

Maritime transport of goods - annual data

Statistics Explained

*Data extracted in November 2025.
Planned update: December 2026.*

Highlights

EU ports handled 3.4 billion tonnes of goods in 2024.

The Netherlands remained the largest maritime freight transport country in Europe in 2024.

Rotterdam, Antwerp-Bruges and Hamburg maintained their positions as Europe's top 3 ports in 2024.

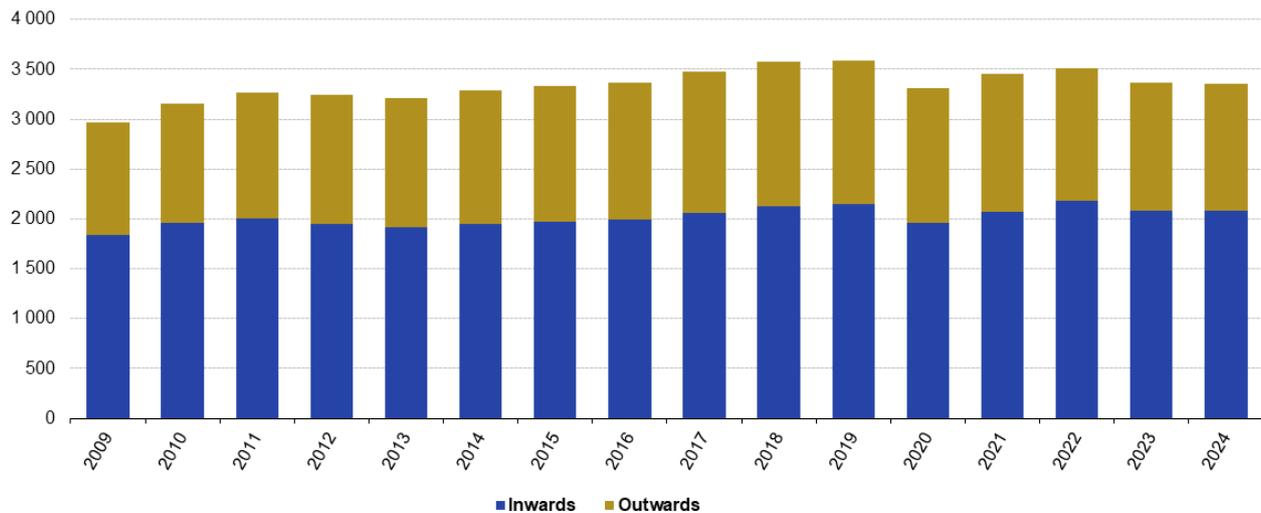
This article presents the latest statistical data on goods handling and vessels traffic in [ports](#) in the [European Union \(EU\)](#), the [EFTA countries](#) Iceland and Norway and the [candidate countries](#) Montenegro and Türkiye. It also covers maritime transport flows with the main partner geographical areas, as well as individual results for major EU ports. This article contains data for 2024.

Seaborne goods handled in EU ports slightly decreased by 0.2% in 2024

The total [gross weight of goods](#) handled by EU ports was estimated at 3.4 billion tonnes in 2024 (Figure 1), remained relatively stable compared with 2023 (-0.2%). The decline in goods handled in 2023 and 2024 compared with 2022, can be mainly attributed to the restrictions on goods transport with Russia, after its military aggression against Ukraine. Despite the rebound after the substantial fall observed in 2020, most probably due to the COVID-19 pandemic and the subsequent restrictions put in place in the EU and worldwide, the 2022 levels were still slightly lower than those observed in 2018 and 2019. Before the downturn in 2020, EU port freight activity followed a positive trend from 2014 onwards, showing a slight upturn in recovery after the economic crisis in 2009.

Gross weight of seaborne goods handled in all ports by direction, EU, 2009-2024

(million tonnes)



Note: break in time series from 2015 due to methodological improvement in the data reported by the Netherlands.

Source: Eurostat (online data code: mar_mg_aa_cwh)

eurostat 

Figure 1: Gross weight of seaborne goods handled in all ports by direction, EU, 2009-2024 Source: Eurostat (mar_mg_aa_cwh)

