. More noticeable fluctuations can be observed in the mining, energy and water supply, and waste management sector. The peak in 2020 and the subsequent decline indicate a temporary increase in staffing requirements to ensure the operation of critical infrastructure during the pandemic. Since 2021, employment has stabilised again at a more moderate level. Following the pandemic-related declines, the hospitality sector recorded a continuous recovery, indicating a normalisation of demand and business operations.

Overall, a heterogeneous development can be observed, characterised by pandemic-related fluctuations, sector-specific recovery processes and longterm structural stability in smaller industries.

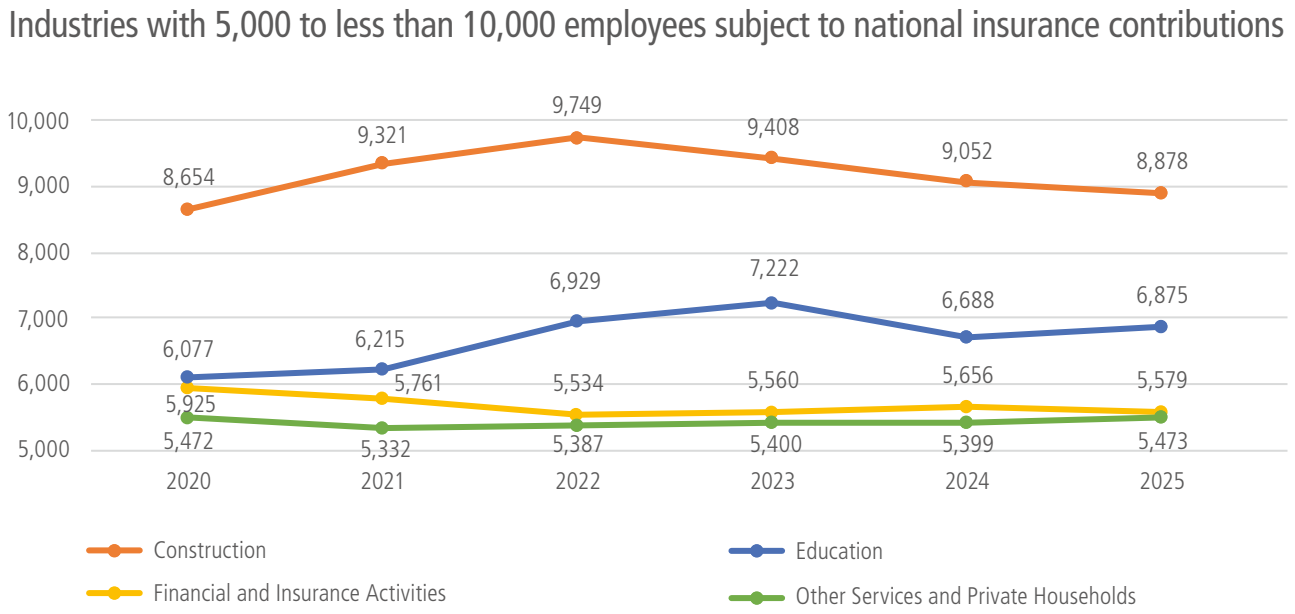


Figure 13 Industries with 5,000 to less than 10,000 employees subject to national insurance contributions [12]

12 Source: Statistics of the Federal Employment Agency, as of: March 2025

The construction industry recorded a significant increase in employment from 2020 to 2023, before the figures declined again by 2025. This development points to a temporary construction boom, followed by a slowdown due to higher interest rates and increased construction costs. In contrast, the education and teaching sector and the other services and private households sector remained largely stable throughout the entire period and recorded only moderate changes.

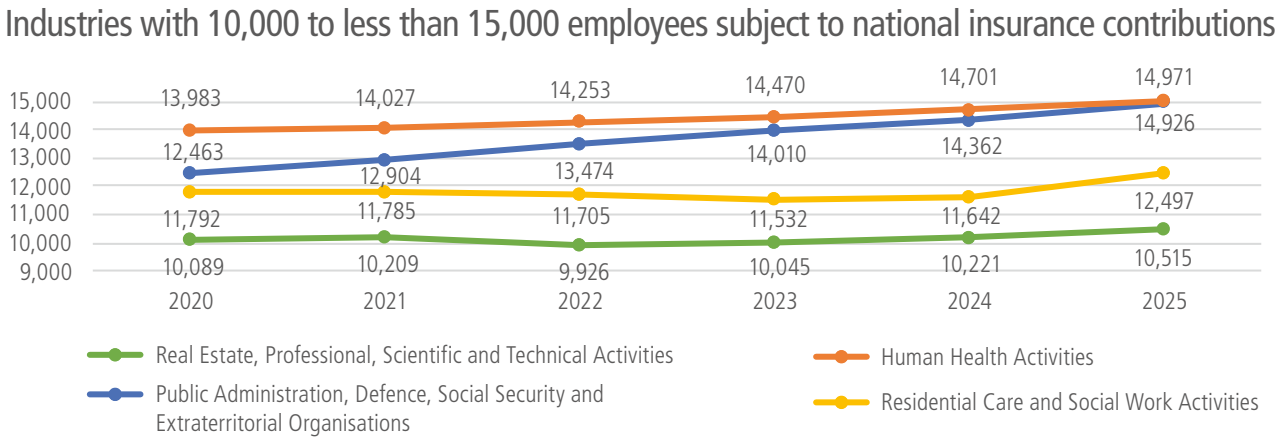


Figure 14: Industries with 10,000 to less than 15,000 employees subject to national insurance contributions [13]

The healthcare sector and the public administration, defence and social security sector showed a clear upward trend throughout the entire period. Both sectors steadily increased their number of employees, reflecting the continued high demand for skilled workers in public and healthcare services. The real estate, professional, scientific and technical services sector also grew continuously and reached its highest level of the observation period in 2025. This indicates stable economic development in knowledge- and service-oriented activities.

The care homes and social services sector and the education and teaching sector followed largely parallel trends. After a moderate decline until 2022, employment figures began to rise again from 2023 onwards. This development points to a normalisation following pandemic-related fluctuations and the continued high demand for care and education.

Overall, the data show stable growth momentum across all the service-oriented sectors examined, driven by structural staffing requirements and the increasing importance of qualified services.

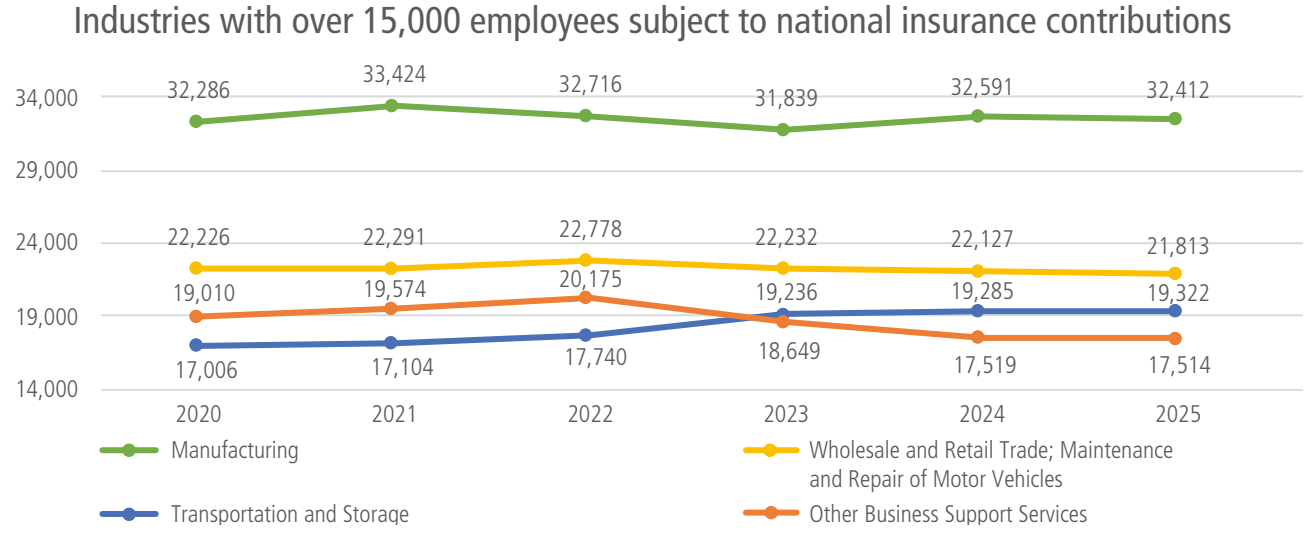


Figure 15: Industries with over 15,000 employees subject to national insurance contributions [14]

13 Source: Statistics of the Federal Employment Agency, as of March 2025

14 Source: Statistics of the Federal Employment Agency, as of March 2025

With around 32,000 employees subject to national insurance contributions, the manufacturing industry remained the largest employer in Duisburg in 2025. This development points to structural adjustments and only a partial recovery from the effects of the pandemic. The trade, maintenance and repair of motor vehicles sector remained stable overall, with between 22,000 and 23,000 employees subject to national insurance contributions. No major fluctuations can be observed, indicating consistent demand in the regional retail and motor vehicle sector. Other economic services were subject to greater fluctuations and declined slightly to 17,514 employees subject to national insurance contributions in 2025, but remained at a stable level overall.

The development of the sectors proved to be robust, but at the same time heterogeneous and shaped by structural change in manufacturing and the growing importance of logistics services.

2.2 Commuter numbers

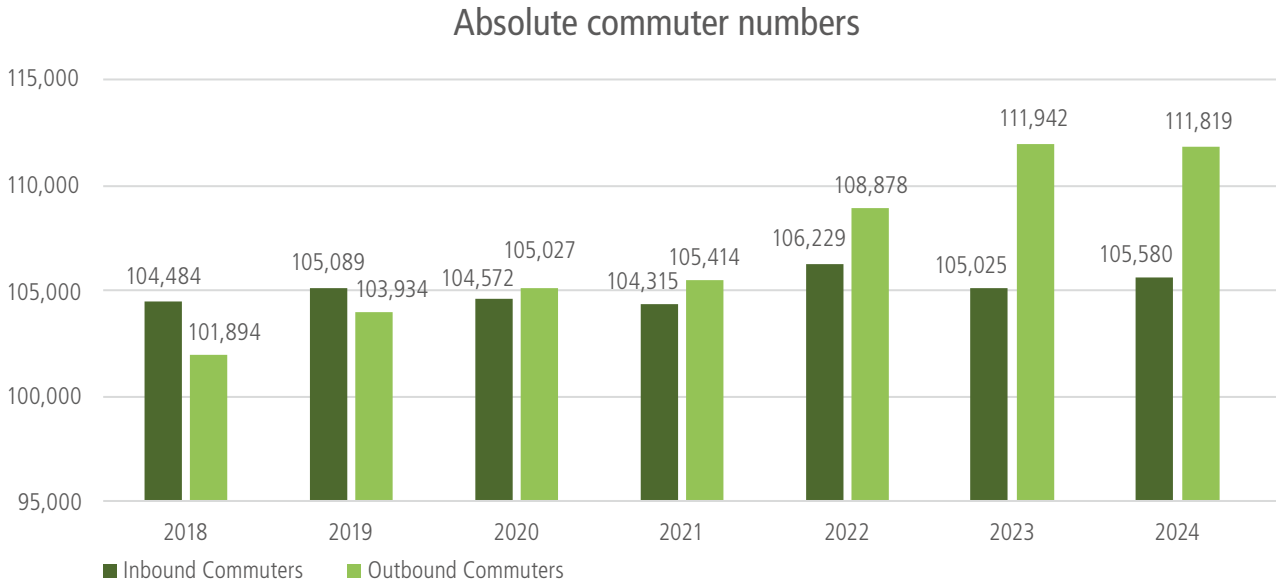


Figure 16: Absolute commuter numbers [15]

Since 2018, commuter numbers have shown an upward trend, both for people travelling into and out of the city. Following a slight decline in the number of commuters travelling into the city in 2020, the figure stabilised in the subsequent years and stood at 105,580 people in 2024. In contrast, the number of people commuting out of the city increased continuously over several years before declining slightly for the first time from 2023 to 111,819 people in 2024. Overall, both inward and outward commuter numbers remain at a stable level and show only moderate fluctuations.

15 Source: NRW State Database © IT.NRW, Düsseldorf, as of June 2025

2.3 Number of apprentices by industry

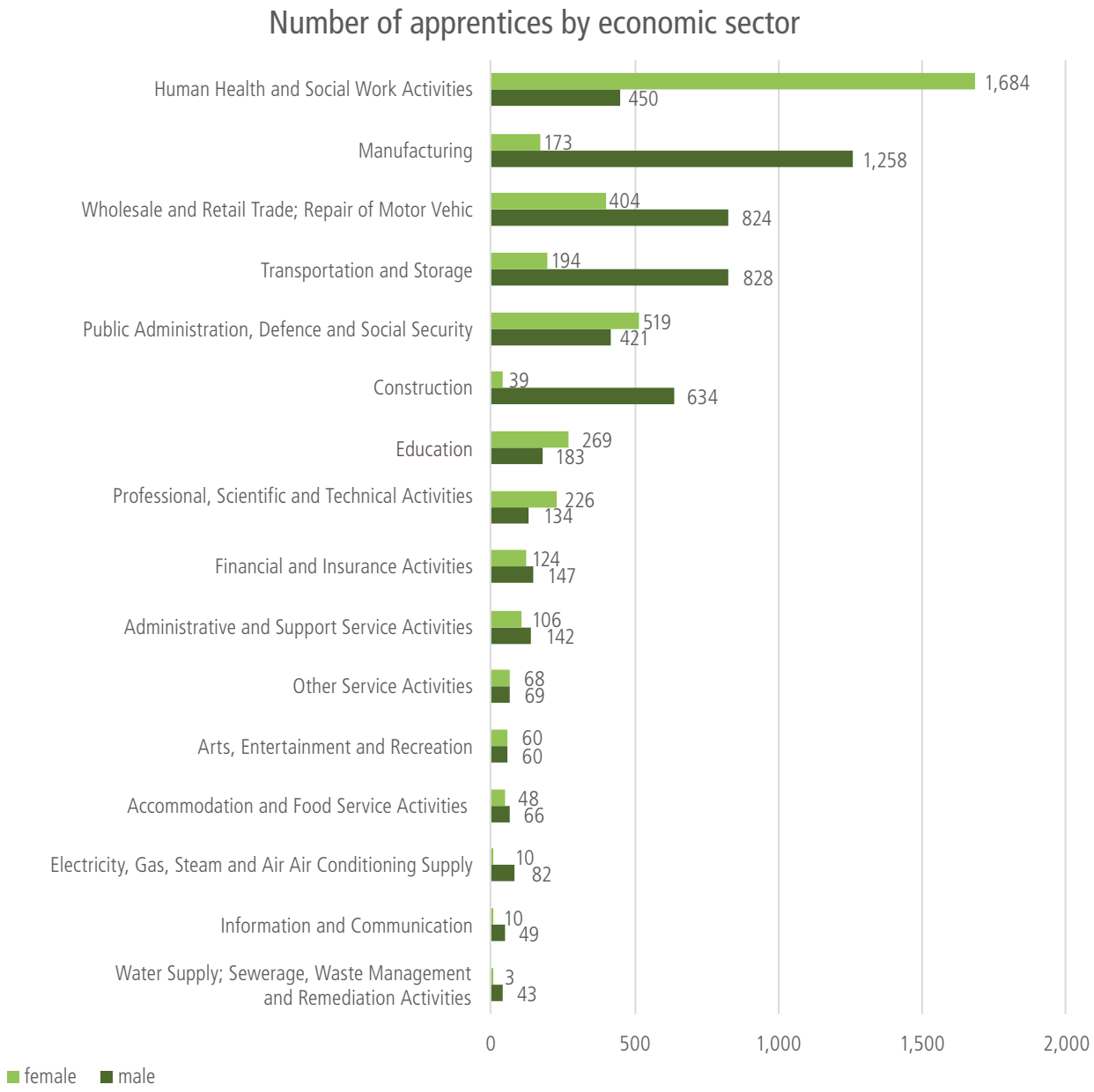


Figure 17: Number of apprentices by economic sector [16]

At the end of 2024, there were a total of 9,370 apprentices in Duisburg across all vocational training years. Of these, 5,413 were male and 3,957 were female. However, due to data anonymity, only 9,327 apprentices are shown in the figure above. The remaining 23 people are distributed across the three industries 'agriculture, forestry and fishing', 'mining and quarrying' and 'real estate activities'. As in the previous year, most apprentices worked in the 'health and social services' sector (2,134 people), followed by 'manufacturing' (1,431 apprentices) and 'trade, maintenance and repair of motor vehicles' (1,228 apprentices). The smallest industries include – in addition to the anonymised sectors – 'water supply; sewerage, waste management and remediation activities' (46 apprentices) and 'information and communication' (59 apprentices).

16 Source: Statistics of the Federal Employment Agency, as of September 2024

While 1,684 female apprentices chose vocational training in the 'health and social services' sector, the corresponding number of male apprentices was only 450. Among male apprentices, however, 'manufacturing' was the dominant sector, with 1,258 people, compared to only 173 women. In the industries 'arts, entertainment and recreation' and 'other service activities', by contrast, the proportions of the two genders were almost equal.

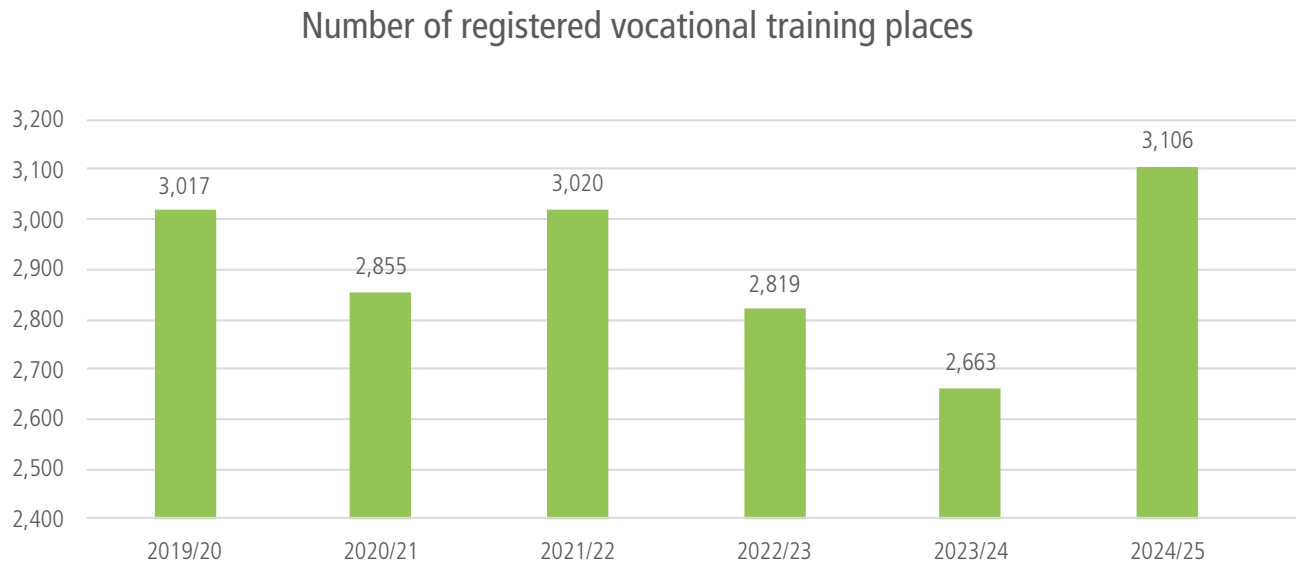


Figure 18: Number of registered vocational training places [17]

In recent years, the number of reported vocational training places has fluctuated slightly. In the 2019/20 training year, it initially reached a peak of 3,017 places before falling to 2,855 in 2020/21 due to the pandemic. With the end of the coronavirus measures, the number rose again to 3,020 places in 2021/22. Most recently, 3,106 reported vocational training places were recorded in September 2025, reaching a new peak. It is important to note that these are monthly reported figures. The figures listed below by economic sector, in contrast, refer to the total number of people in vocational training, including those in their second and third years of training.