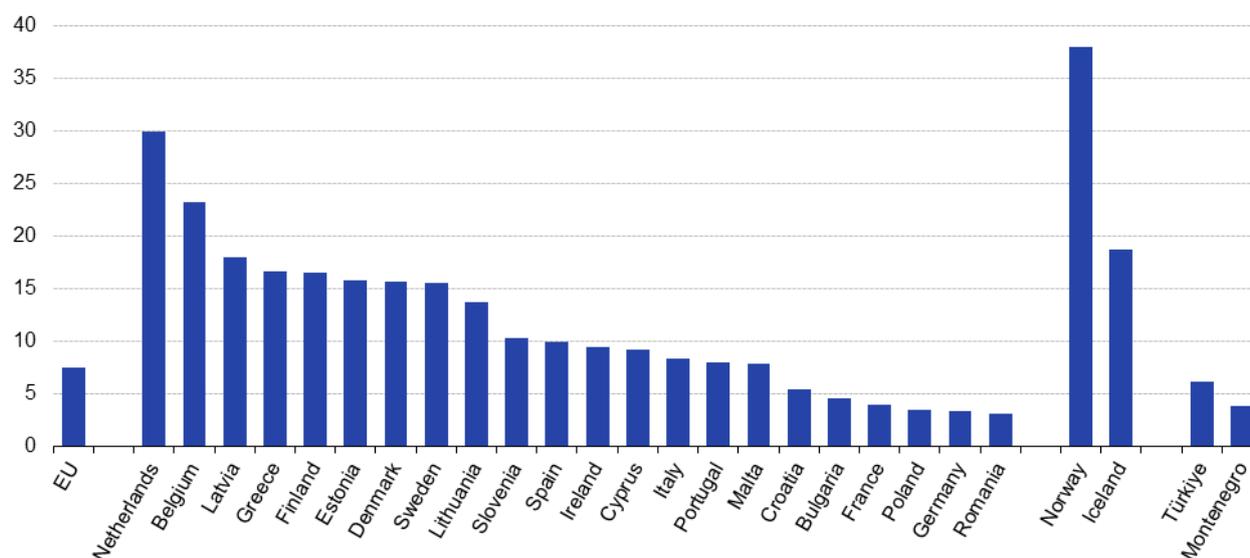
The Netherlands remained the largest maritime goods transport country in Europe in 2024, while Rotterdam, Antwerp-Bruges¹ and Hamburg maintained their positions as the 3 largest goods ports in the EU.

Among the EU countries, the seaborne freight-per-capita ratio varied from 29.9 tonnes per inhabitant in the Netherlands to 3.1 tonnes per inhabitant in Romania in 2024. The EU average was 7.5 tonnes per inhabitant (Figure 2). The EFTA country Norway recorded the highest ratio of countries reporting maritime data to Eurostat, with 38.1 tonnes per inhabitant in 2024.

¹Starting from 2022, the ports Antwerpen and Zeebrugge have been merged and the data are reported under the new port name Antwerp-Bruges.

Gross weight of seaborne goods handled in all ports, 2024

(tonnes per capita)



Note: Czechia, Luxembourg, Hungary, Austria, Slovakia and the EFTA countries Liechtenstein and Switzerland have no maritime ports.

Source: Eurostat (online data code: mar_mg_aa_cwh)

eurostat 

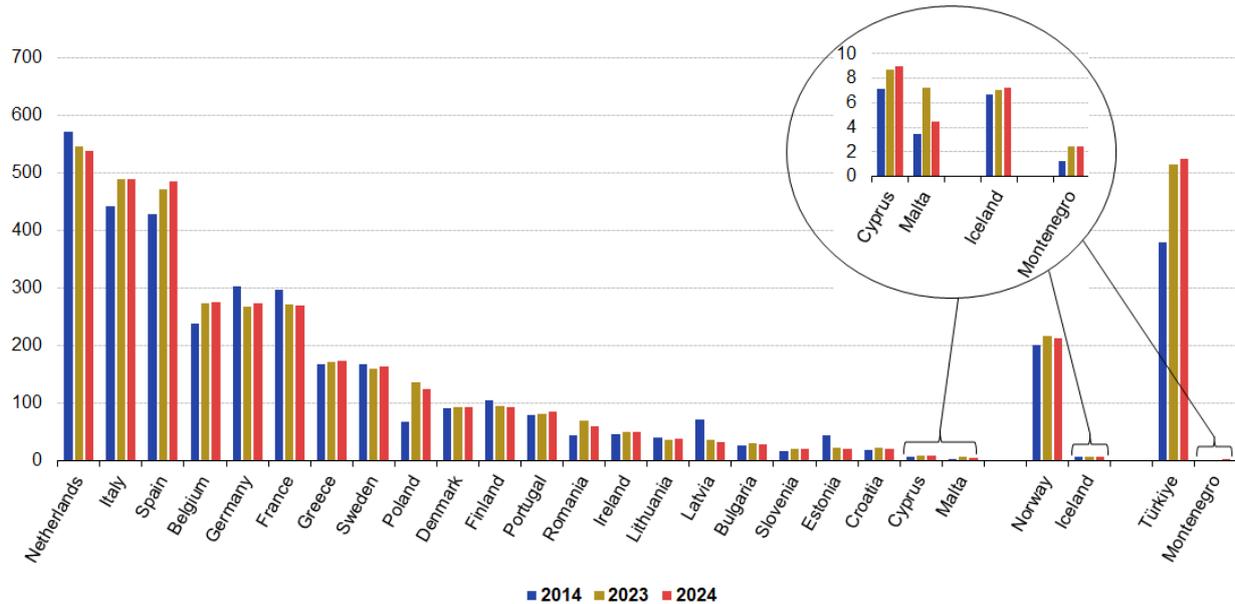
Figure 2: Gross weight of seaborne goods handled in all ports, 2024 Source: Eurostat (mar_mg_aa_cwh)

The Netherlands is the EU's largest maritime goods transport country

The Netherlands reported the largest volume of seaborne goods handled in Europe in 2024. At 538 million tonnes, the volume of seaborne goods handled in Dutch ports represented 16.0% of the EU total in 2024. The Netherlands was followed by Italy and Spain, with respective shares of 14.6% and 14.5% (Figure 3).

Gross weight of seaborne goods handled in all ports, 2014, 2023 and 2024

(million tonnes)



Note: countries are ranked based on 2024 data.
Source: Eurostat (online data code: mar_mg_aa_cwh)

eurostat

Figure 3: Gross weight of seaborne goods handled in all ports, 2014, 2023 and 2024 Source: Eurostat (mar_mg_aa_cwh)

Among other countries reporting maritime freight data to Eurostat, the **candidate country** Türkiye handled 525 million tonnes of goods in 2024, placing this country between the Netherlands and Italy in terms of total tonnage of seaborne goods handled.

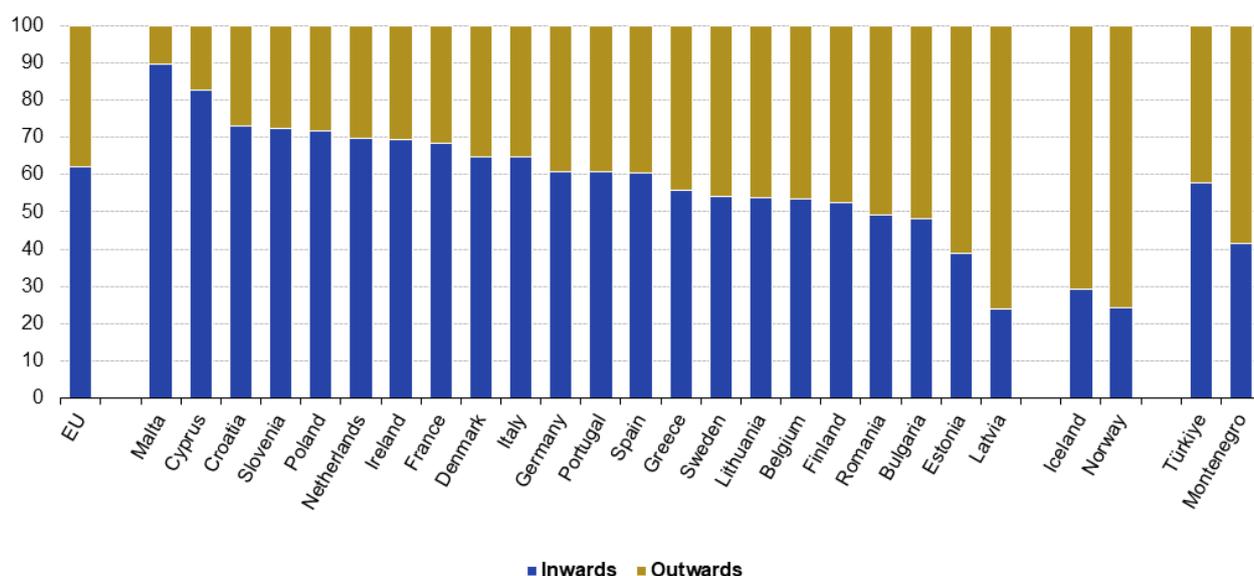
Compared with 2023, half of the 22 EU **coastal countries** registered a growth in port freight activity in 2024. Lithuania registered the largest relative increase (+6.1%), followed by Portugal (+4.3%). Conversely, the biggest relative decline was recorded in Malta (-37.9%), followed by Romania (-14.1%), Croatia (-10.1%), Poland (-8.9%), Latvia (-7.1%) and Estonia (-5.6%).

All in all, 8 EU countries recorded decreases in port freight activity in the 10-year period between 2014 and 2024. The steepest relative falls were observed for Latvia (-53.3%), Estonia (-50.2%), Finland (-11.9%), Germany (-9.8%) and France (-9.5%). By contrast, Poland registered the largest relative increase (+80.7%), followed by Romania (+36.1%), Malta (+29.4%), Cyprus (+24.5%) and Slovenia (+20.9%). Four other EU countries registered growths of more than 10% over the same period, while 5 additional EU countries recorded growths between 1% and 9%. The candidate countries Montenegro and Türkiye also reported noticeable increases: +98.5% and +38.6%, respectively.

Inward movements of goods to EU countries remained relatively stable (+0.1%) at 2.1 billion tonnes in 2024 compared with 2023, whereas outwards movements slightly decreased by 0.7%, to just under 1.3 billion tonnes. Inward movements accounted for 61.9% of the total tonnes of goods handled in the EU ports (Figure 4). The share of inward movements on total remained relatively stable between 2009 and 2024, fluctuating between 62.1% in 2009 and 59.0 in 2015 and 2016. Liquid bulk goods, such as crude oil and oil products, made up a substantial proportion of the inward tonnage.