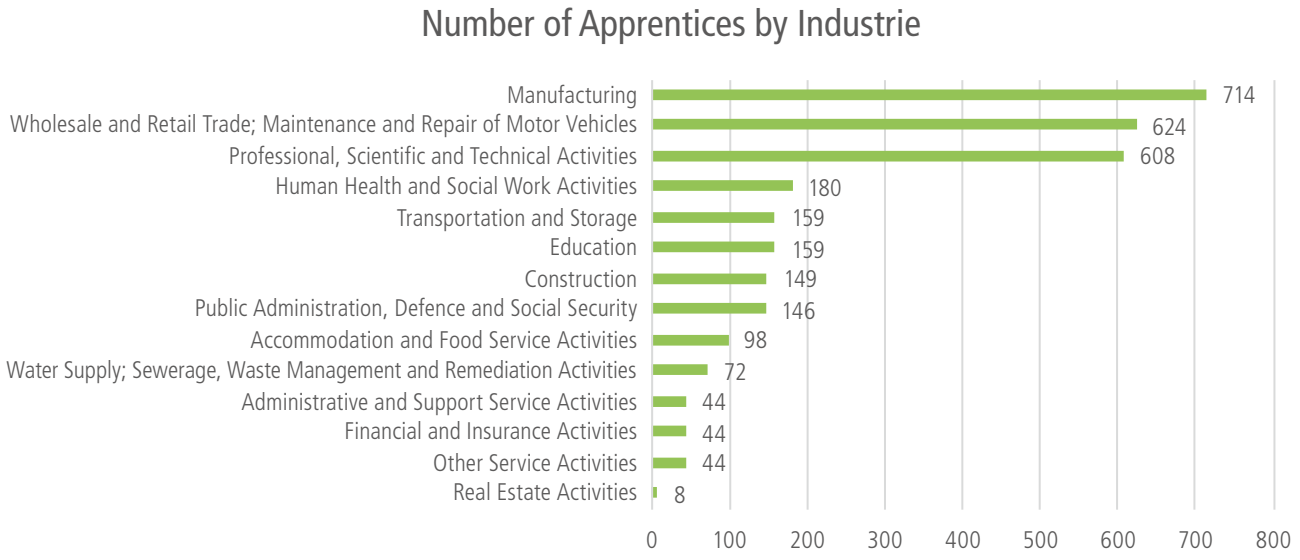


Figure 19: Number of apprentices by industrie [18]

17 Source: Statistics of the Federal Employment Agency, as of September 2025
18 Source: Statistics of the Federal Employment Agency, as of September 2025

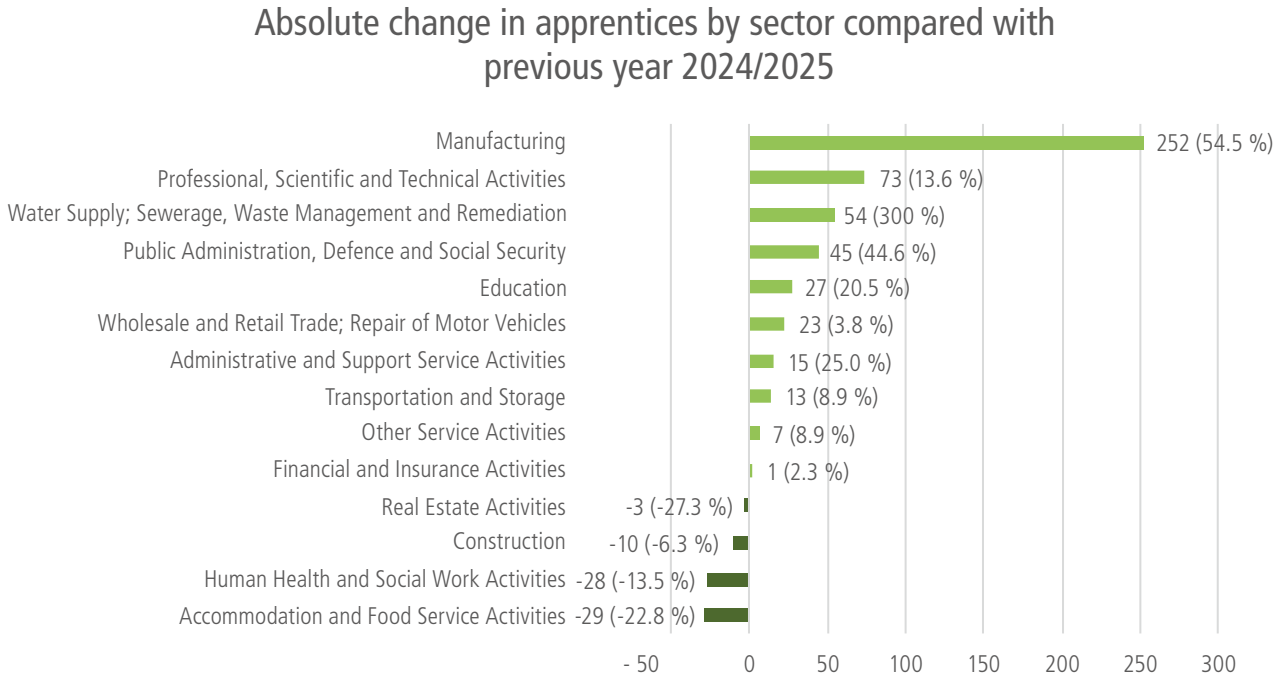


Figure 20: Absolute change in apprentices by sector compared with previous year 2024/2025 [19]

The graphs show the number of reported vocational training places by economic sector and reveal clear differences between industries. The sector offering the most training places is 'manufacturing', with 714 positions, followed by 'trade, maintenance and repair of motor vehicles', with 624 positions. In third place is the 'professional, scientific and technical services' sector, with 608 positions. 'Manufacturing' also recorded the largest increase compared to the previous year (+252 positions).

Industries with fewer training opportunities include 'real estate activities' (8 positions), as well as 'other service activities', 'financial and insurance activities' and 'other economic services', with 44 positions each. The sharpest decline compared to the previous year was recorded in the 'hospitality' sector, which offered 29 fewer vocational training places.

However, it should be noted that some figures were not reported due to statistical confidentiality. Therefore, no figures are available for the economic sectors 'agriculture, forestry and fishing', 'mining and quarrying', 'energy supply' and 'arts, entertainment and recreation'.

19 Source: Statistics of the Federal Employment Agency, as of June 2025

3. Economy

3.1 Gross domestic product of the City

Traditionally, two different national account indicators are used to analyse and evaluate the performance of a business location: gross domestic product (GDP) and gross value added (GVA). GDP comprises the value of all goods and services that are generated in a given area in a year. GDP is measured at market prices and includes non-deductible taxes on products, but excludes intermediate consumption such as subsidies.[20] Gross value added at production prices for each sector of the economy is the gross value of production at production prices less intermediate consumption.[2] Thus, GDP represents gross added value plus taxes on goods and less the subsidies on goods.

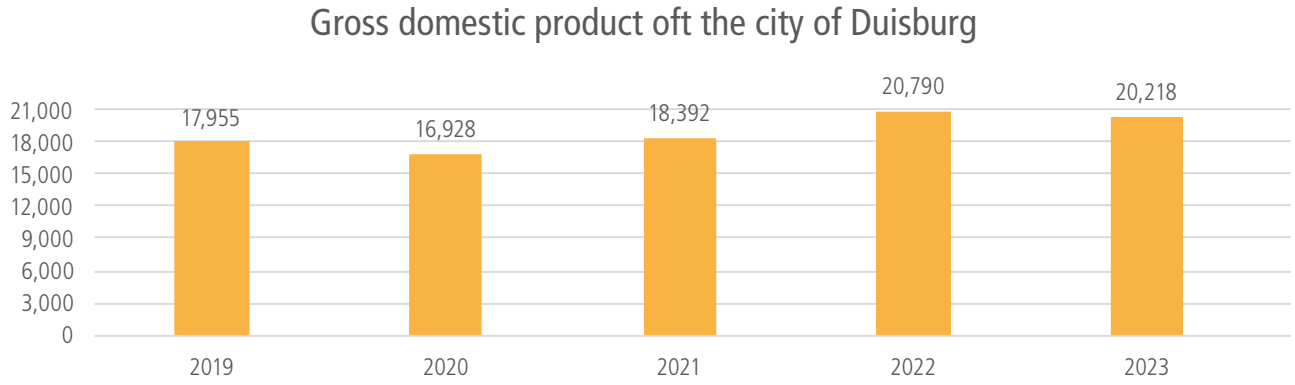


Figure 21: Gross domestic product oft the city of Duisburg [21]

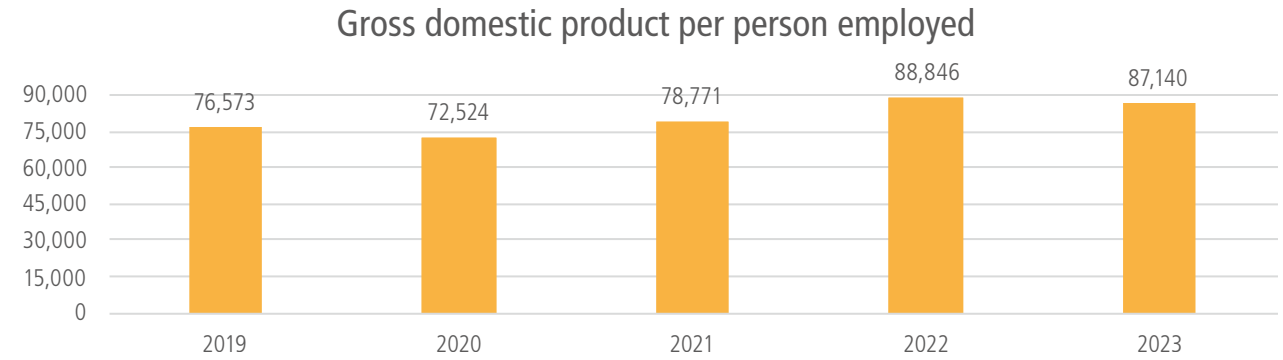


Figure 22: Gross domestic product per person employed [22]

After the coronavirus pandemic, Duisburg's economy continued to recover in 2022, with gross domestic product reaching EUR 20,790 million. However, in 2023, GDP declined to EUR 20,218 million. This corresponds to an economic decline of more than 2.75% compared to the previous year. GDP per person in employment also fell slightly between 2022 (EUR 88,846 per capita) and 2023 (EUR 87,140 per capita), representing a decline of 1.92%. This decline must be viewed against the background of the overall difficult economic situation in Germany, which in 2023 was characterised by high energy prices, weak industrial activity and restrained investment.

20 Source: Gabler Business Dictionary: https://wirtschaftslexikon.gabler.de/definition/bruttoinlandsprodukt-bip-27867, as of January 2026
21 Source: NRW State Database © IT.NRW, Düsseldorf, as of January 2026
22 Source: NRW State Database © IT.NRW, Düsseldorf, as of January 2026

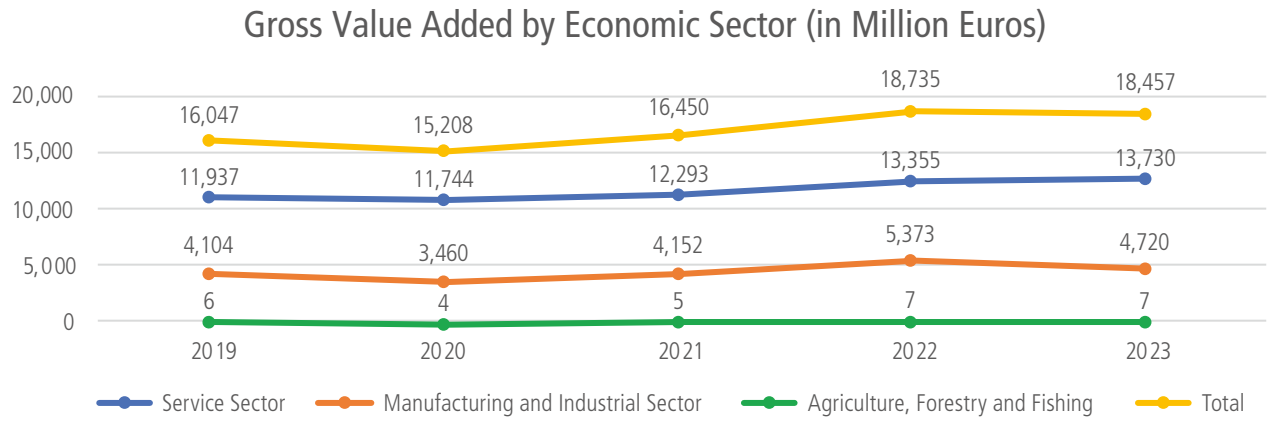


Figure 23: Gross Value Added by Economic Sector (in Million Euros) [23]

In 2023, gross value added in Duisburg totalled EUR 18,457 million. Compared to the previous year, it declined by 1.5%. Almost 75% of gross value added was generated by the service industry (EUR 13,730 million), around 25% by manufacturing (EUR 4,720 million), while agriculture, forestry and fishing accounted for 0.03%, with EUR 7 million. In addition to trade, warehousing and hospitality, the service industry also includes financial and insurance services. This development must be viewed against the background of the overall challenging economic conditions in 2023, which had a dampening effect on value creation in several economic sectors.

3.2 Disposable income

In national accounts, a distinction is made between the disposable income of an entire economy and the disposable income of private households. Disposable income is the total value of income earned by companies and private households, minus taxes and social security contributions, plus government subsidies and social benefits. The disposable income of private households remains as household income after deduction of social security contributions and taxes.[6]

Disposable income rose steadily throughout the period under review. In 2018, the disposable income of private households in Duisburg amounted to around EUR 8.8 billion, which corresponded to an income per inhabitant of EUR 17,846. In 2019, the disposable income of private households exceeded EUR 9 billion for the first time. This level was maintained and further increased in the following years 2020, 2021 and 2022 despite the coronavirus pandemic. With disposable income of private households amounting to EUR 10.613 billion in 2023, each inhabitant had an average of EUR 21,102 at their disposal for the first time.

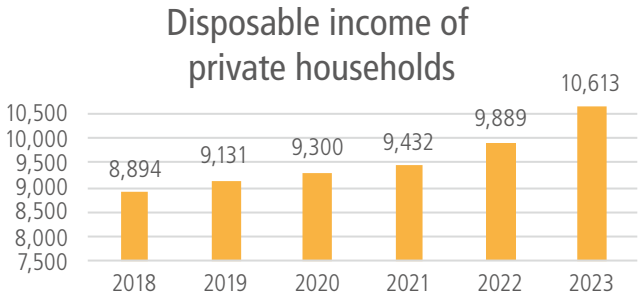


Figure 24: Disposable income of private households [24]

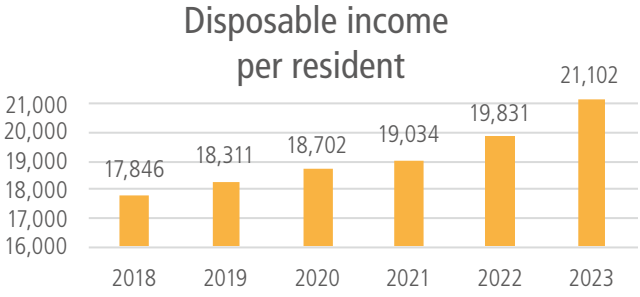


Figure 25: Disposable income per resident [25]

23 Source: NRW State Database © IT.NRW, Düsseldorf, as of January 2026
24 Source: NRW State Database © IT.NRW, Düsseldorf, as of January 2026
25 Source: NRW State Database © IT.NRW, Düsseldorf, as of January 2026

3.3 Corporate structure

There are a total of 8,559 businesses in Duisburg that employ at least one person subject to national insurance contributions. Business sizes are classified according to the number of employees subject to national insurance contributions. The largest share, over 75%, is accounted for by businesses with 1 to 9 employees subject to national insurance contributions, corresponding to 6,467 businesses. A total of 1,541 businesses employ between 10 and 49 employees subject to national insurance contributions, accounting for 18% of the total. Around 5%, or 459 businesses, employ between 50 and 249 employees subject to national insurance contributions. A total of 92 companies, approximately 1%, employ more than 250 employees subject to national insurance contributions. This means that Duisburg is exactly average in terms of business size, both in comparison with North Rhine-Westphalia and with the Ruhr region.

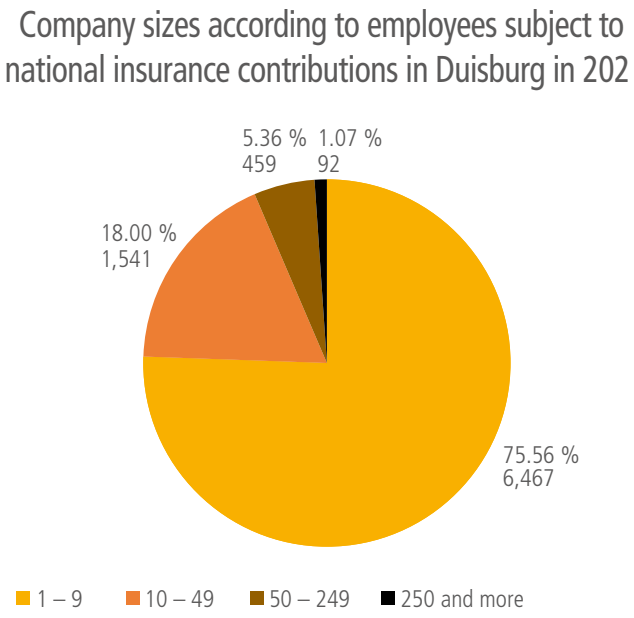


Figure 26: Company sizes according to employees subject to national insurance contributions in Duisburg in 2024 [26]

3.4 Number of business registrations

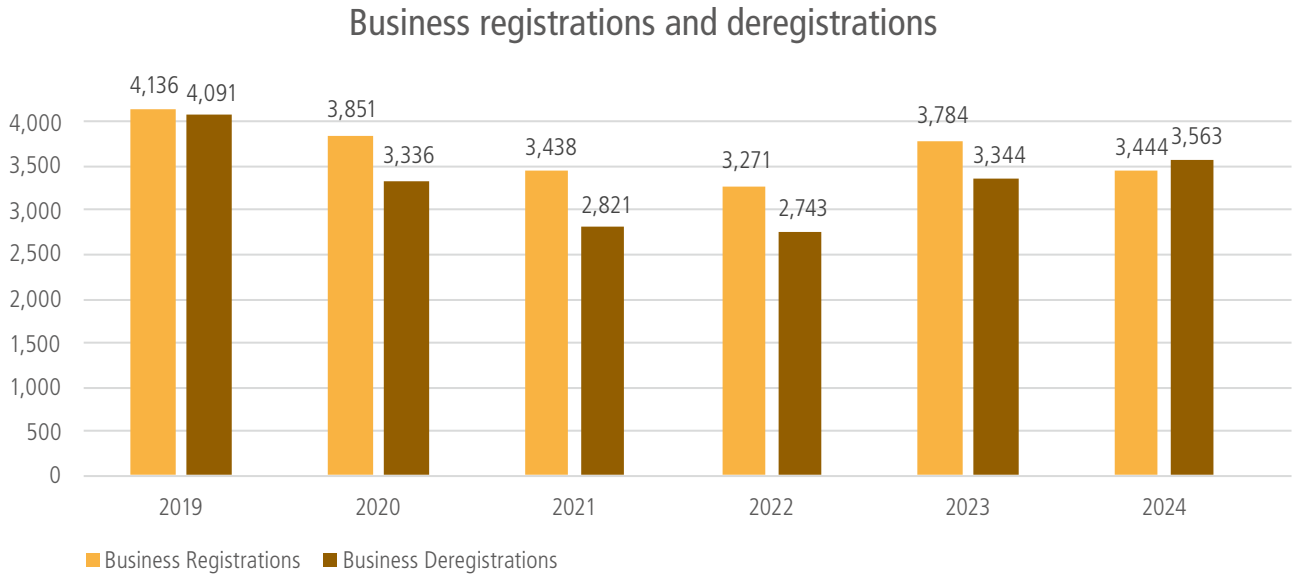


Figure 27: Business registrations and deregistrations [27]

The balance of business registrations in Duisburg was positive during the observation period from 2019 to 2023 and increased significantly from 2020 onwards. This means that more business registrations than deregistrations were recorded throughout the period. As a result, the City of Duisburg was able to attract and retain businesses in the long term. Although almost 400 fewer business registrations were recorded in 2023 than in 2019, the number of business deregistrations fell by around 400 over the same period. In contrast, there were 3,444 registrations and 3,563 deregistrations in 2024. For the first time, more businesses were deregistered than registered.

26 Source: Statistics of the Federal Employment Agency, as of January 2026

27 Source: NRW State Database © IT.NRW, Düsseldorf, as of January 2026 (latest available data)

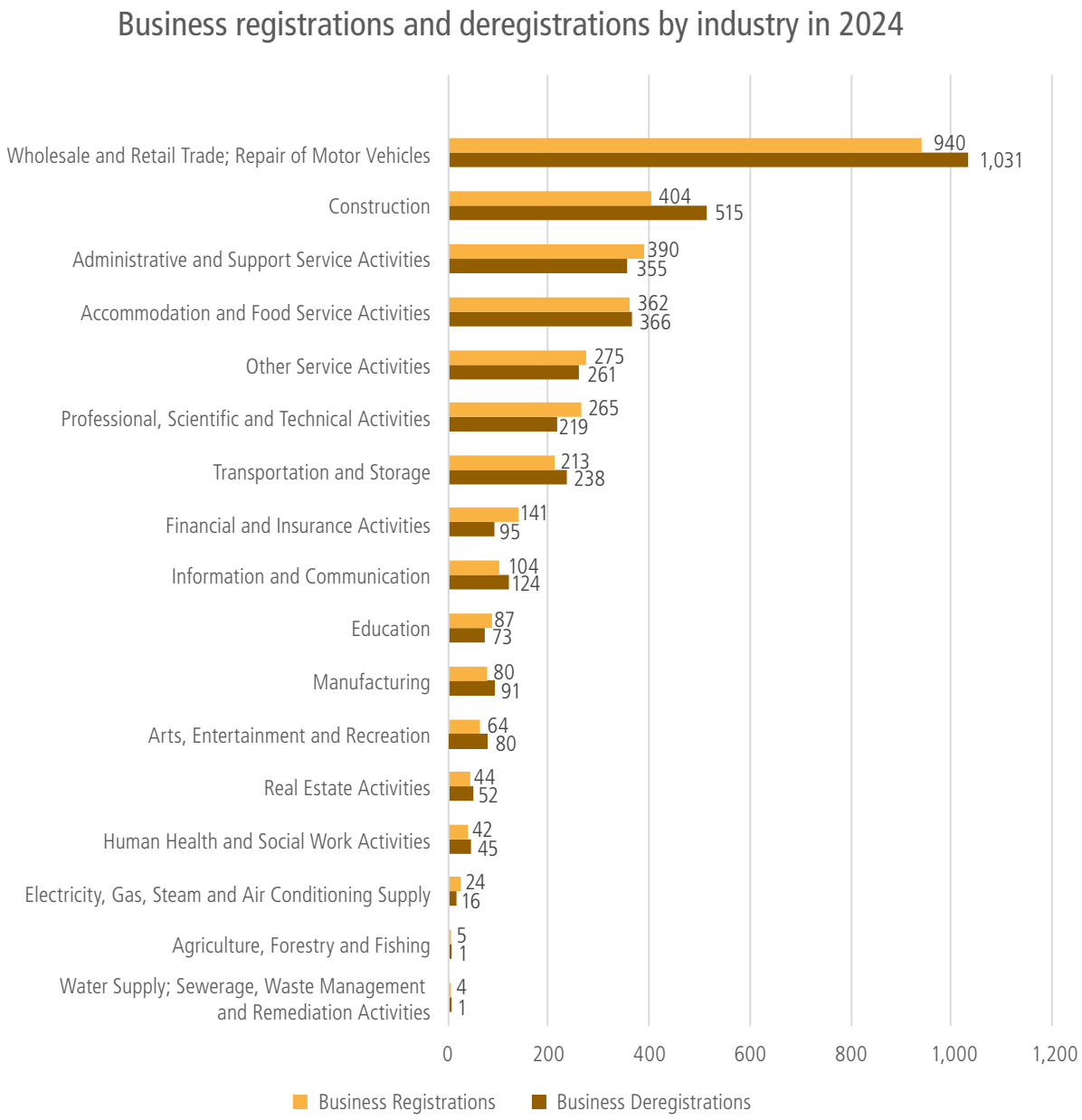


Figure 28: Business registrations and deregistrations by industry in 2024 [28]

In 2024, the majority of business registrations were in the economic sector 'trade, maintenance and repair of motor vehicles'. In this sector, 940 new businesses were registered. At the same time, this industry also recorded the highest number of business deregistrations: 1,031 companies ceased trading. By contrast, the 'construction' sector recorded the highest negative balance. Here, 404 new businesses were registered, while 515 deregistrations were recorded.

28 Source: NRW State Database © IT.NRW, Düsseldorf, as of January 2026 (latest available data)

3.5 Integrative power of the business location

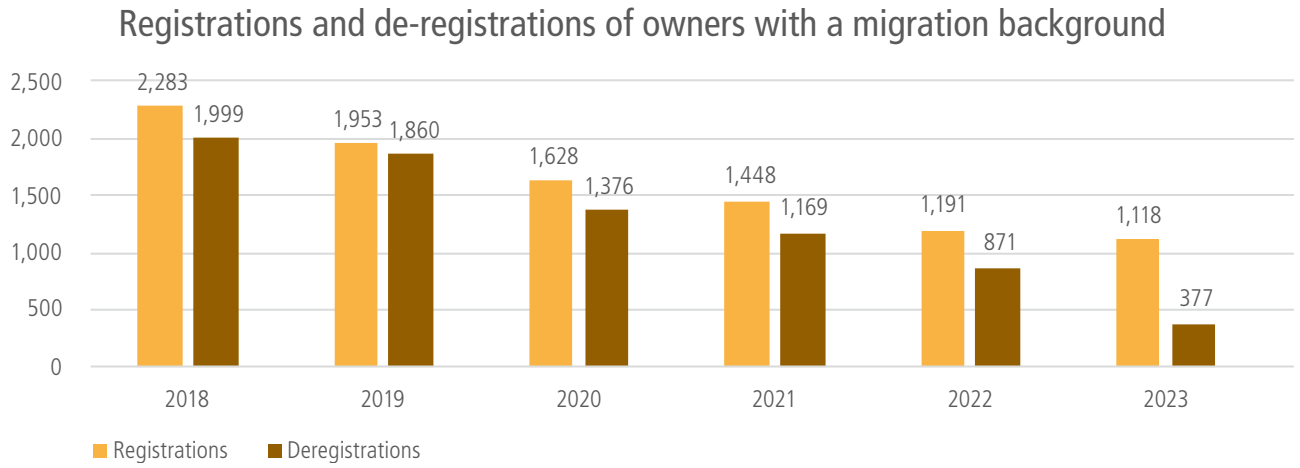


Figure 29: Registrations and de-registrations of owners with a migration background [29]

Until 2022, the trend in business registrations and deregistrations by business owners with a migrant background was similar to the overall trend in Duisburg as a business location. Throughout the entire observation period, more businesses were registered than deregistered each year. From 2019 onwards, the balance initially increased slightly but steadily. Since 2020, it has remained stable at over 200.

A particularly significant increase was recorded in 2023: the balance of business registrations more than doubled compared to 2022. While the balance was still at 320 in 2022, it reached 741 in 2023. This underlines the long-term commitment of business owners with a migrant background to Duisburg as a business location.

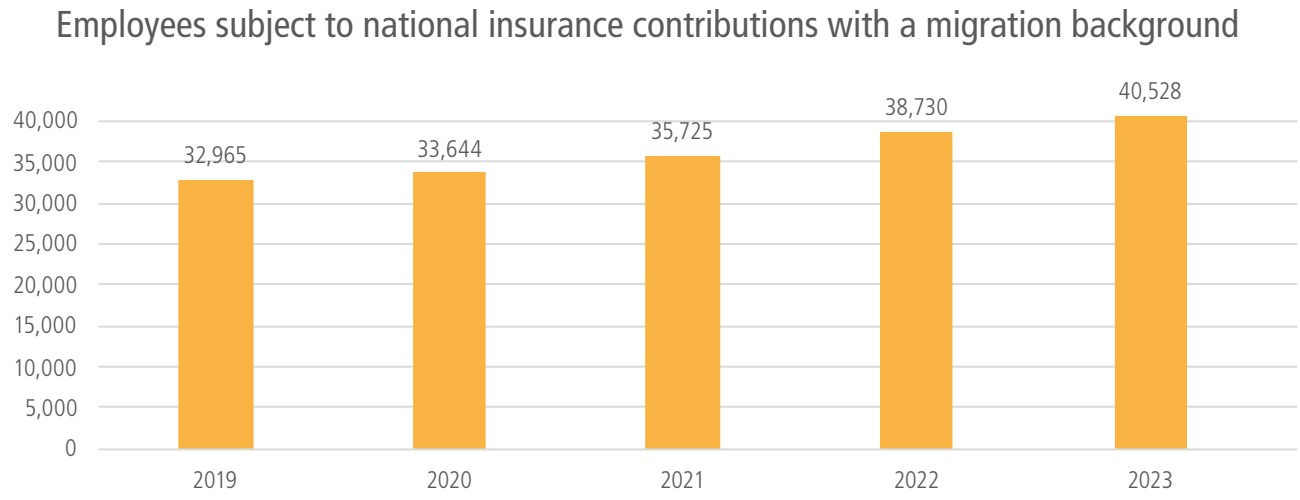


Figure 30: Employees subject to national insurance contributions with a migration background [30]

In 2019, 32,965 employees subject to national insurance contributions with a migrant background were employed in Duisburg. This corresponds to around 22% of all employees subject to national insurance contributions in Duisburg. In the following years, the number of employees subject to national insurance contributions with a migrant background increased steadily, particularly due to refugees from Syria and Ukraine. In 2023, 40,528 employees subject to national insurance contributions with a migrant background were employed in Duisburg. This meant that their share in that year was around 27%.

29 Source: NRW State Database © IT.NRW, Düsseldorf, as of January 2026 (latest available data)
30 Source: City of Duisburg, as of: January 2026 (latest available data)

3.6 Investments by municipalities and companies

The City of Duisburg is an ideal location for investors and visionaries. Well-organised business networks, a trimodal transport infrastructure and an energy infrastructure that is ideal for industrial production form the framework for Duisburg as a business location. Thanks to funding programmes and municipal investment, flagship projects have already been implemented in the urban area in recent years.

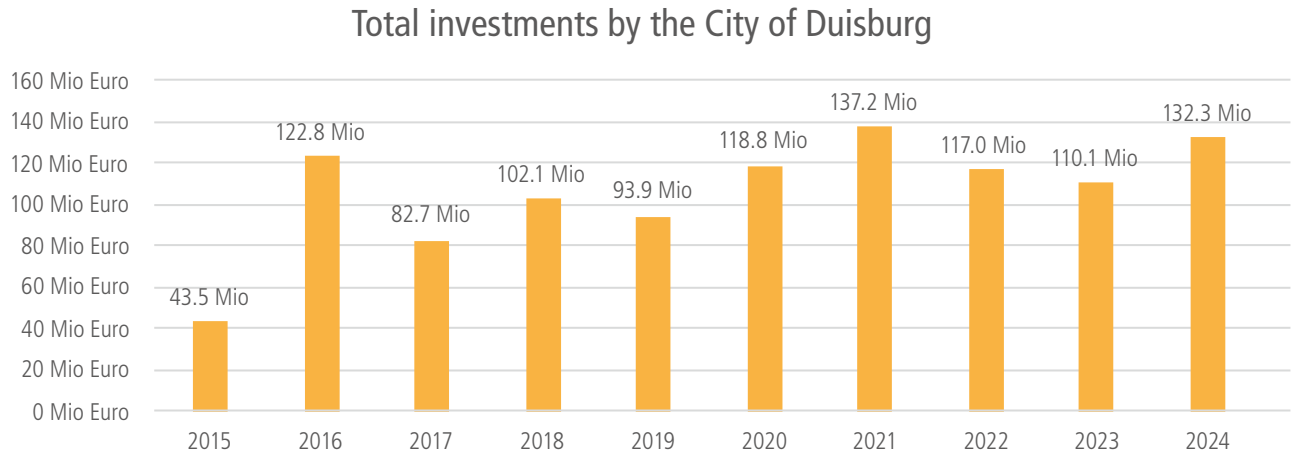


Figure 31: Total investments by the City of Duisburg [31]

In 2024, the City of Duisburg made investments totalling over EUR 132.3 million. This corresponds to an increase of just under EUR 13 million compared to the previous year. The biggest change in the investment sum was recorded in 2016, with an increase of over EUR 79 million compared to the previous year.

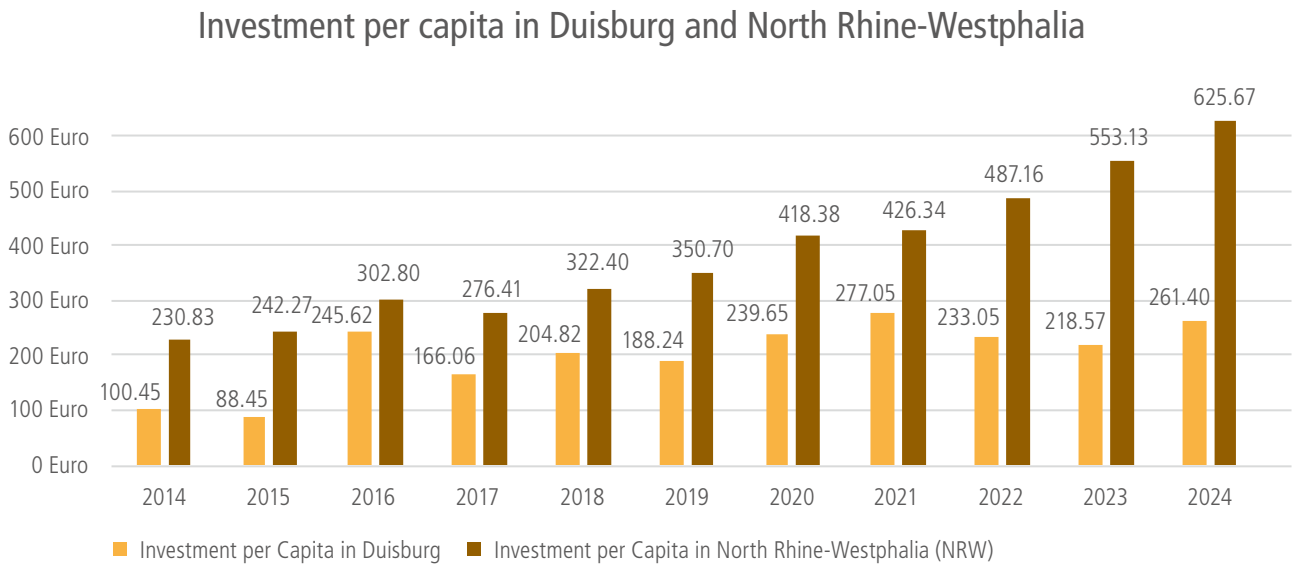


Figure 32: Investment per capita in Duisburg and North Rhine-Westphalia [32]

31 Source: NRW State Database © IT.NRW, Düsseldorf, as of Novembre 2025 (latest available data)

32 Source: NRW State Database © IT.NRW, Düsseldorf, as of Novembre 2025 (latest available data)

In 2024, the City of Duisburg invested an average of EUR 261.40 per inhabitant. In comparison, the figure for North Rhine-Westphalia was significantly higher at EUR 625.67 per inhabitant. A particularly sharp rise in investment was recorded in Duisburg in 2016, when investment rose by EUR 157.12 per inhabitant compared with the previous year.

It should be noted that the level of investment may vary depending on the size of the municipality, its financial situation and demographic structure. While the figures for Duisburg are based on the city's population, the figures for North Rhine-Westphalia are based on the total population of the state. Structural differences – for example, in terms of tax revenue or the distribution of subsidies – can affect comparability.

3.7 Trade tax and property tax

Trade tax and property tax are among the most lucrative sources of income for local authorities. As municipal taxes, the revenue is generally allocated to the municipalities, with part of the trade tax being transferred to the federal government and the states. The respective assessment rate is decisive for the calculation of both taxes. This is determined by the local authority for both trade tax and property tax. The higher the assessment rate, the greater the tax burden on the taxpayer. Trade tax is payable by businesses that maintain a permanent establishment in Germany. Owners of real estate are liable for property tax.

Since the assessment rates can vary considerably from municipality to municipality within a region, they represent a competitive location factor.

The tax burden on taxpayers in Duisburg has been above average in recent years, with a trade tax rate of 495% and a property tax rate (B) of 886%. This was intended to balance budget deficits as part of budget consolidation and meet the requirements for receiving consolidation aid from the state of North Rhine-Westphalia. In the long term, high tax rates can have a negative impact on the local economy if local companies relocate in order to reduce their location costs or if the establishment of new companies is hindered as a result. A high property tax rate also increases the housing costs of many citizens, as property tax is not only paid by property owners but can also be passed on to tenants as part of their utility bills.

Following the end of Duisburg's excessive indebtedness with the 2022 annual financial statements, the City Council decided to reduce the trade tax rate to 515% from 2023 onwards. If the economic situation continues to develop positively, tax cuts are to be continued in order to provide lasting relief for businesses and the city's residents. In addition, the City Council decided that a reduction plan would be drawn up to lower trade tax in Duisburg in the long term. In 2022, the Council decided that the city's economic performance allowed for a continuous reduction in the assessment rate. Therefore, a gradual reduction in the rate was decided, which was lowered by five percentage points to 515% in 2023. Reductions of ten percentage points each were planned for 2024 and 2025, resulting in a rate of 495% in 2025, which will be maintained in 2026.

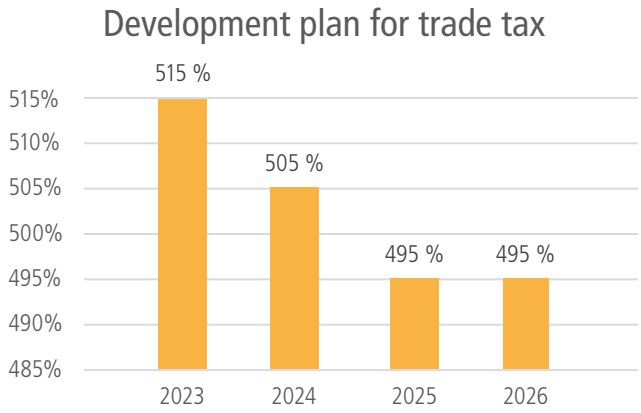


Figure 33: Development plan for trade tax [33]

In 2026, Duisburg's trade tax rate stands at 495%, around 2% above the average of 493% for the neighbouring cities and Ruhr region municipalities considered. The highest assessment rates are recorded in Oberhausen and Mülheim an der Ruhr, at 580% each. Significantly lower rates can be found in Ratingen (410%), Düsseldorf (440%) and Meerbusch (450%). Following the reduction in the assessment rate in 2025, Duisburg has moved closer to the regional average and is now at the same level as Bochum and Moers (495% each), while remaining only slightly above cities such as Krefeld, Essen and Gelsenkirchen (480% each).

33 Source: City of Duisburg

Neighbouring towns and the Ruhr area

Trade tax assessment rates in the Duisburg area

Oberhausen	580 %	Bottrop	490 %
Mülheim a. d. Ruhr	580 %	Dortmund	485 %
Unna district	528 %	Gelsenkirchen	480 %
Recklinghausen district	520 %	Essen	480 %
Rheinberg	520 %	Krefeld	480 %
Herne	500 %	Wesel district	468 %
Dinslaken	499 %	Hamm	465 %
Bochum	495 %	Meerbusch	450 %
Moers	495 %	Düsseldorf	440 %
Duisburg	495 %	Ratingen	410 %
		ø Assessment rates	**493 %**

Tabel 1: Trade tax assessment rates in the Duisburg area

3.8 Rent index and property market

The real estate market in Duisburg is undergoing change: newly planned districts and neighbourhoods are laying the foundations for new developments and a dynamic real estate market where rents remain moderate.