Gross weight of seaborne goods handled in all ports by direction, 2024

(%, based on tonnes)



Source: Eurostat (online data code: mar_mg_aa_cwhd)

eurostat

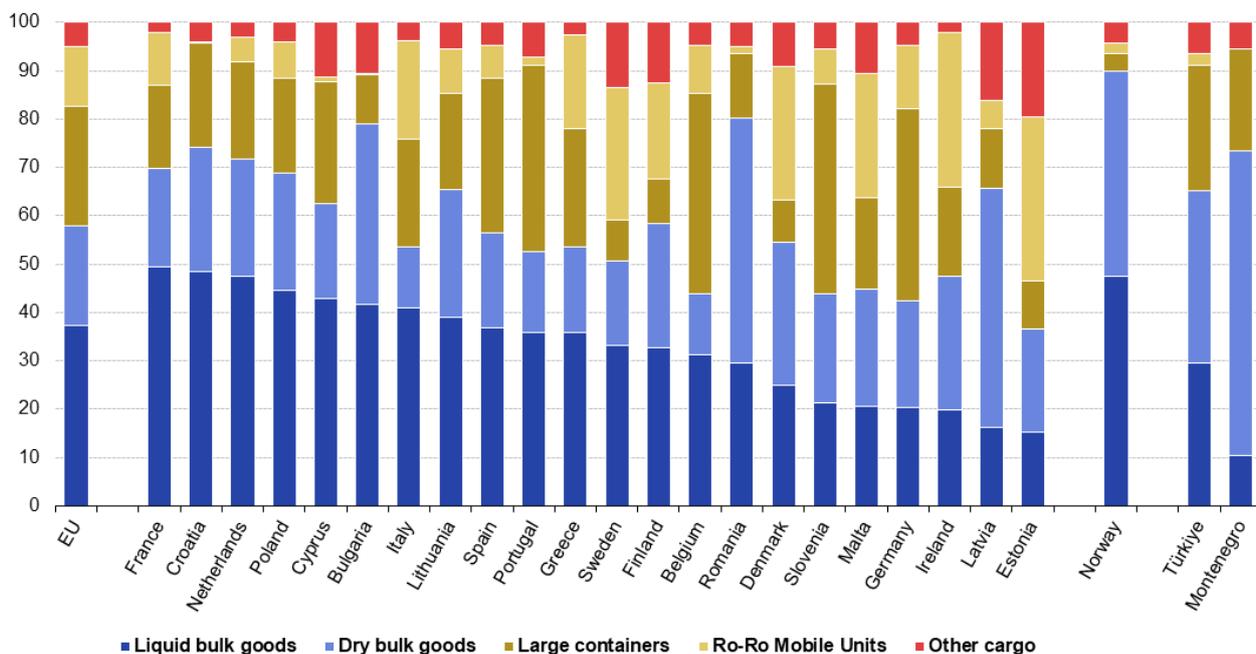
Figure 4: Gross weight of seaborne goods handled in all ports by direction, 2024 Source: Eurostat (mar_mg_aa_cwhd)

More seaborne goods are unloaded from vessels than loaded onto vessels in most EU countries. Malta had the most shares of unloaded goods in 2024, with 89.8% of the total tonnes of seaborne goods recorded as inward movements to their ports. By contrast, Latvia, Estonia, Bulgaria, Romania, the EFTA countries Norway and Iceland and the candidate country Montenegro all had more outward movements of goods than inwards movements.

In 2024, liquid bulk made up 37.3% of the total cargo handled in the main EU ports

Liquid bulk goods accounted for 37.3% of the total cargo handled in the main EU ports in 2024 (Figure 5), followed by containerised goods (24.7%), dry bulk goods (20.6%), and goods transported on Ro-Ro mobile units (12.4%). The largest volumes of liquid bulk goods were handled in the Netherlands (255 million tonnes), followed by Italy (196 million tonnes) and Spain (179 million tonnes). France recorded the largest share of liquid bulk goods as a percentage of the total tonnages passing through its main ports in 2024 (49.5%). Liquid bulk goods were predominant in 12 EU countries. This was also the case for the EFTA country Norway (47.6%).

Gross weight of seaborne freight handled in main ports by type of cargo, 2024
(%, based on tonnes)



Note: countries are ranked based on the share of liquid bulk goods. Main ports are ports handling more than 1 million tonnes of goods annually. Data for Iceland are not available.
Source: Eurostat (online data code: mar_mg_am_cwhc)



Figure 5: Gross weight of seaborne goods handled in main ports by type of cargo, 2024 Source: Eurostat (mar_mg_am_cwhc)

With 132 million tonnes in 2024, Dutch ports also handled the largest volumes of dry bulk goods in the EU, followed by Spain with 95 million tonnes. The tonnages of dry bulk goods handled in these 2 EU countries in 2024 were lower than the 188 million tonnes reported by the candidate country Türkiye. Romania had the highest shares of dry bulk goods as a percentage of the total tonnages in 2024 (50.7%), largely due to substantial outward movements of agricultural products from its ports. Latvia (49.4%) and Denmark (29.5%) were the other EU countries where dry bulk goods were predominant. This was also the case for the candidate countries Montenegro and Türkiye (63.1% and 35.8%).