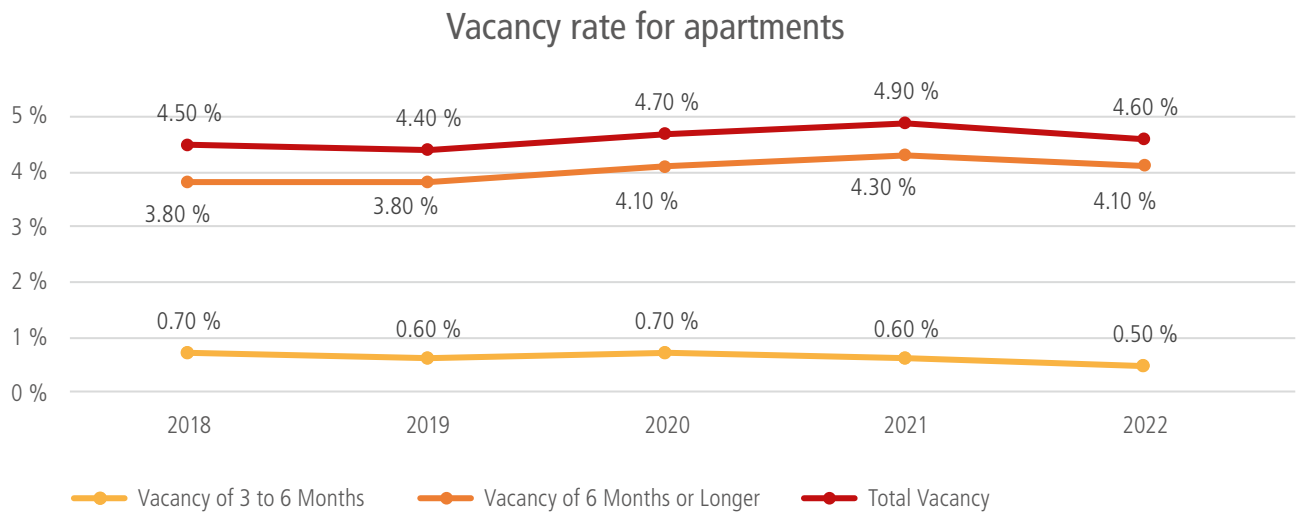


Figure 34: Vacancy rate for apartments [34]

34 Source: City of Duisburg, as of December 2024

The vacancy rate in Duisburg remained virtually unchanged between 2018 and 2022. In 2018, 4.5% of apartments in Duisburg were vacant. In 3.8% of Duisburg's apartments, the vacancy lasted at least six months. In comparison, the vacancy rate in 2022 was slightly higher than in 2018 at 4.6%, but lower than in the previous year, 2021. In 2022, 4.1% of Duisburg's apartments had been unlet for at least six months.[35]

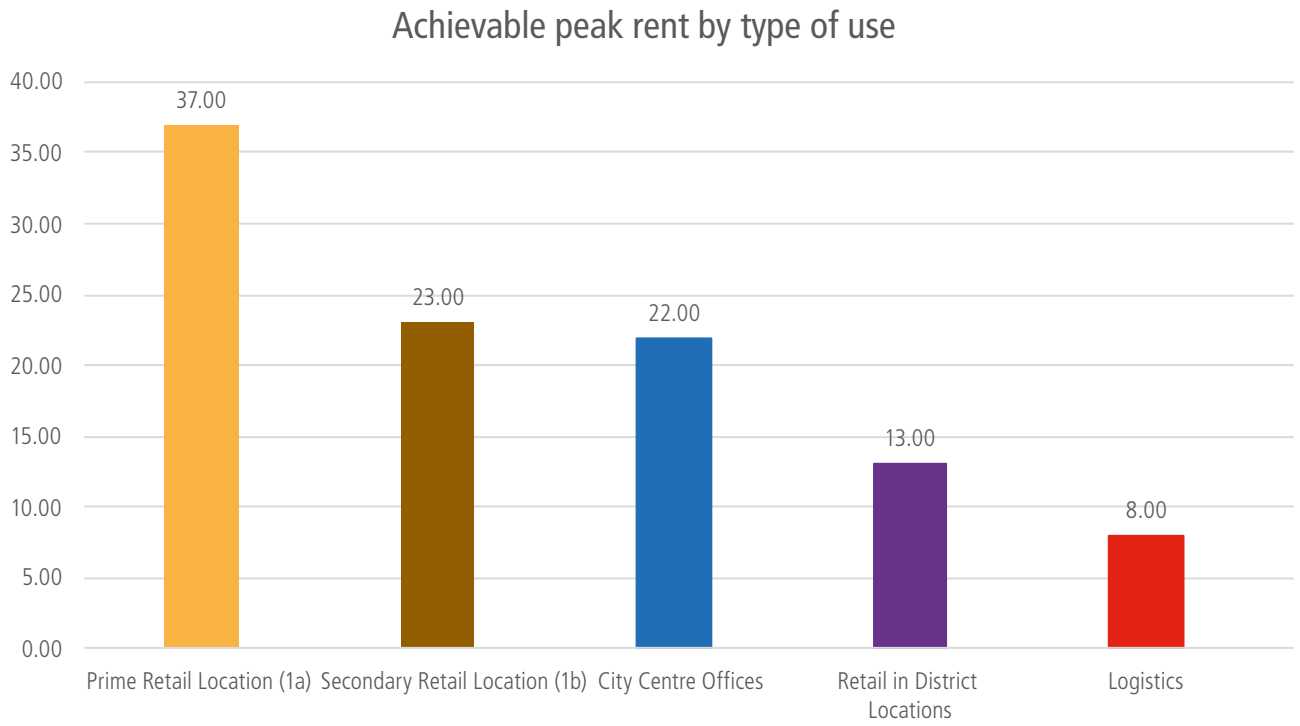


Figure 35: Achievable peak rent by type of uset [36]

Peak rents in the commercial property sector can provide information about the attractiveness of a business location. If a location becomes more popular, the cost of commercial space there usually goes up too. In the long term, other public services also benefit from efficient land development, as the municipal revenue generated can be reinvested elsewhere.

In Duisburg, the highest peak rents per square metre were achieved in the best-located retail spaces, at EUR 37. This was almost one-third higher than rental space classified in category 1b (EUR 23). Office space in the city centre reached maximum prices of EUR 22. Away from the centre, however, retail rents were significantly lower at EUR 13. Logistics had the lowest rental price among the categories shown, at EUR 8 per square metre. The real estate market report published twice a year by Duisburg Business & Innovation provides a detailed overview of the real estate industry in the Duisburg urban area.

35 Source: Duisburg Real Estate Market Report 2024: https://www.duisburg-business.de/fileadmin/duisburg-business/Downloads/Immobilienmarktbericht_2024/ly_dbi_immobilienmarktbericht_030325.pdf, (duisburg-business.de)

36 Source: Business Metropole Ruhr: https://www.buisness.ruhr, as of January 2026

4. Education

4.1 Overview of schools and number of pupils

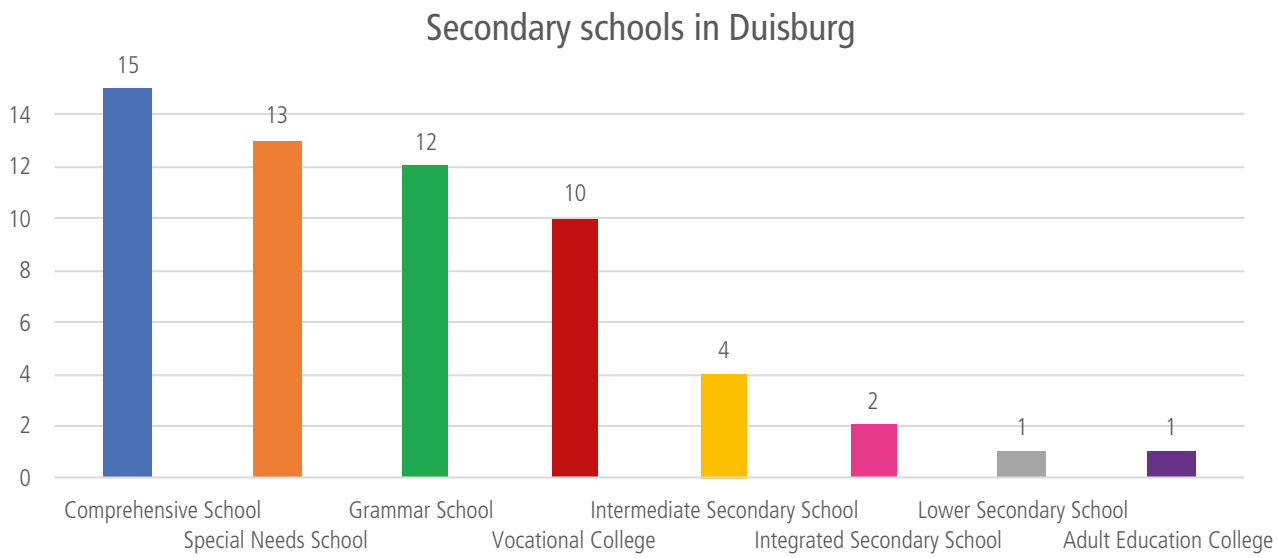


Figure 36: Secondary schools in Duisburg [37]

In the 2024/2025 school year, there were a total of 134 schools with 71,351 pupils in the Duisburg city area. These included 76 primary schools, where more than 21,000 children were taught at primary level. Secondary education comprised 58 secondary schools with a total of more than 50,000 pupils. Of these, 16,324 pupils (32.63%) attended one of the 15 comprehensive schools (Gesamtschulen). A total of 10,897 pupils (21.78%) were enrolled at the twelve grammar schools (Gymnasien). The four secondary schools (Realschulen) reported 2,586 pupils (5.17%), while the two secondary schools (Sekundarschulen) were attended by 1,655 pupils (3.31%). The secondary school (Hauptschule) in the Walsum district was attended by 280 pupils (0.56%), while the further education college (Weiterbildungskolleg) was attended by 291 pupils (0.58%). A total of 2,998 children and young people (5.99%) attended one of the 13 special needs schools (Förderschulen). In addition, 15,004 pupils (29.99%) were enrolled in one of the ten vocational colleges (Berufskollegs) to complete vocational training, further or continuing education.

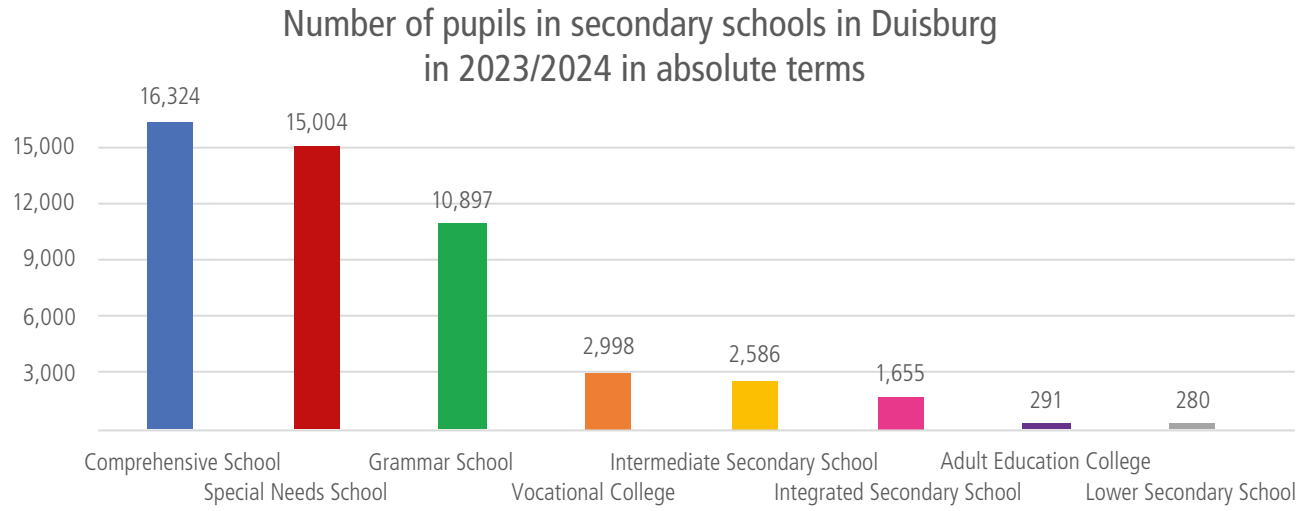


Figure 37: Number of pupils in secondary schools in Duisburg in 2023/2024 in absolute terms [38]

37 Source: NRW State Database © IT.NRW, Düsseldorf, as of January 2026; City of Duisburg
38 Source: NRW State Database © IT.NRW, Düsseldorf, as of January 2026; City of Duisburg

4.2 Statistics on educational attainment

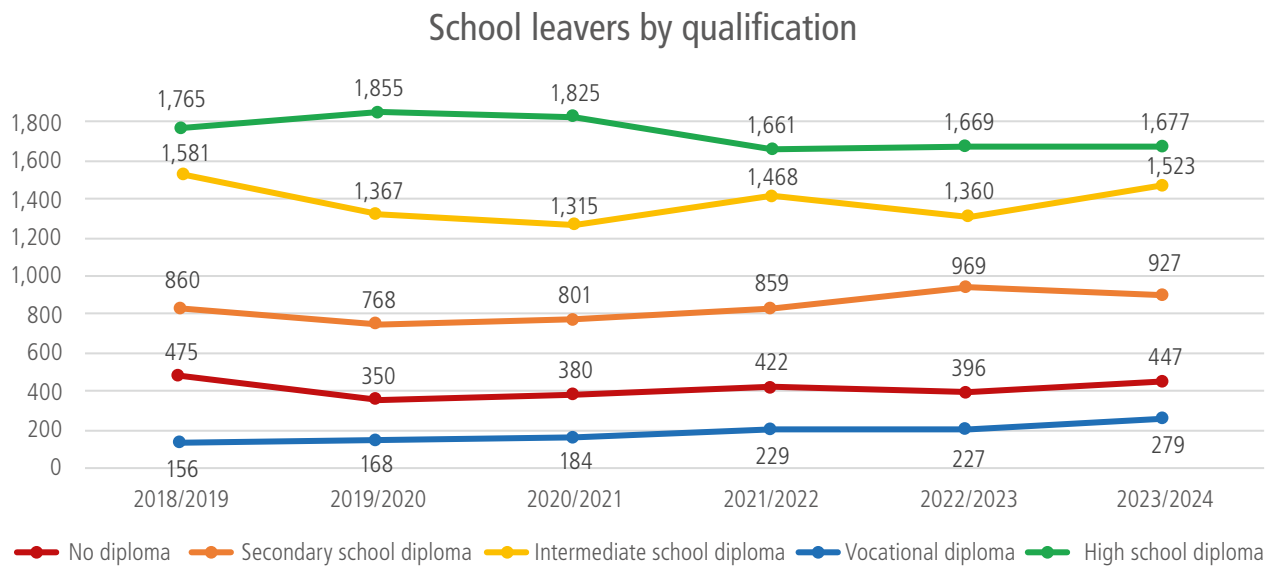


Figure 38: School leavers by qualification [39]

In the 2023/2024 school year, Duisburg schools recorded a total of 4,853 school leavers. The number of high school graduates increased slightly compared to previous years, and at 1,677 they still accounted for more than a third (34.56%) of all school leavers. A total of 1,523 pupils (31.38%) obtained a secondary school leaving certificate (Realschulabschluss), which represents a decline compared with the previous year. 927 pupils (19.10%) completed their schooling with a secondary school leaving certificate (Hauptschulabschluss), while 279 school leavers (5.75%) obtained a technical college entrance qualification (Fachhochschulreife). The number of school leavers without qualifications in the 2023/2024 school year was 447, corresponding to a proportion of 9.21%. A total of 4,406 school leavers obtained a school leaving certificate and are therefore available to Duisburg as potential skilled workers – either for vocational training or university studies in the region.

4.3 Childcare

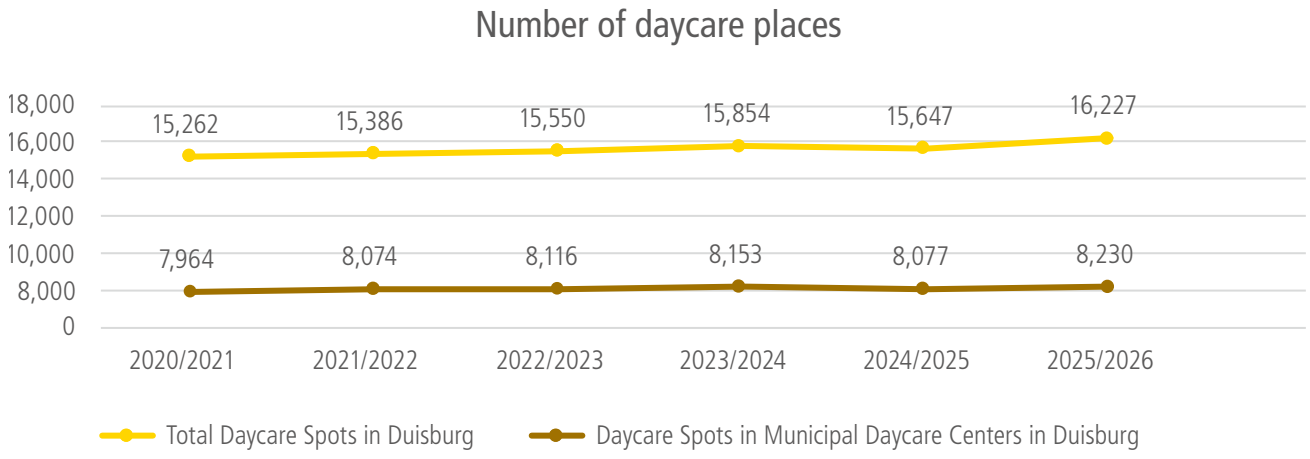


Figure 39: Number of daycare places [40]

39 Source: NRW State Database © IT.NRW, Düsseldorf, as of January 2026; City of Duisburg
40 Source: NRW State Database © IT.NRW, Düsseldorf, as of January 2026

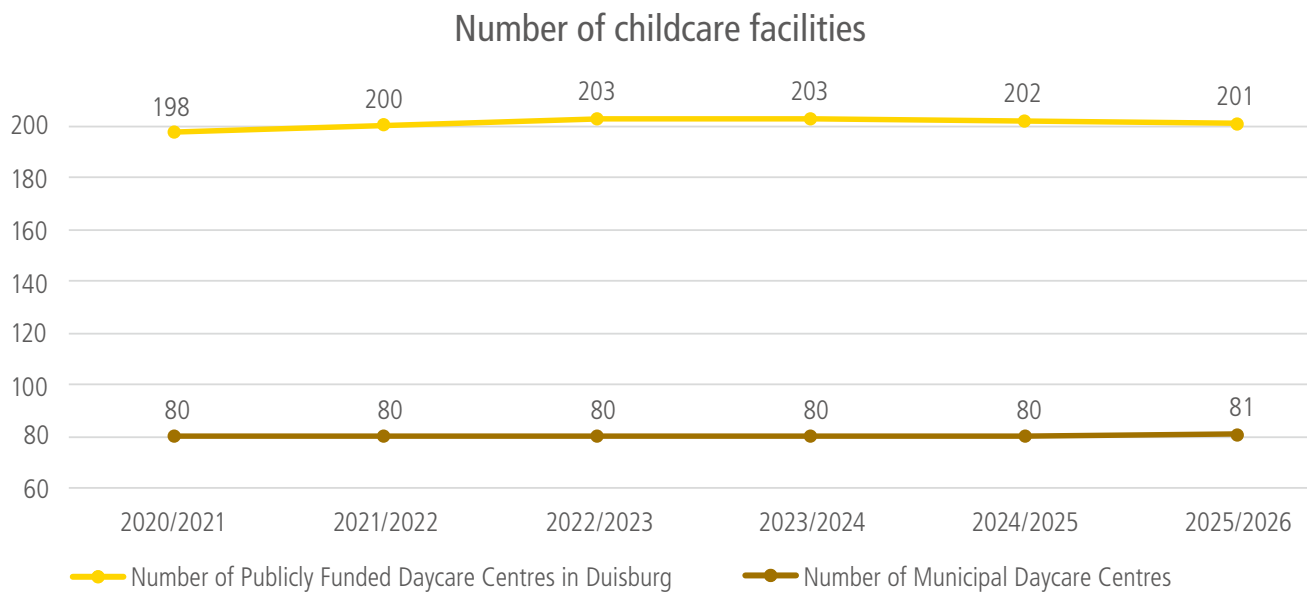


Figure 40: Number of childcare facilities [41]

Since the 2019/2020 kindergarten year, the City of Duisburg has continuously offered more than 16,000 childcare places, around 8,200 of which are run by the city. The number of publicly funded childcare centres has remained at least 200 since the 2017/2018 kindergarten year. Throughout the entire period under review, the number of municipal childcare centres fluctuated between 75 and 81 facilities. In the 2024/2025 kindergarten year, a total of 16,227 places are available in the 201 publicly funded daycare centres in Duisburg.

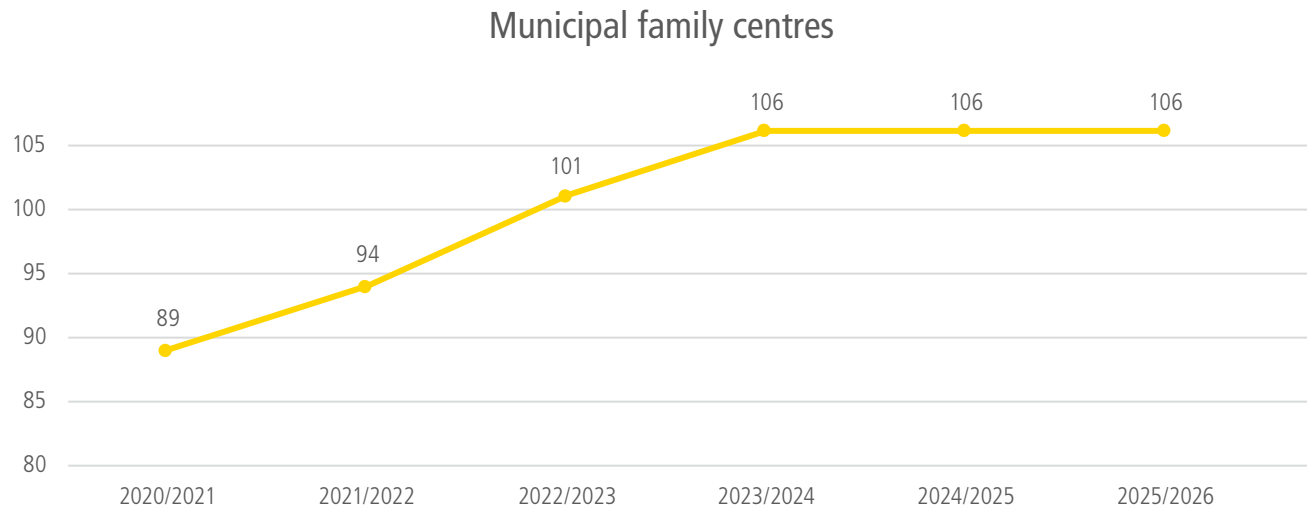


Figure 41: Municipal family centres [42]

Some of Duisburg's childcare facilities are certified as family centres and offer social space-oriented support services for children and families. The number of family centres has more than doubled since the 2011/2012 kindergarten year – from 46 to 106 in 2024/2025. In addition to the family centres, there are currently three family primary school centres funded by the state of North Rhine-Westphalia. They provide targeted support to parents in their parenting and help improve the educational opportunities of children from socially disadvantaged families.

41 Source: NRW State Database © IT.NRW, Düsseldorf, as of January 2026
42 Source: NRW State Database © IT.NRW, Düsseldorf, as of January 2026

5. Research

5.1 List of universities and research institutes

The image transformation of the Ruhr region from an industrial location to a knowledge region is in full swing, and the higher education landscape of the Ruhr metropolitan region is already one of the densest in Europe. This ongoing structural change also emphasises the importance of Duisburg as a centre of science and has a positive effect on the expansion and promotion of scientific institutions.

The following universities and colleges are located in Duisburg:

- University of Duisburg-Essen, Duisburg Campus
- FOM, university location Duisburg
- University of Applied Sciences for Police and Public Administration (HSPV)
- Folkwang University of the Arts

In addition, Duisburg has a total of 15 research institutes as part of its knowledge infrastructure:

- Centre for Nanointegration (CENIDE)
- DST Development Centre for Marine Technology and Transport Systems e. V.
- Duisburg Institute for Language and Social Research e. V.
- FEhS Institute for Building Materials Research e. V.
- Fraunhofer inHaus Centre
- Fraunhofer Institute for Microelectronic Circuits and Systems
- FGW Research Institute for Social Development (registered association [e. V. i. L.])
- Institute for Energy and Environmental Technology
- Nano Energy Technology Centre (NETZ)
- Rhine-Ruhr Institute for Social Research and Policy Advice
- Salzgitter Mannesmann Research GmbH (steel research)
- Social Science Survey Centre GmbH
- ZBT Centre for Fuel Cell Technology
- Centre for Semiconductor Technology and Optoelectronics
- ZaKI.D – Centre for Applied Artificial Intelligence Duisburg

5.2 Student Enrollment Figures

The wide range of courses and subjects offered at the four universities attracts a large number of students to the city. A total of over 15,000 people are currently studying in Duisburg, distributed among the universities as follows:

The University of Duisburg-Essen had 12,162 students enrolled in 58 degree programmes at the Duisburg campus in the 2025 summer semester.[43]

In the winter semester of 2025/2026, 134 students were enrolled in four degree programmes at the Folkwang University of the Arts in Duisburg.[44]

The University of Applied Sciences for Police and Public Administration in North Rhine-Westphalia (HSPV) is decentralised, with nine locations across North Rhine-Westphalia. There are currently 3,259 students enrolled at the Duisburg campus, who can choose from five bachelor's degree programmes.[45]

The FOM University Centre in Duisburg-Neudorf is one of 19 study locations in North Rhine-Westphalia. The Duisburg campus currently has 243 students and offers 13 bachelor's degree programmes.[46]

International students are also represented at Duisburg's universities. At the University of Duisburg-Essen, they account for around one-third of the student population, with 4,108 students. At the Folkwang University of the Arts in Duisburg, 119 of the 134 students are international – a proportion of over 80%.

43 Source: University of Duisburg-Essen, as of November 2025
44 Source: Folkwang University of the Arts, as of November 2025
45 Source: University of Applied Sciences for Police and Public Administration NRW, as of November 2025
46 Source: FOM University, as of November 2025

	University Duisburg-Essen Campus Duisburg	Folkwang University of the Arts Duisburg	HSPV Duisburg	FOM Duisburg	Overall
Students in total	12,162	134	3,259	243	15,798
Of which inter-national students	4,108	119	0	*[47]	4,227
Offered degree programmes	58	4	5	13	80

Table 2: Students and courses offered at universities and colleges in Duisburg

More than half of the students in Duisburg (59.21%) obtained their university entrance qualification in another district within North Rhine-Westphalia. A remarkable 21.55% of students have a university entrance qualification obtained abroad. At the same time, a significant proportion of former Duisburg school pupils decide to study in their home city after completing school: 13.11% of students obtained their university entrance qualification at a school in Duisburg. A further 14.29% obtained their university entrance qualification in another federal state of Germany.

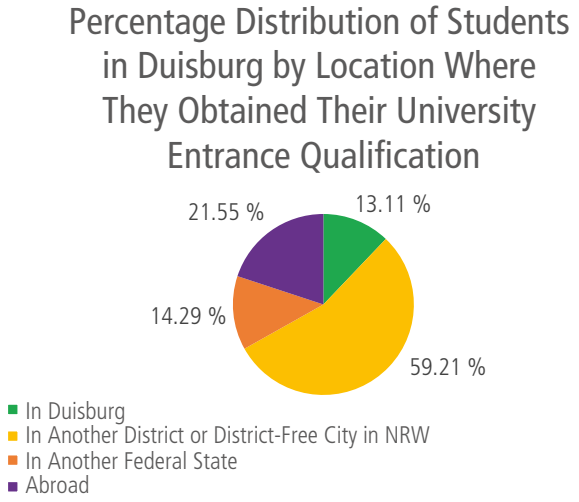


Figure 42: Percentage Distribution of Students in Duisburg by Location Where They Obtained Their University Entrance Qualification [48]

5.3 Percentage of academics

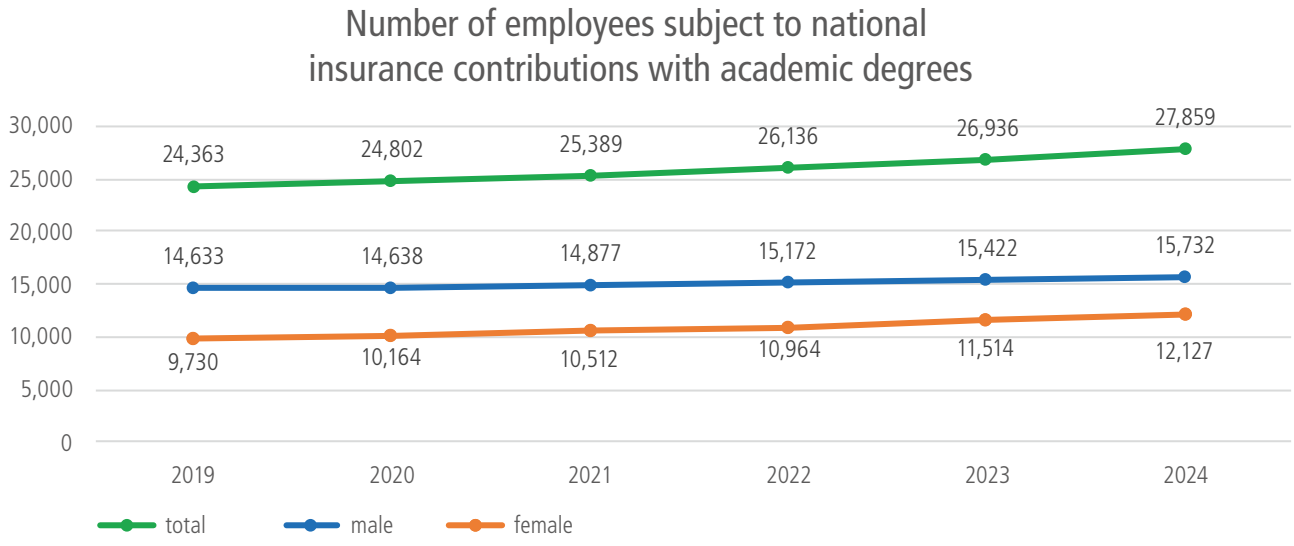


Figure 43: Number of employees subject to national insurance contributions with academic degrees[49]

47 No Data Collected

48 Source: NRW State Database © IT.NRW, Düsseldorf, as of October 2025

49 Source: NRW State Database © IT.NRW, Düsseldorf, as of October 2025

Between 2019 and 2024, the proportion of employees subject to national insurance contributions in Duisburg with a university degree rose steadily for both men and women. In 2024, a total of 27,859 employees subject to national insurance contributions had an academic degree (15.61%), compared to 24,363 (13.90%) in 2019. This corresponds to an increase of over 3,000 academics. Although men account for just under 60% of the total over the entire period, the proportion of women is increasing.

5.4 Patent development

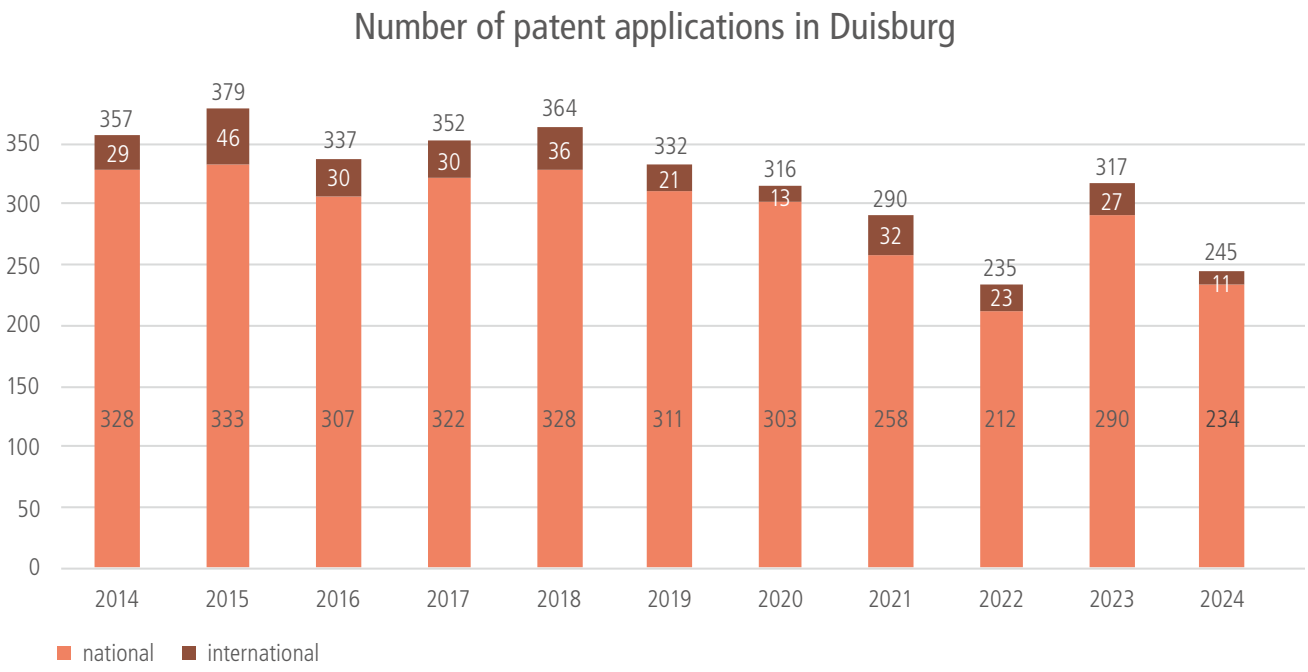


Figure 44: Number of patent applications in Duisburg [50]

Most patents were registered between 2013 and 2023, with 379 applications in 2015. After that, the number initially fell to 337 in 2016, then rose slightly in 2017 and 2018, before declining again from 2019 onwards and reaching 235 in 2022. In 2023, there was another significant increase to 317 patents. The proportion of international patent applications remained largely constant at around 8%, but declined sharply in 2019 and 2020 due to the pandemic, as cross-border research became more difficult. From 2021 onwards, these applications increased again. Over the past ten years, most cooperation partners came from neighbouring countries such as Austria, France, Belgium, the Netherlands and Switzerland, but also from the USA, India, South Korea and Egypt.

If the German Patent and Trademark Office grants a patent, the invention is generally protected for a maximum of 20 years from the date of filing. From the third year onwards, an annual fee must be paid to maintain patent protection. If payment is not made, the patent expires automatically. For medicinal products and plant protection products subject to authorisation, an extension of the term of protection is possible under certain conditions.[51]

50 Source: German Patent and Trademark Office, as of October 2025

51 Source: German Patent and Trademark Office, as of January 2026: https://dpma.de/patente/patentschutz/index.html

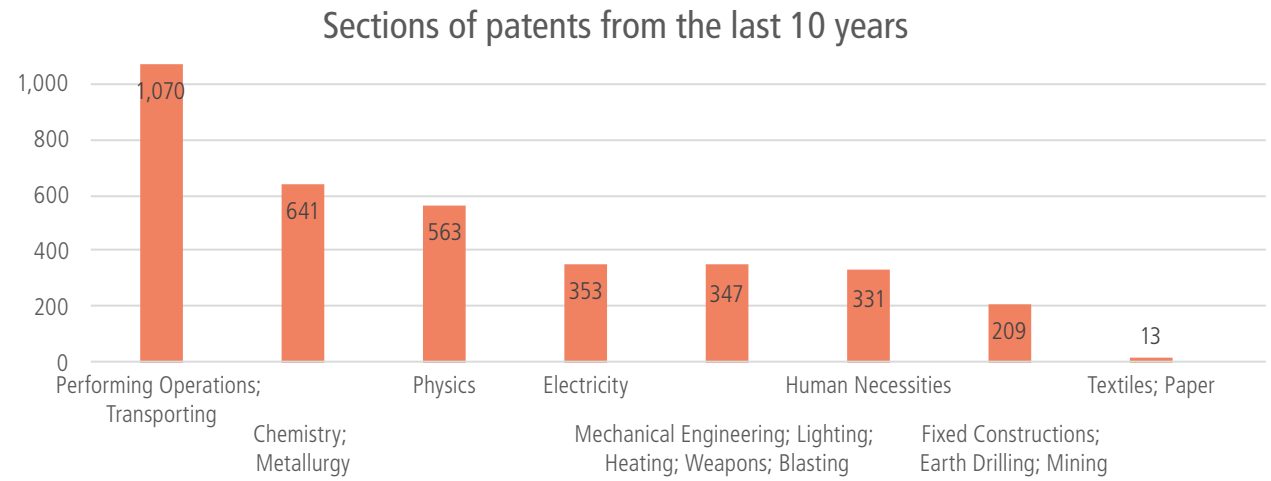


Figure 45: Sections of patents from the last 10 years [52]

The International Patent Classification (IPC) divides technical knowledge in the field of inventions into different levels. The highest subdivision is into eight sections, A-H.[53]

In line with Duisburg's core competence in logistics, most inventions in the section 'B – Working methods, transport' were registered in Duisburg over the last 10 years, with 1,070 patents. As Europe's most important steel location, Duisburg-based companies registered 641 patents in the section 'C – Chemistry; Metallurgy' over the last 10 years. Patent applications from section 'G – Physics' also accounted for a large share, with 563 applications, as did section 'F – Mechanical engineering, lighting, heating, weapons, explosives', with 347 applications..

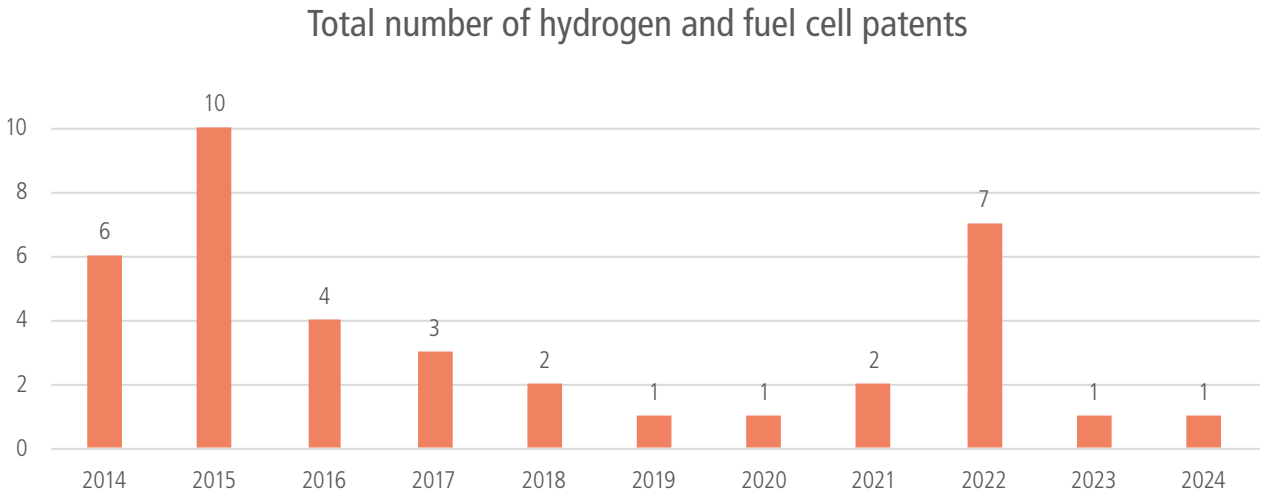


Figure 46: Total number of hydrogen and fuel cell patents [54]

Over the past ten years, 38 patents for hydrogen and fuel cells have been registered in Duisburg. The highest number of applications was recorded in 2015, with ten patents. The trend in patent applications in this area is dynamic, with strong fluctuations. For example, only one patent was filed in each of the years 2019, 2020, 2023 and 2024, while significantly more were filed in some of the other years.