Containers were the dominant type of cargo handled in Slovenian, Belgian, German and Portuguese ports in 2024, with shares of 43.4%, 41.4%, 39.8% and 38.5%, respectively, of the total cargo passing through the ports of the 4 countries. The largest volumes of containerised goods, however, were handled in Spanish and Belgian ports, with 155 million tonnes and 114 million tonnes, respectively. The 2 top container countries were followed by Germany and the Netherlands with 109 and 108 million tonnes of containerised, respectively.

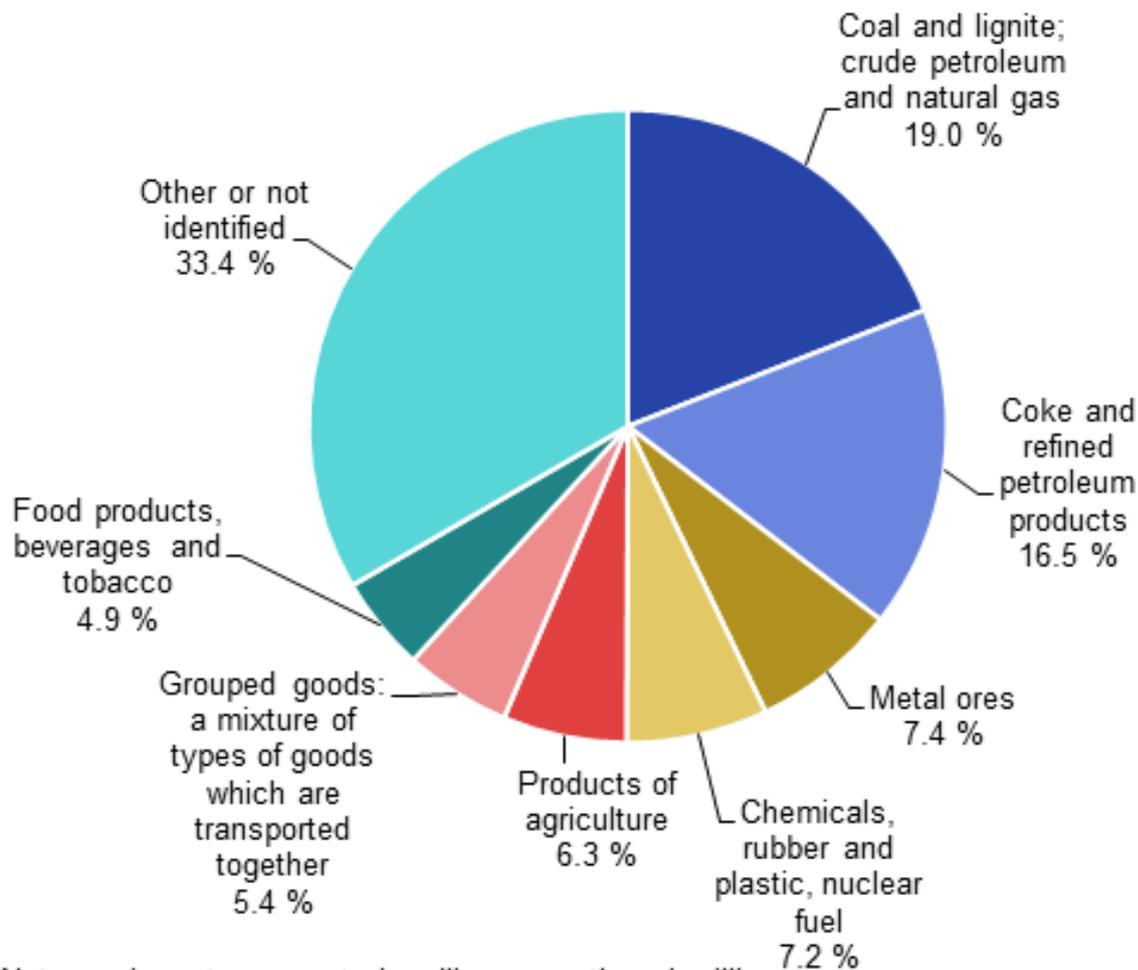
The share of Ro-Ro mobile units in the total tonnage of goods was the largest for Estonia (33.9%), Ireland (32.1%) and Malta (25.6%), reflecting the importance of Ro-Ro ferry traffic in the seaborne transport of these countries. In tonnage terms, Italy (97 million tonnes) recorded the largest EU volumes of goods transported on Ro-Ro mobile units in 2024.