In order to drive forward the hydrogen transition in Duisburg in a targeted manner, initial projects are already under way, and further projects are in the planning stage. A detailed overview of existing and future hydrogen projects can be found in Chapter 6.2.

52 Source: German Patent and Trade Mark Office, as of October 2025

53 Source: German Patent and Trade Mark Office: https://dpma.de/recherche/klassifikationen/patenteundgebrauchsmuster/internationalepatentklassifikation/index.html

54 Source: German Patent and Trade Mark Office, as of October 2025

6. Land use

With a total area of 233 square kilometres, Duisburg is the second-largest city in the Ruhr region after Dortmund. But even the largest urban area has its limits. This makes the planning, design and development of the existing space all the more important.

The systematic and resource-efficient development of land in the urban area is a key task for the city. As part of forward-looking urban development concepts, promising commercial and industrial sites, locations for large-scale projects and potential areas for new development are identified.

In addition to the areas to be newly developed, it is primarily the heavy industry sites that are being re-purposed as a result of structural change in the Ruhr region and are of great interest for land development.

The Duisburg city area also has a lot to offer in terms of recreation. In addition to the 22 bathing lakes and large forest areas, such as the Sechs-Seen-Platte (Six Lakes Plateau) and the Duisburg City Forest, the new 2027 land development plan also provides for increased use of green spaces.

On the one hand, new commercial and industrial areas create new jobs, while on the other hand, new residential and green spaces increase Duisburg's appeal as a place to live. This incentive ensures that new workers move to Duisburg, which, in turn, increases the amount of human capital available to the economy.

6.1 Current land use

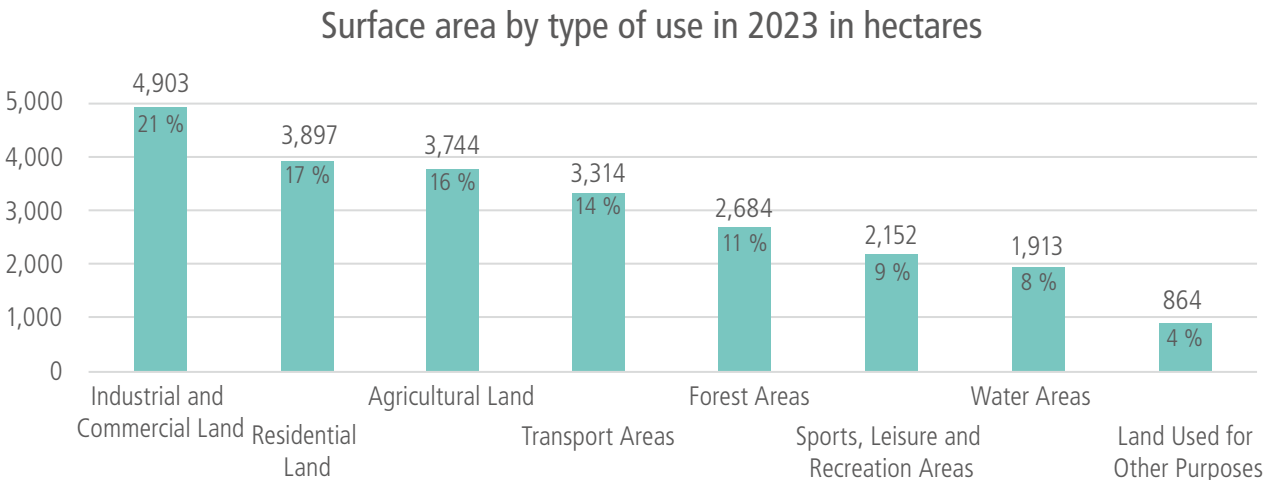


Figure 47: Surface area by type of use in 2023 in hectares [55]

Land use in the Duisburg urban area is diverse. In 2024, the city covered a total area of 23,471 hectares – equivalent to more than 32,000 football pitches. Industrial land accounted for the largest share of Duisburg's total area, at 4,829 hectares (21%). The Duisburg inland port covered around 1,550 hectares, almost a third of the total industrial area. Since 2016, the proportion of industrial land has decreased by 145.6 hectares.

In 2024, a total of 3,897 hectares of residential land was available for Duisburg's more than 500,000 inhabitants. With a share of 17%, this type of use is the second largest in Duisburg. As the population in Duisburg has been growing since 2016, the residential building area has also increased by 239.5 hectares since then.

In 2024, agricultural land in the city of Duisburg covered 3,744 hectares (16%). Compared to 2016, this represents a decrease of 665.8 hectares and is, therefore, the land use type that has declined the most.

55 Source: City of Duisburg, as of: January 2026

Duisburg is located at a transport hub. Important motorways such as the A3, A40 and A42 run through the city. This meant that transport infrastructure accounted for 3,314 hectares (14%) of the city's total area. Compared to 2016, this type of land use decreased by 343.6 hectares in 2024.

Since 2016, the City of Duisburg has been creating more and more forest areas with a view to sustainability and local recreation for its citizens. From 2016 to 2024, the area increased by 617.8 hectares to 2,684 hectares. This corresponds to the largest increase in area of all land use types during this period.

The area designated for sports, leisure and recreation increased to 2,152 hectares in 2024. Here too, an increase of 228.1 hectares has been recorded since 2016. Located on the Rhine and Ruhr rivers, the Duisburg city area had 1,913 hectares (8%) of water in 2023. These include the Six Lakes Plateau in the south of Duisburg, covering 150 hectares, the Innenhafen or inland port, covering 89 hectares, and the 37.5 km long stretch of the Rhine.

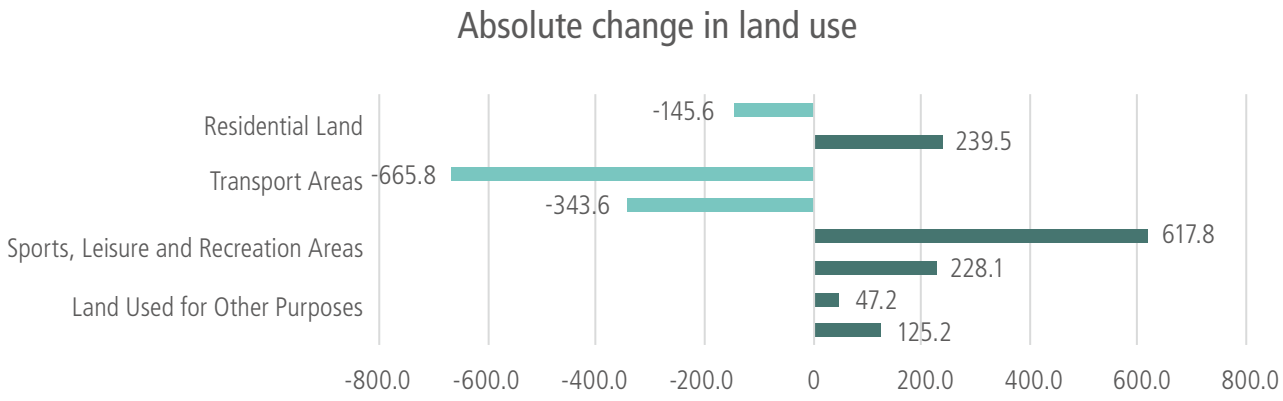


Figure 48: Absolute change in land use [56]

6.2 Future and existing commercial and industrial sites

Wedau Technology Park

On the approximately 26-hectare site of the former railway repair workshop in Duisburg's Wedau-Nord district, the development of the state-of-the-art Wedau Technology Quarter (TQW) is planned. It is intended to make a significant contribution to the economic development of the City of Duisburg and the entire region. The quarter will be designed as an innovation location focusing on Data Technology, Smart Engineering and Clean Industry and will enable close links between science and business. The innovation campus located on the site is a dedicated area of use intended for the establishment of scale-ups and technology-oriented companies. The TQW innovation campus also plays a central role in strengthening Duisburg's and the Ruhr region's economic network and education sector and promotes the development of a sustainable and resilient technology infrastructure.

At the heart of the quarter, the construction of a technology centre with a technical centre is planned as an innovation driver for start-ups and technology-oriented companies. The construction and associated planning are to be funded as a project through the 5-Standorte Programm. The technology centre aims to strategically establish and consolidate knowledge transfer between science and business as well as the innovation and start-up culture in the Duisburg area. These measures are intended to have a positive impact on employment and value creation in Duisburg. Another key objective is to establish a sustainable network of founders, companies and academic institutions in the future-oriented fields of Clean Industry, Smart Engineering and Data Technology, in which the region has particular development potential.

56 Source: City of Duisburg, as of: January 2026

The planned uses will create a central location where companies, research institutions and other stakeholders can come together, network and implement joint projects. The location will thus develop into a vibrant hub connecting education, technology and industrial culture, where new companies can establish themselves and innovative collaborations can emerge – in the immediate vicinity of the attractive surroundings of the Six Lakes Plateau and the regatta course.

The sustainable development of the quarter strengthens Duisburg as an attractive business location and contributes to the economic resilience of the entire Rhine-Ruhr metropolitan region.

Together with the adjacent 6-Seen-Wedau residential development area and the planned expansion of the sports park, the Wedau Technology Quarter, including the technology centre and innovation campus, will create a vibrant and smart urban district. The aim is to develop a location with an impact extending far beyond the city boundaries.

Further information can be found at the following link: https://www.duisburg-5-standorteprogramm.de/technologiequartier-wedau-nord

6.3 Property market

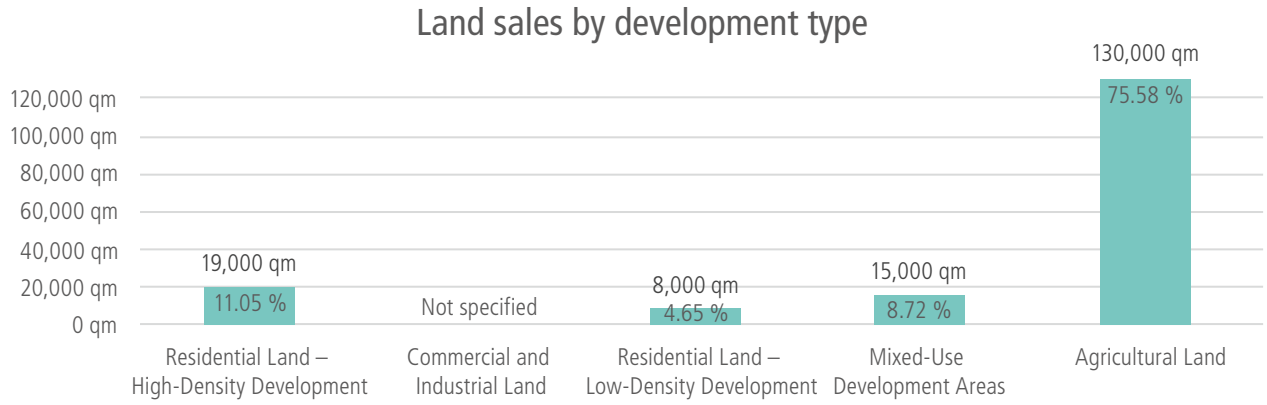


Figure 49: Land sales by development type [57]

In 2024, land with a total area of around 172,000 square metres [58] was sold in Duisburg. The largest share of this, at around 130,000 square metres (75.8%), was accounted for by agricultural land. Residential land in closed development amounted to 19,000 square metres (11.05%). This includes, for example, perimeter block developments with no lateral distance to other buildings.

No information is available on commercial building land for 2024, as the figures are unknown or confidential. Around 8,000 square metres (4.65%) of the land sold was residential land with open construction, i.e. development with side boundaries. Mixed-use sites accounted for 15,000 square metres, or around 8.72% of land sales in Duisburg.

57 Source: NRW State Database © IT.NRW, Düsseldorf, 2024, as of October 2025
58 Agricultural Land is Missing

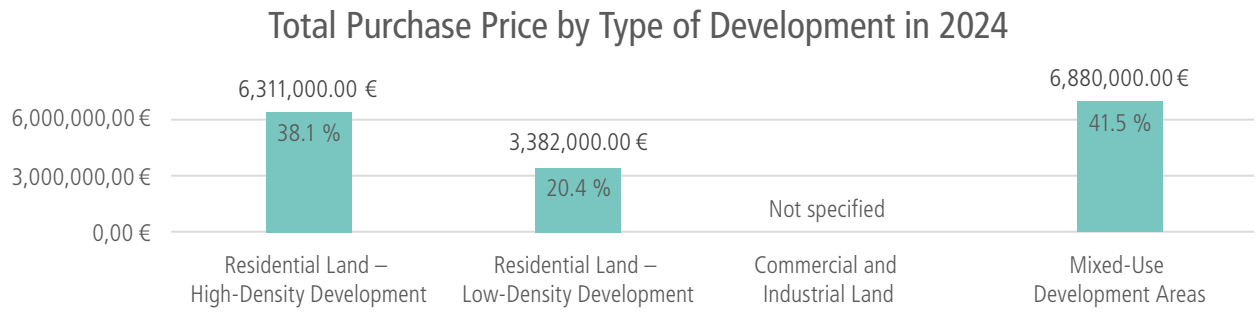


Figure 50: Total Purchase Price by Type of Development in 2024 [59]

The land sold in Duisburg in 2022 had a total value of around EUR 16,573,000[60] Of this, 38.1% was accounted for by residential building land in closed development, which achieved a total purchase price of around EUR 6,311,000. Residential land in open construction accounted for around EUR 3,382,000, or 20.4%. No information is available for commercial building land, as the figures are either confidential or unknown. Mixed-use sites accounted for the largest share of the total purchase price by development type in Duisburg, at EUR 6,880,000 or just under 41.5%.

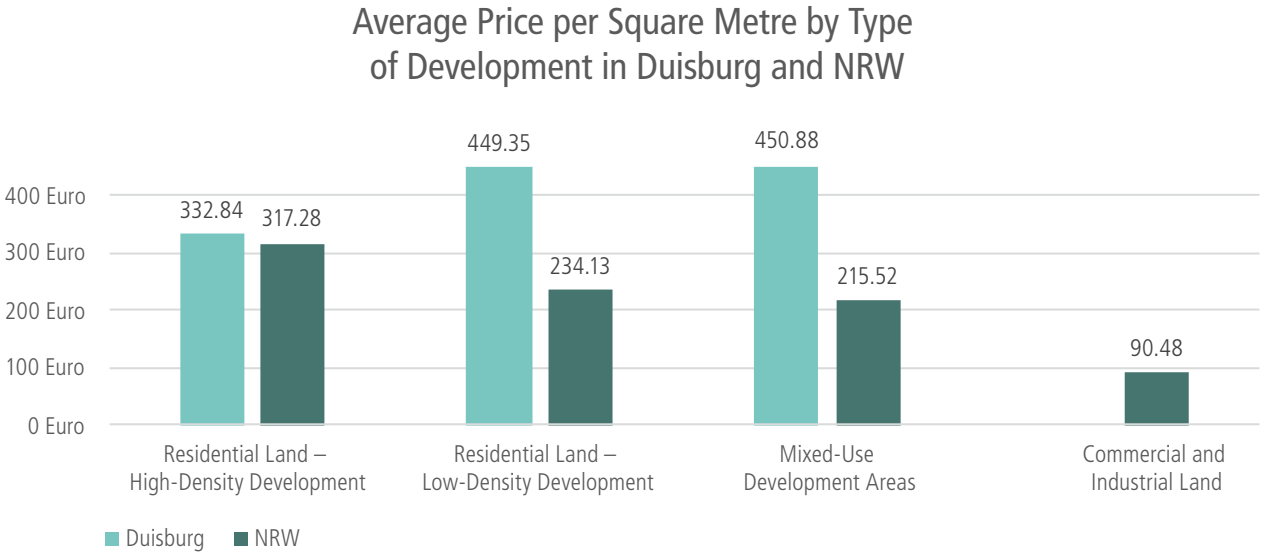


Figure 51: Average Price per Square Metre by Type of Development in Duisburg and NRW [61]

The average prices per square metre in Duisburg were above the North Rhine-Westphalia average for almost all types of development considered.[62] The most expensive type of development in Duisburg was mixed-use land. The average purchase price for this was EUR 450.88 per square metre. The average price in North Rhine-Westphalia was EUR 215.52. Residential land in open construction was similarly priced, at EUR 449.35 per square metre in Duisburg and EUR 234.13 in North Rhine-Westphalia. Residential land in closed development cost an average of EUR 332.84 per square metre in Duisburg. In North Rhine-Westphalia, this type of development was the most expensive, at EUR 317.28 per square metre. The average price per square metre for commercial building land in Duisburg is not known due to the lack of published data; in North Rhine-Westphalia, however, it amounts to EUR 90.48 per square metre.

59 Source: NRW State Database © IT.NRW, Düsseldorf, 2024, as of October 2025
60 Agricultural Land is Missing
61 Source: NRW State Database © IT.NRW, Düsseldorf, 2024, as of October 2025
62 Agricultural Land is Missing

7. Hydrogen projects in Duisburg

In order to drive forward the hydrogen transition in Duisburg in a targeted manner, initial projects are already being implemented and further projects are in the planning stage. An up-to-date overview is provided by the new digital map 'Hydrogen activities in Duisburg', which can be viewed online in the City of Duisburg's geoportal at www.duisburg.de/wasserstoffaktivitaeten_geoportal.

The map brings together existing and future hydrogen projects and groups them into four categories: Projects, Business, Municipal Companies, and Research and Education. The digital map is continuously updated and replaces the previous static overview map, which was last updated on 10 October 2025.

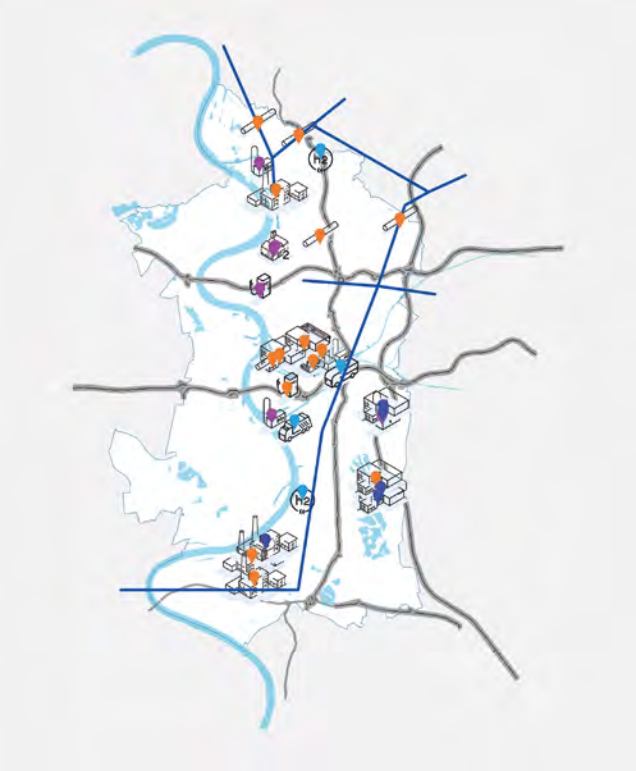


Figure 52: Digital Overview Map "Hydrogen Activities in Duisburg" in the Geoportal

The spatial distribution of the projects reveals three clear focal areas of hydrogen activities:

Northern Duisburg

Numerous industry-related hydrogen initiatives are concentrated around the thyssenkrupp Steel Europe plant, particularly focusing on the transformation of steel production.

Central Duisburg / port area

The port area brings together both the duisport Group's own activities and companies from the hydrogen industry that use the location as a logistics hub and innovation area. Further south is the operating site of DVG, with its fuel cell buses and hydrogen refuelling infrastructure.

Western Duisburg

This area is home to the University of Duisburg-Essen, the Centre for Fuel Cell Technology, the associated hydrogen test field and, slightly further south, the Wedau Technology Quarter. The area forms the scientific and technological core of hydrogen research in Duisburg.

The three clusters highlight Duisburg's strategic importance as a key location for the hydrogen economy, industrial transformation and scientific innovation in the region. The combination of strong industrial partners, an international logistics location and excellent research institutions makes Duisburg a key player in the hydrogen economy in North Rhine-Westphalia and beyond.

The following section provides a more detailed overview of key hydrogen activities in Duisburg. They illustrate the broad range of activities – from large-scale industrial projects and energy and infrastructure projects to research, mobility and innovation.

7.1 Industrial Transformation Projects

A key flagship project for the development of the hydrogen market in Duisburg – and the entire Rhine-Ruhr region – is being implemented by thyssenkrupp Steel Europe AG (tkSE).

Under the project name tkH2Steel, a direct reduction plant (DR) is being built at the Hamborn site to produce low-carbon premium steel. The facility will include two downstream electric smelters and represents a fundamental technological shift in steel production.

The contract for construction was awarded to SMS group in February 2023. With approximately €2 billion in funding from the German federal government and the state of North Rhine-Westphalia, the project ranks among Germany's most significant decarbonisation initiatives. The Düsseldorf District Government has granted an early

construction permit for the project, while final approval is still pending. Production is currently scheduled to begin at the end of 2027.

In parallel, Open Grid Europe (OGE) and Thyssengas are advancing the development of a high-capacity hydrogen infrastructure. The planned new hydrogen pipeline, known as "DoHa", will transport green hydrogen over a distance of 42 kilometres from Dorsten to Duisburg-Hamborn. In the longer term, hydrogen is expected to be supplied from RWE's energy site in Lingen and subsequently from seaports.

The planning approval procedure is expected to be completed by the end of 2026, with construction scheduled to begin in 2027. Commissioning at the end of 2027 will make a significant contribution to supplying the tkSE site and the wider region, further strengthening Duisburg's position as a hydrogen hub.

In addition, Thyssengas is developing another new hydrogen pipeline, approximately 8 kilometres long, connecting Voerde to Duisburg-Walsum. This pipeline will directly connect to the DoHa pipeline. Both projects form part of Germany's national hydrogen core network, which was approved by the Federal Network Agency (Bundesnetzagentur) in October 2024.

7.2 Generation and Storage of Renewable Energy

Another forward-looking project is being planned in northern Duisburg: iqony GmbH (formerly STEAG GmbH) is developing "HydrOxy Walsum", a facility for the production of green hydrogen at the traditional Walsum power plant site. The project is complemented by a large-scale battery storage system, which will enable better integration of renewable electricity into the market and grid. The hydrogen produced is intended to support regional industrial and mobility companies in decarbonising their processes and contribute to a stable energy supply in the long term

7.3 Mobility of the Future

The transformation is also progressing in the transport sector. Based on a City Council resolution from 2022, Duisburger Verkehrsgesellschaft AG (DVG) has laid the foundation for the procurement of a total of 100 hydrogen-powered fuel cell buses by 2030. The first 11 Solaris fuel cell solo buses, ordered with funding from the state of North Rhine-Westphalia, arrived in September 2024 and have been in regular service since February 2025. A further 14 articulated buses followed in July 2025 and have been in operation since September 2025. Until the stationary hydrogen refuelling station at the depot is completed, a mobile hydrogen refuelling station operated by Air Liquide will supply the bus fleet. The procurement of further climate-friendly buses is planned gradually until the end of 2030.

Wirtschaftsbetriebe Duisburg (WBD) is also making an active contribution to low-emission mobility. Since 2021, when Germany's first hydrogen-powered waste collection vehicle was put into service, the fleet has grown to a total of seven H_2 vehicles.

Climate-Neutral Port Logistics

A particularly innovative project has been developed at the Port of Duisburg. The "enerPort II" project is not only the largest container terminal in the European hinterland, but also the first to be operated entirely climate-neutrally with the help of hydrogen, photovoltaics and battery storage. It is intelligently interconnected and can also supply neighbouring districts with energy. The facility was commissioned in September 2024.

7.4 Research, Science and Innovation

With the Centre for Fuel Cell Technology (ZBT), Duisburg is home to one of the world's leading institutes in hydrogen and fuel cell research. The ZBT makes a significant contribution to the development of market-ready technologies and works closely with industrial partners. In September 2024, the state-of-the-art hydrogen laboratory "HyTechLab4NRW" was opened, further expanding the research infrastructure and providing new opportunities for applied research and testing procedures.

Another component of the innovation ecosystem is the "TrHy – The Hydrogen Proving Area" project, which is planned for the Wedau Technology Quarter. As part of ITZ West, "TrHy" is one of four national hydrogen innovation centres. Its focus is on establishing a training, testing and certification centre for hydrogen-based components and systems in mobility and infrastructure. Together with scientific partners, rentable laboratories, qualification programmes and practice-oriented development environments are being created.

8. Transport infrastructure

Transport infrastructure is one of the most important location factors for a successful economy. Thanks to its maritime and continental transport infrastructure, Duisburg is considered a trimodal logistics hub for (inter)national freight transport. The decisive factor here is not only the road and rail network, but also Duisburg's inland port in particular.

In addition to economic aspects, climate protection and sustainability are also key priorities. The Port of Duisburg is already shifting large volumes of goods from road to rail and water, thereby making an important contribution to sustainable structural change. This also enables Duisburg to assert itself as a business location in the areas of climate protection and sustainability..

8.1 Motorway network

An important part of Duisburg's transport infrastructure are the five motorways, which run through the city with a total length of 62.5 kilometres.

The A42, A40 and A524 motorways cross the city from east to west. The A42, also known as the 'Emscherschnellweg', is the northernmost of the three motorways and connects Duisburg with the cities of Kamp-Lintfort, Essen and Dortmund, among others. The A40 is one of the busiest roads in the Ruhr region. It runs through the Ruhr cities of Essen, Bochum and Dortmund, among others, and also provides an important connection to the Dutch border. The A524 is located in the far south of the city. On one side, it runs from the Duisburg district of Huckingen to the Breitscheid interchange, where it connects to the A3 and A52. On the other side, it continues as the B288 across the Uerdingen Rhine Bridge and connects to the A57 towards Nijmegen and Cologne.

The city's two north-south connections are the A59 and the A3 motorways. In the north, the A59 begins in the Walsum district and ends at the Duisburg-Süd motorway junction. From there, there is a direct connection to the neighbouring metropolis of Düsseldorf via Federal Highway 8. From the Dutch border in the west, the A3 connects Duisburg with many other regions of Germany, such as Cologne, the Rhine-Main area, Franconia and eastern Bavaria.



Figure 53: Motorway network [63]

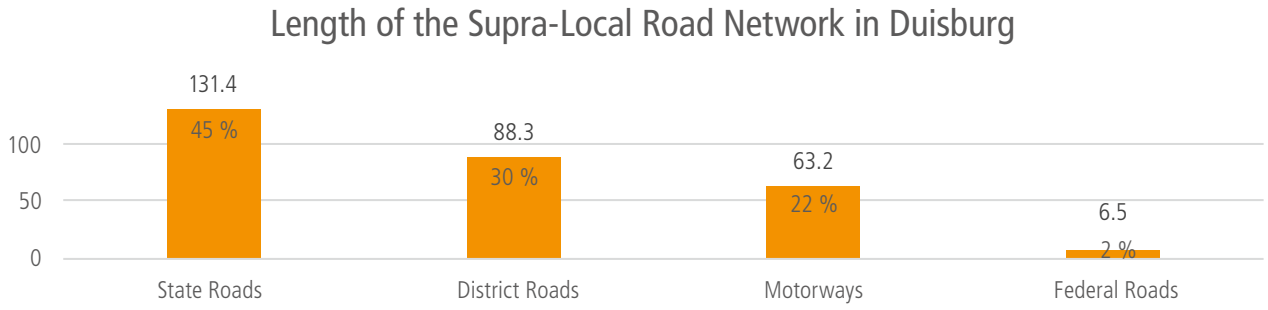


Figure 54: Supra-local road length in Duisburg [64]

63 Source: City of Duisburg, as of: January 2026

64 Source: NRW State Database © IT.NRW, Düsseldorf, 2026, as of December 2024

Almost half (45.42%) of the roads in the Duisburg city area are rural roads. They run through the city for a total length of 131.4 kilometres. The district roads in Duisburg have a total length of 88.3 kilometres (30.52%). The motorway sections in the Duisburg city area are 63.2 kilometres long, accounting for 21.85% of the total road length. With a length of 6.5 kilometres, federal highways account for 2.25% of Duisburg's road network.

8.2 Rail network

The rail network in Duisburg has a total length of 211.7 kilometres and is, therefore, of great importance to the city's economy. In the far north of the city, a route runs through the districts of Walsum, Aldenrade, Röttgersbach and Neumühl. The hub of Duisburg's rail network is the main station in the city centre. From there, two main lines run south towards Düsseldorf. The north-east is also connected by rail to the southern district of Hüttenheim. There is an east-west connection between Oberhausen and Moers, running parallel to the A42 motorway. A railway line runs over the Hochfelder railway bridge to Rheinhausen and Friemersheim, providing a direct connection to the neighbouring city of Krefeld.

The approximately 40 operating locations in the Duisburg city area are marked in blue in Figure 56. These include passenger stations, freight stations and operating stations. Most are located along the eastern and southern sections of the route.



Figure 55: Rail network [65]

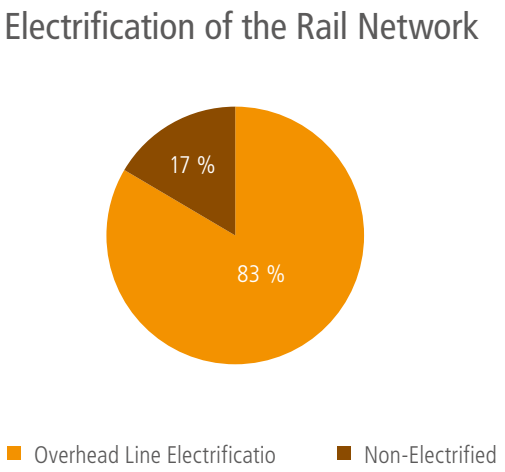


Figure 56: Electrification of the rail network [66]

Duisburg Central Station offers direct connections to many German and European cities. In local transport, destinations such as Cologne, Koblenz, Münster, Osnabrück, Aachen, Dortmund, Bochum, Essen and Arnhem in the Netherlands can be reached without changing trains. Long-distance trains run from Duisburg to destinations including Berlin, Hamburg, Basel, Frankfurt am Main, Amsterdam, Munich and Vienna.

83% of the rail network in the Duisburg city area is electrified by overhead lines. This contributes to the sustainability of rail transport. 17% is not electrified.

Since 2009, Duisburg Central Station has been undergoing a series of modernisation and refurbishment works to make it more attractive. The renovation of the reception hall was completed back in 2011. Since August 2022, the track hall has been undergoing renovation, which will include a new roof and new platforms. Completion is scheduled for 2028.

65 Source: City of Duisburg, as of: January 2026
66 Source: City of Duisburg, as of: January 2026

8.3 Inland Port

Located on the Rhine and Ruhr rivers, the Port of Duisburg is the largest inland port in the world, covering an area of around 1,550 hectares. It was founded more than 300 years ago, in 1716, in what is now the Ruhrort district. Since then, the port has been continuously expanded and developed. Today, Duisburg's inland port has a length of 40 kilometres and 21 harbour basins. Every year, 25,000 trains and 20,000 ships are handled at the site, with a total throughput of 104.9 million tonnes. From Duisburg, goods are transported not only to neighbouring European countries, but also to various destinations in China with up to 60 trains per week. The Port of Duisburg thus makes a significant contribution to the economic strength of Duisburg as a business location. More than 50,000 people are employed, directly and indirectly, in around 300 transport and logistics companies dependent on the port. [67]

As Europe's leading logistics hub, the inland port plays a pioneering role in the field of sustainable logistics. Europe's first climate-neutral hinterland terminal has been built in the Port of Duisburg on an area of 235,000 square metres. The terminal will be powered entirely by hydrogen and will also supply energy to the neighbouring districts. [68]

8.4 Waterways

The canals, the Rhine and Ruhr rivers, and the harbour basins make Duisburg a city rich in water. The total usable area of water in Duisburg is 21.61 km². With a total length of 242.89 kilometres, the waterways offer important transport options and serve as local recreation areas for citizens. The canals and harbour basins in the urban area each account for around 7% of the usable water area. Canals are artificially constructed waterways designed for the transport of goods. Their total length in Duisburg is 46.31 kilometres. The harbour basins have a total ground-plan length of 47.13 kilometres.

The Rhine and Ruhr rivers account for the largest share of Duisburg's usable water area, at 86%, with a total ground-plan length of 149.46 kilometres. The Rhine plays the dominant role, with its 37.5-kilometre course through Duisburg. It begins in the south of the city on the border with Düsseldorf along the Mündelheim district and continues northwards to the border with Rheinberg and Dinslaken. From the east of the neighbouring city of Mülheim, the Ruhr flows between the districts of Obermeiderich and Duissern into Duisburg. From there, it flows westwards and finally joins the Rhine near Homberg, Ruhrort and Kaßlerfeld. The Port of Duisburg, with its 21 harbour basins, is also located there in the Ruhrort district.



Figure 59: Waterways in Duisburg [69]

67 Source: duisport: https://www.duisport.de/hafeninformation/, as of: 09.2023

68 Source: duisport: https://www.duisport.de/beitrag-zur-energiewende-im-duisburger-hafen-entsteht-das-erste-lager-fuer-tankcontainer-mit-gruenen-energietraegern/, as of December 2024

69 Source: City of Duisburg, as of: January 2026

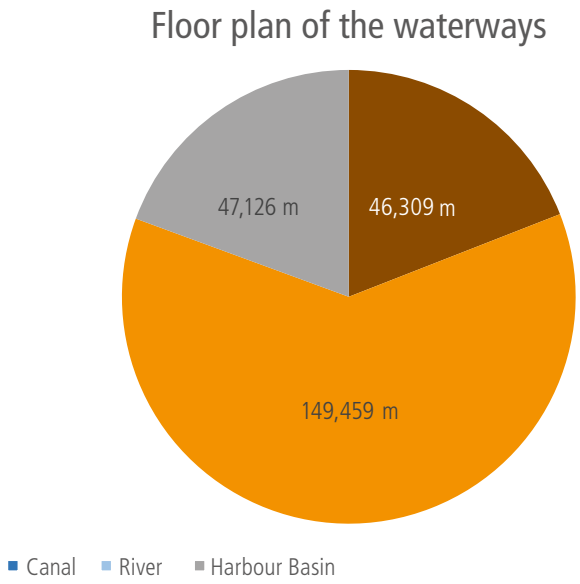


Figure 57: Floor plan of the waterways [70]

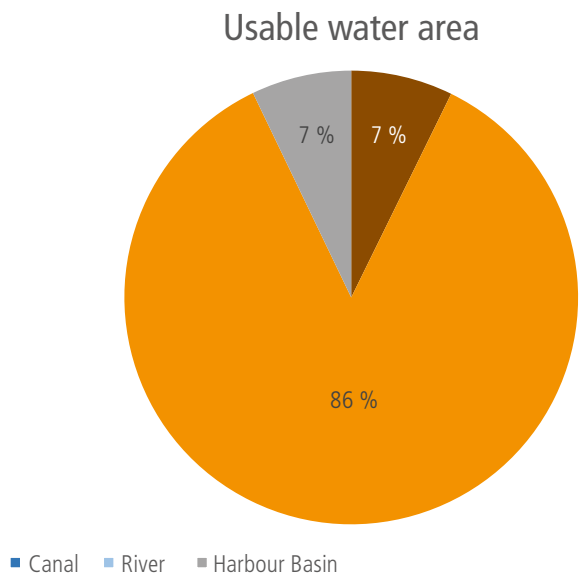


Figure 58: Usable water area [71]

8.5 Airport

Duisburg is not only well-connected by road and rail, but also by several international airports. Düsseldorf International Airport, for example, is only 20 minutes by car from Duisburg. Airport Weeze, Cologne-Bonn Airport and Dortmund Airport are also less than an hour's drive away. Its air transport links make Duisburg an attractive location for private and business travel, as well as for shipping goods.

Broadband expansion

As part of its Smart City initiative, the City of Duisburg is pursuing the goal of installing a comprehensive fibre optic network throughout the urban area by 2030 and is already very active in broadband expansion. This goal is to be achieved both through the commercially viable expansion of network operators and through subsidised expansion.

In recent years, many streets in Duisburg have been equipped with fibre optic connections through various private-sector activities. To provide a better overview, the City of Duisburg offers a fibre optic atlas on its website. Current data on the expansion in Duisburg can be viewed at www.duisburg.de/glasfaser.

For underserved areas ("white spots"), where no NGA coverage ("Next-Generation Access", i.e. high-performance access networks) existed in the past and none was planned until 2024, the City of Duisburg applied to federal and state funding bodies for grants for broadband expansion in 2020. Funding of EUR 16,201,242 was approved by each funding body. The planned implementation period for the subsidised broadband expansion in Duisburg has been set until December 2026. Fibre optic connections are now available in most of the previously underserved areas.

70 Source: City of Duisburg, as of: January 2026
71 Source: City of Duisburg, as of: January 2026

Broadband Expansion 2022–2028

Speed	Transfer	Share in 2022	Share in 2024	Share in 2028
Bandwidths <100 Mbits/s	Copper Cable	10.00 %	4.70 %	1.70 %
Bandwidths between 100 and 250 Mbit/s	Copper Cable	25.25 %	34.72 %	10.37 %
Bandwidths <1.000 Mbit/s [72]	Coaxial Cable	1.18 %	0.40 %	0.16 %
Gigabit-capable connections	Fibre-Optic and Coaxial Cable	57.39 %	60.18 %	87.78 %
Adress Points		95,908	95,830	95,830

Table 3: Broadband expansion 2022–2028 [73]

The progress made to date is illustrated, among other things, by the market research data: In 2022, around 10% of bandwidths were able to achieve a transmission speed of <100 Mbit/s, approx. 25.25% achieved speeds between 100 and 250 Mbit/s, and 1.18% achieved values below 1,000 Mbit/s.

57.39% of lines were equipped with fibre optics. By 2024, the share of bandwidths below 1,000 Mbit/s had risen to 60.18%. The proportion of bandwidths between 100 and 250 Mbit/s also rose by around 9%. By 2028, bandwidths with transmission speeds below 1,000 Mbit/s will be replaced and the proportion of gigabit-capable connections will rise to 87.78%.

The fibre optic coverage rate is set to rise from the current 27% to around 75% by 2028. Fibre optic cables are currently being installed in 15 districts. Six areas already have comprehensive fibre optic coverage.

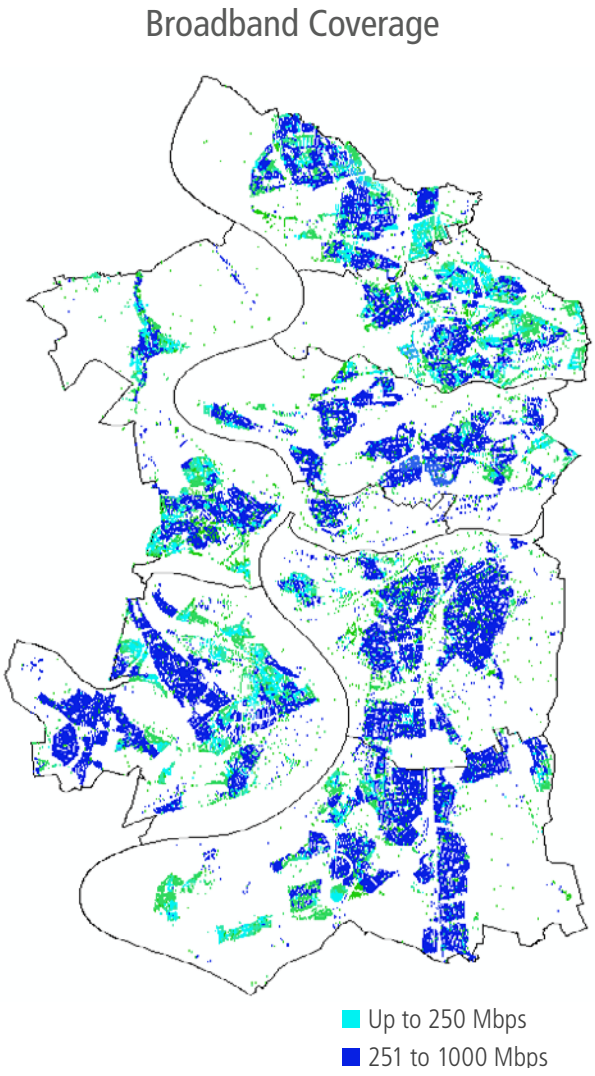


Figure 60: Broadband coverage [74]

72 Non-Gigabit-Capable Connections
73 Source: City of Duisburg, as of: January 2026
74 City of Duisburg, as of: December 2025

9. Location marketing: geography and location analysis

9.1 Association with three regions (Lower Rhine, Ruhr area, Rhineland)

Located in western North Rhine-Westphalia on the Rhine and Ruhr rivers, Duisburg belongs to three regions: the Rhineland, the Lower Rhine region and the Ruhr area. Each of these regions has its own special features and characteristics. With a total area of 232.84 km² and more than half a million inhabitants, Duisburg is an important hub in these conurbations.