In 2024, the largest individual goods category handled in the main EU ports was 'Coal and lignite; crude petroleum and natural gas'

Figure 6 presents the share of the type of goods (according to the [NST 2007 classification](#)) handled in the main EU ports. It is significant to note that the high share of unidentifiable goods reported impacts the results presented.

At EU level, the main types of goods (according to the NST 2007 classification) handled in the main EU ports were 'Coal and lignite; crude petroleum and natural gas' (19.0%) and 'coke and refined petroleum products' (16.5%), in 2024. These two categories represented over one third of all goods handled in the main EU ports.

Gross weight of seaborne goods handled in main EU ports by type of goods, 2024 (%, based on tonnes)



Note: main ports are ports handling more than 1 million tonnes of goods annually.

Source: Eurostat (online data code: mar_mg_am_cwhg)



Figure 6: Gross weight of seaborne goods handled in main EU ports by type of goods, 2024 Source: Eurostat (mar_mg_am_cwhg)

Rotterdam, Antwerp-Bruges and Hamburg maintained their positions as Europe's top 3 ports in 2024

Rotterdam, Antwerp-Bruges and Hamburg, all located on the North Sea coast, maintained their positions as the EU's top 3 ports in 2024, both in terms of gross weight of goods handled and volume of containers handled in the ports. The 20 largest cargo ports accounted for half (49.8%) of the total tonnage of goods handled in the EU ports in 2024. The largest port in Europe, Rotterdam in the Netherlands, on its own accounted for 11.8% of the total

tonnage handled in the EU ports (Figure 7).

Among the top 20 EU ports, the tonnes of goods handled in 2024 decreased in 7 ports compared with 2023. The steepest falls were recorded by Constanța (-14.3%) and Gdańsk (-11.0%). By contrast, Sines reported the highest growth, with +10.7%, followed by Göteborg (+10.1%), Gioia Tauro (+8.7%), Bremerhaven (+8.4%) and Barcelona (+7.9%).