The largest and most populous of the three regions is the Rhineland metropolitan region, with a total area of 12,277.69 km² and 8,766,091 inhabitants. The Ruhr region is the largest conurbation in Germany and one of the largest in Europe. Covering an area of 4,438.93 km², 5,125,628 people live along the Ruhr. The Lower Rhine region includes the independent city of Duisburg and the districts of Wesel and Kleve. In the west, the region borders the Netherlands, with which Duisburg pursues cross-border project initiatives. The Lower Rhine region covers a total area of 2,508.59 km² and is home to 1,282,206 inhabitants.

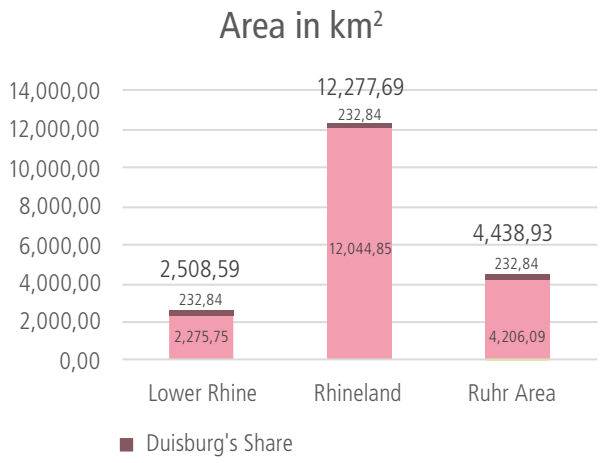


Figure 61: Area (Lower Rhine, Rhineland, Ruhr region) [75]

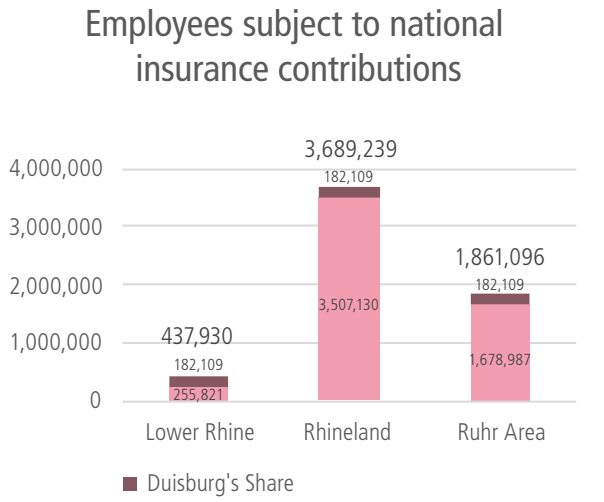


Figure 63: employees subject to national insurance contributions (Lower Rhine, Rhineland, Ruhr area) [77]

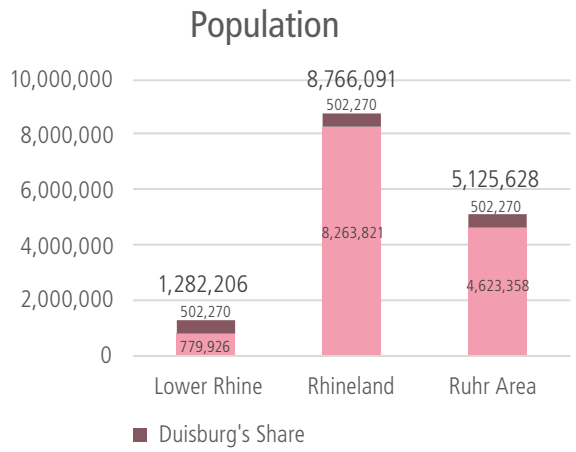


Figure 62: Population (Lower Rhine, Rhineland, Ruhr area) [76]

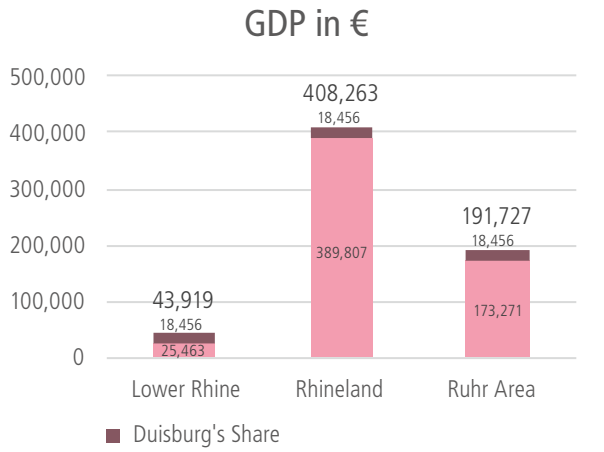


Figure 64: GDP (Lower Rhine, Rhineland, Ruhr region) [78]

75 Source: NRW State Database © IT.NRW, Düsseldorf, 2025, as of December 2025
76 Source: NRW State Database © IT.NRW, Düsseldorf, 2025, as of December 2025
77 Source: NRW State Database © IT.NRW, Düsseldorf, 2025, as of December 2025
78 Source: NRW State Database © IT.NRW, Düsseldorf, 2025, as of December 2025

With more than 3.5 million employees subject to national insurance contributions in December 2024, the Rhineland metropolitan region is one of Germany's most important economic locations. The region's key economic sectors include the chemical industry, mechanical engineering, process engineering and electrical engineering. Together, the Rhineland generates a gross domestic product of over EUR 408 million.

In December 2024, over 1.8 million people were in employment subject to national insurance contributions in the Ruhr region. The region offers a highly skilled workforce, a dense labour market, a well-developed transport network and a diverse higher education landscape. Historically, the economic importance of the Ruhr region was primarily shaped by the coal and steel industry. Today, alongside energy production, mechanical engineering and the chemical industry, knowledge-intensive services and high-tech companies play a central role in the region's identity. Together, the Ruhr region contributes over EUR 191 million to the gross domestic product.

In December 2024, around 435,000 people were in employment subject to national insurance contributions in the Lower Rhine region. The economic structure of the region is largely shaped by mechanical engineering, the chemical industry, the energy and logistics industries, and agriculture. Together, these sectors contribute to a gross domestic product of over EUR 43 million.

9.2 Duisburg the Ruhr Region

With its 5.2 million inhabitants, the Ruhr region is one of the major metropolitan areas in Europe. As the only region in North Rhine-Westphalia, the parliament of the Ruhr region, the Association Assembly of the Regional Association Ruhr (RVR), is directly elected by eligible citizens. This gives the RVR and the Ruhr region a special significance.

With around 502,000 inhabitants (as of 31 December 2024), Duisburg is the third-largest city in the Ruhr region after Dortmund and Essen. Although Duisburg also identifies with the Rhineland and the Lower Rhine region, its connection to the Ruhr region remains very strong due to its continuing importance as Europe's largest steel location. With the largest inland port in the world, Duisburg is also an important location for modern logistics. An important branch of the New Silk Road ends at the port, further underlining Duisburg's international location advantages.

Over the past decades, Duisburg and the Ruhr region have taken important steps towards diversifying their economies and expanding their role as centres of science and research. With 38 higher education and university locations and a total of around 250,000 students, the Ruhr region has now developed into one of the densest higher education landscapes in Europe. In addition, there are 25 non-university research institutions, four of which are located in Duisburg alone.

The diverse cooperation between science and business has also contributed over the past decades to a significant shift in the ratio of employees subject to national insurance contributions in manufacturing (21.8%) compared with the service sector (78.1%) (as of 31 December 2024). While coal and steel once dominated the region almost exclusively, today a healthy mix of trade, transport and logistics, technical services, science and healthcare businesses has emerged. The aim remains to ensure that the region continues to be competitively positioned on this challenging path.

9.3 Cross-border cooperation with the Netherlands – The Euregio Rhine-Waal

The City of Duisburg also maintains close contacts beyond its municipal and state borders. In the Rhine river basin and its tributary, the Waal, in the Netherlands, an important supra-regional association has been established: the Euregio Rhine-Waal. The Euregio Rhine-Waal was founded in 1993 and was the first cross-border public-law association in Europe.

The Euregio Rhine-Waal is a public-law association comprising approximately 55 municipalities and regional authorities, including the City of Duisburg. Its stated aim is to improve and intensify cross-border cooperation in the economy and society.

The area covered by the organisation has grown considerably over the years and now extends over 8,663 km², where around 4.2 million people live. On the German side, the area of operation covers the cities of Duisburg and Düsseldorf and the districts of Wesel and Kleve. On the Dutch side, the Euregio includes a large part of the

province of Gelderland with the areas of Arnhem-Nijmegen, West Veluwe and Zuid-West Gelderland, parts of North-East Brabant, as well as the northern part of the province of Limburg (Figure 65).

Region of the Euregio Rhine-Waal

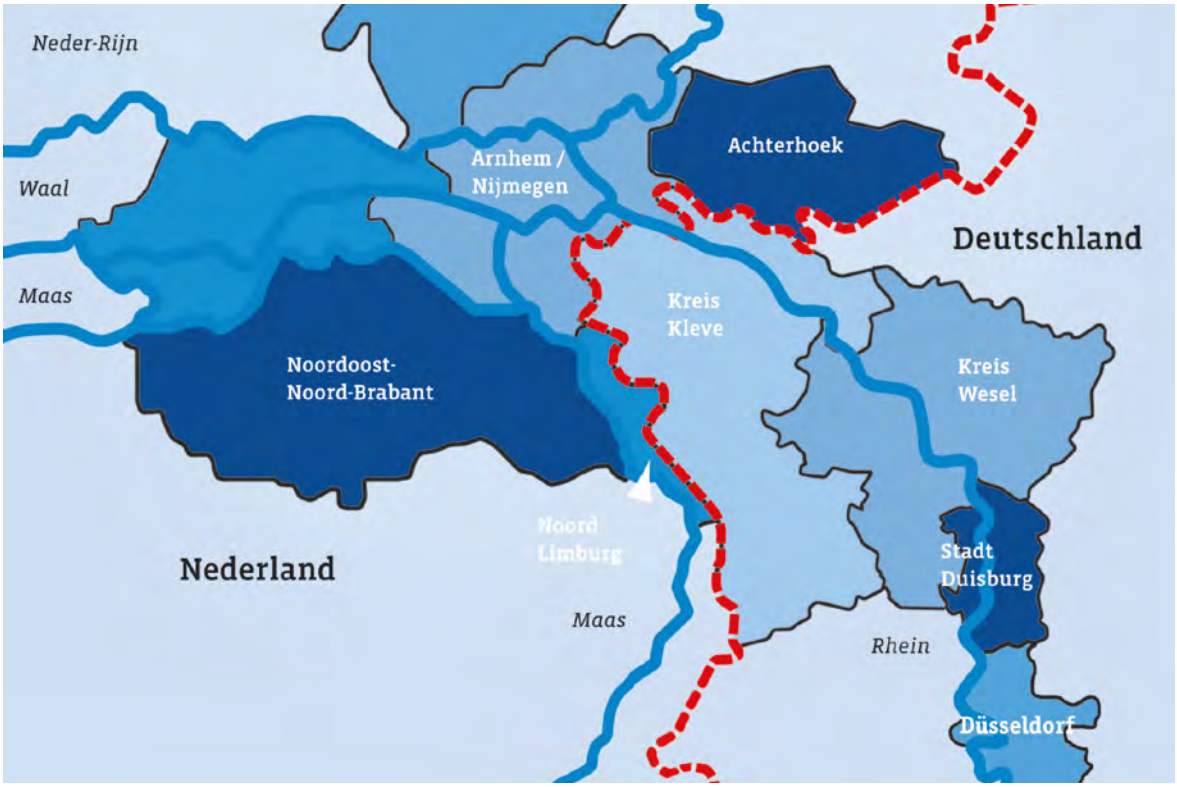


Figure 65: Region of the Euregio Rhine-Waal [79]

Duisburg in the Rhineland metropolitan region

In connected regions such as the Rhineland, quality of life and economic opportunities are on the rise. The polycentric Rhineland Metropolitan Region (MRR) brings together districts, cities, chambers and institutions in the Rhineland to represent common interests and position itself as an important European economic region. [80]

At around EUR 390 billion, the Rhineland generates approximately 12% of Germany's gross domestic product – an economic power comparable to smaller European countries such as Austria. Its outstanding transport infrastructure, with inland ports, Rhine bridges, airports and motorways, and its research landscape, with 64 higher education locations and ten clusters of excellence, offer ideal conditions for innovation and skills development. [81]

The MRR plays a key role in regional development, strengthens cooperation between municipalities and chambers, and coordinates the region's positioning for political decisions. The focus areas of inter-municipal cooperation are energy and transformation, transport and infrastructure, and regional profiling. The aim is to keep the region competitive during processes of change such as the energy and transport transition and to further strengthen the economic power of the Rhineland. [82]

79 Source: Euregio Rhein-Waal, https://www.euregio.org/page/20/arbeitsgebiet/
80 Source: https://metropolregion-rheinland.de/
81 Source: https://metropolregion-rheinland.de/
82 Source: https://metropolregion-rheinland.de/

10. Duisburg is successful in securing funding

In recent years, the City of Duisburg has been able to acquire and implement a large number of different funding projects. Additional funding from the state, federal government and the EU has been secured for various areas of society, such as education, urban development and climate protection. In order to identify the most suitable funding programmes for the implementation of municipal projects and to maintain an overview of the complex funding landscape, the City of Duisburg's funding team acts as an internal contact and advisory centre for colleagues within the city administration.

Funding Acquisition – Successfully Securing Third-Party Funding

The main tasks of the funding team are to systematically draw attention to attractive funding calls and to support the relevant departments with questions relating to funding matters during the application process, so that as much funding as possible can benefit the citizens of our city.

Funding Monitoring – Showing How Actively Duisburg Uses Funding

At the same time, the funding team is responsible for creating an overall overview of the funds received in order to enable a transparent presentation of funding for all interested stakeholders. Through the ongoing internal recording of project data (Internal Forms – Funding Measures – Recording of Project Data), more than EUR 300 million in approved funding has been recorded for the City of Duisburg, with implementation periods extending beyond 2026.

Funding Map – Digital Presentation of Duisburg's Funding Projects

Duisburg's ongoing funding projects can now also be viewed on a digital funding map (see below). The map shows a representative selection of approved funding projects. With this map, the funding team aims to transparently illustrate which projects are being implemented in which districts (https://foerdermittellandkarte.duisburg.de/). The filter function enables users to search by district or specific funding project. By selecting a pin, further information on the respective funding project is displayed.

City Map / Funding Map – Overview of Search Results Grouped by Location

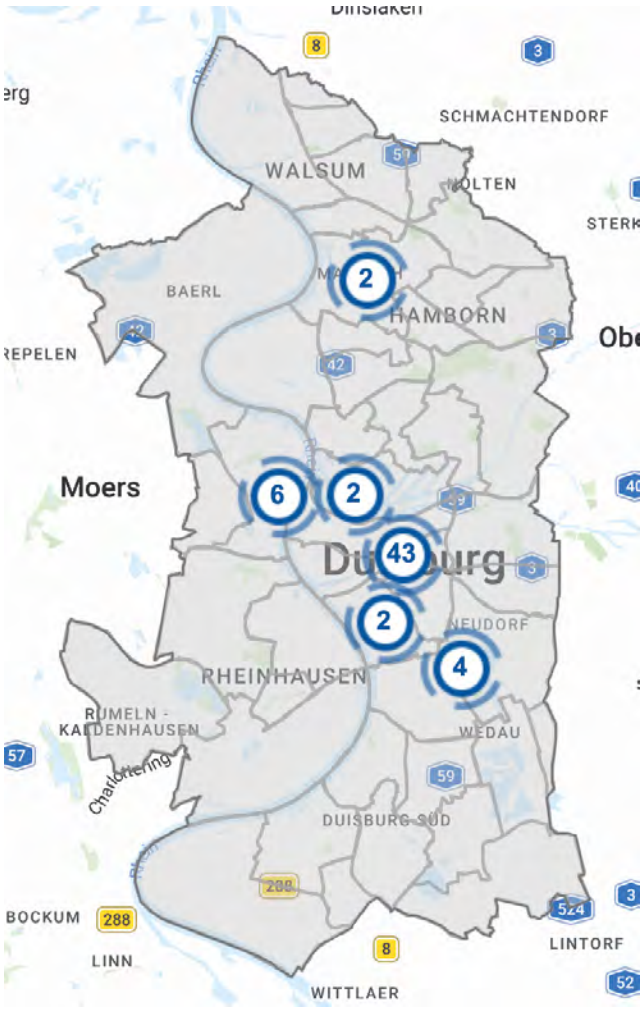


Figure 66: City map overview with grouped search results by location [83]

83 Source: City of Duisburg, as of: January 2026

11. Duisburg's Logistics Industry

Duisburg is one of Europe's most important logistics locations and plays a central role in national and international freight transport. The city benefits from its location in the Rhine-Ruhr corridor, the largest inland port in the world, its connections to seaports and its function as an important hub for European and intercontinental flows of goods. Historically closely linked to the coal, steel and heavy industry, logistics has continued to gain in importance as part of the structural transformation and today plays a major role in shaping the city's economic structure. [84]

The logistics industry is a key component of Duisburg's economy. Around 19,000 people are employed in 652 companies, accounting for 8.1% of all employees. This makes logistics the city's second-largest economic sector after public administration. A location quotient of 2.0 illustrates Duisburg's above-average specialisation in logistics activities compared with the national average. With a contribution of EUR 1.8 billion to gross domestic product, the sector generates 7.3% of Duisburg's total economic output, placing it fourth among the city's economic sectors. [85]

The overall economic importance of logistics extends well beyond these direct effects. Including indirect and induced effects, around 42,100 jobs across Germany can be attributed to Duisburg's logistics industry, approximately 21,400 of which are located in Duisburg itself. The total GDP contribution generated by the sector amounts to EUR 3.7 billion, more than half of which remains within the city. Logistics is also relevant from a fiscal perspective: in total, it generates EUR 653 million in tax revenue and EUR 695 million in social security contributions. Around EUR 56 million of the tax revenue remains in Duisburg. [86]

Compared with other sectors, logistics has an average level of labour productivity. GDP per employee amounts to around EUR 93,700, slightly above the city-wide average, but remains below the levels recorded in manufacturing and knowledge-intensive services. The income structure is characterised by a high proportion of auxiliary and skilled worker activities. The average annual gross wage amounts to EUR 40,886 and is therefore below the city-wide average, but above the national average for the logistics industry. The share of low-wage employees stands at 16.7% and is therefore below the Duisburg average. At the same time, with a vocational training rate of 5.2%, the sector plays an above-average role in vocational education and training. [87]

In addition to its economic importance, logistics is also a structural factor shaping urban development. The sector is the largest consumer of commercial land and, compared with industry and services, is characterised by low land productivity. At the same time, the high level of transport intensity places burdens on infrastructure, the environment and the population. These conditions make it clear that logistics has both a stabilising effect on Duisburg's structural transformation and creates long-term conflicts of objectives. [88]

At the same time, Duisburg's logistics industry offers considerable future potential. Digitalisation, automation and new organisational models provide opportunities to increase efficiency, raise value creation and develop more highly qualified jobs. Combined with the city's high attractiveness as a business location and its international connections, logistics remains an important component of Duisburg's economic structure. Its further development is closely linked to strategic questions of land use, infrastructure and location policy. [89]

84 IW Consult, 2025, https://www.iwconsult.de/projekte/der-oekonomische-impact-der-logistikunternehmen/ and https://www.duisburg.de/microsites/wirtschaft/projekte-themen/Logistik.php
85 IW Consult, 2025
86 IW Consult, 2025
87 IW Consult, 2025
88 IW Consult, 2025
89 IW Consult, 2025

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