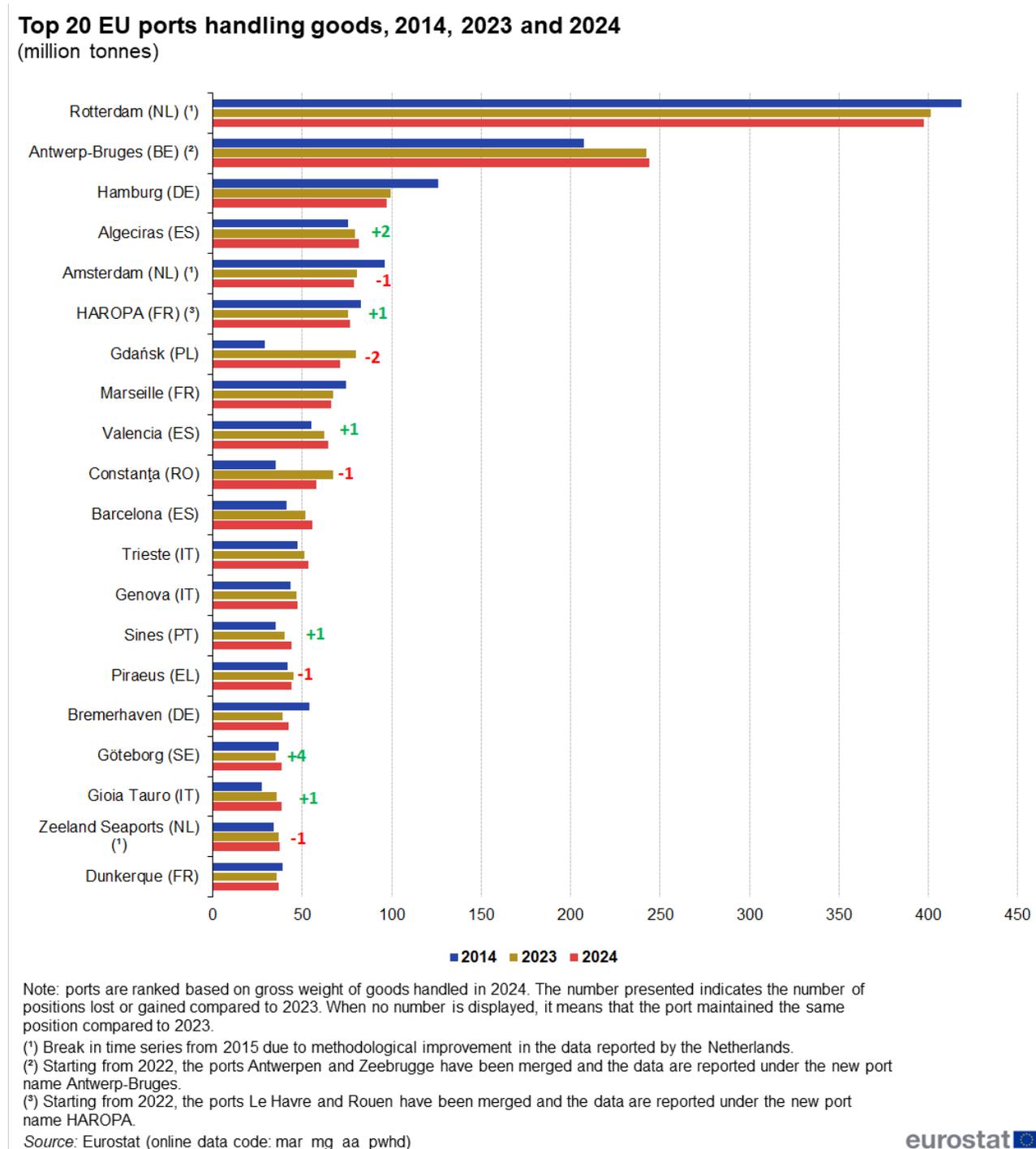
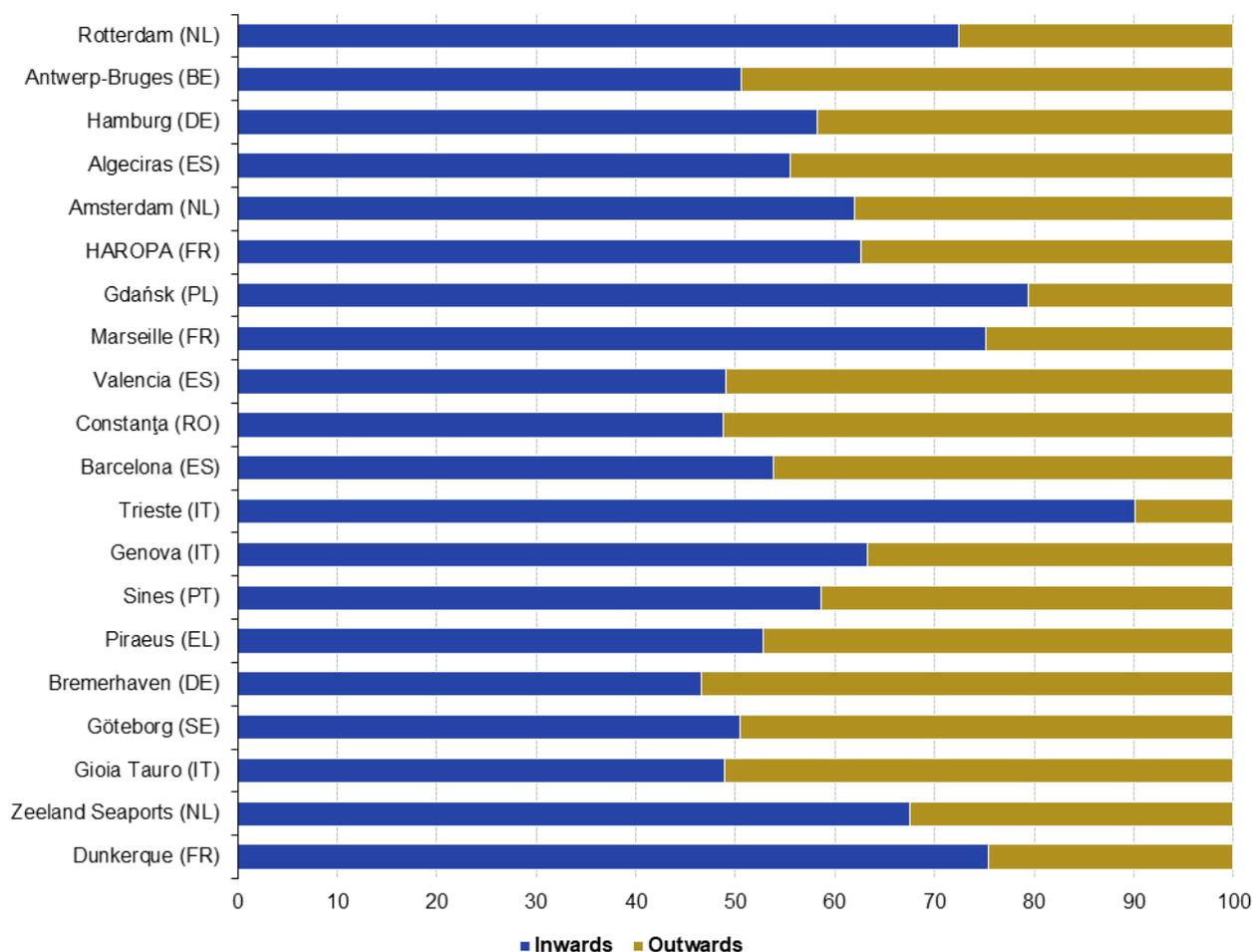


Figure 7: Top 20 EU ports handling goods, 2014, 2023 and 2024 Source: Eurostat (mar_mg_aa_pwhd)

While inward activity was prevalent in 16 of the top 20 ports, the ports of Bremerhaven (53.5%), Constanța (51.2%), Gioia Tauro (51.1%) and Valencia (50.9%) marginally recorded more outward than inward movements of goods (Figure 8).

Top 20 EU ports handling goods by direction, 2024 (%, based on tonnes)



Note: ports are ranked based on total gross weight of goods handled in 2024.

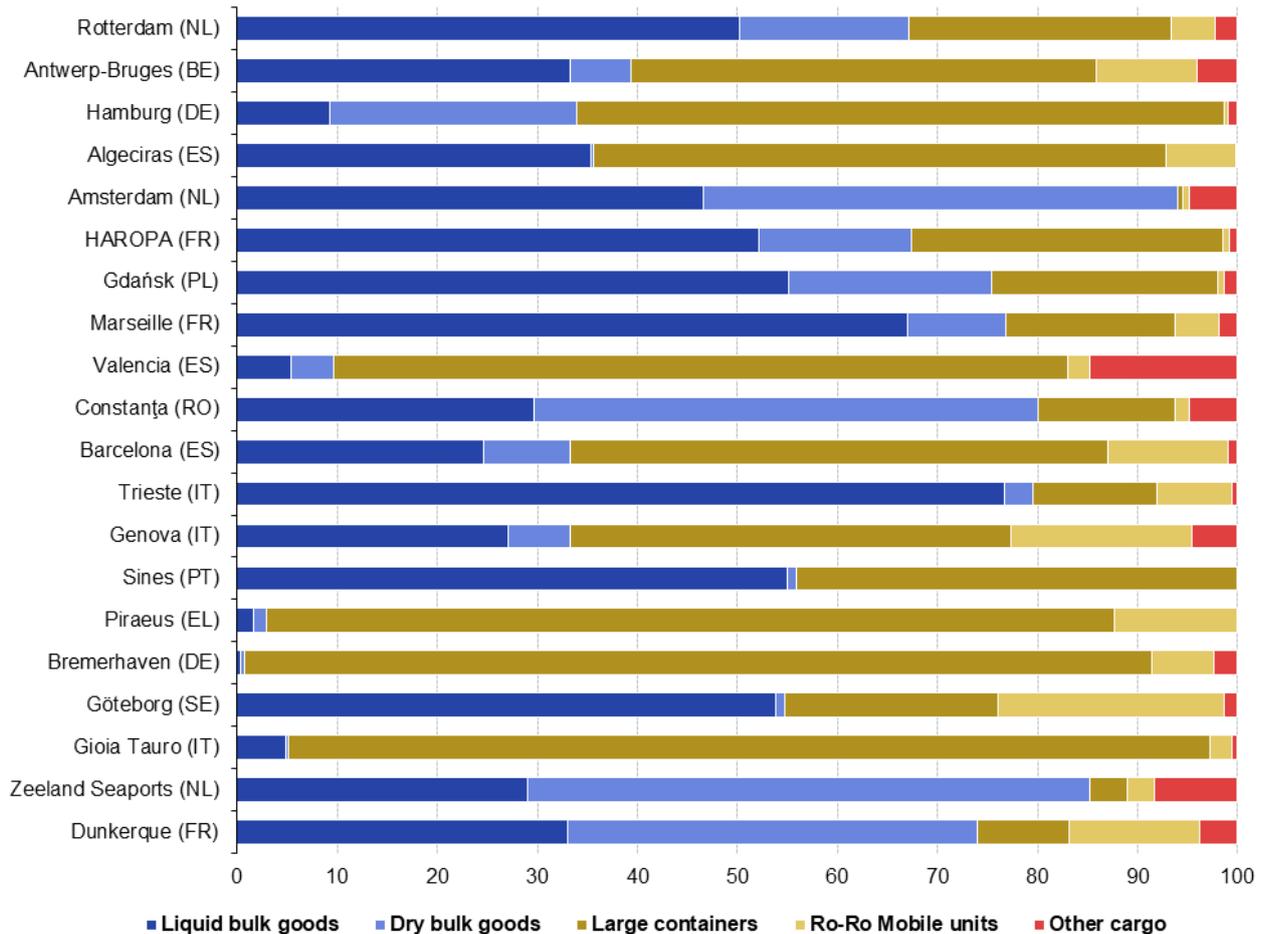
Source: Eurostat (online data code: mar_mg_aa_pwhd)

eurostat

Figure 8: Top 20 EU ports handling goods by direction, 2024 Source: Eurostat (mar_mg_aa_pwhd)

Among the top 20 cargo ports, Gioia Tauro (92.2% of total tonnage in 2024), Bremerhaven (90.7%), Piraeus (84.8%), Valencia (73.5%) and Hamburg (64.7%) stood out as the most specialised in container handling. The most specialised in handling liquid bulk goods were Trieste (76.7%) and Marseille (67.1%); the most specialised in handling dry bulk goods were 'Zeeland Seaports' (56.2%) and Constanța (50.4%); the most specialised in handling goods transported on Ro-Ro mobile units was Göteborg (22.6%) (Figure 9).

Top 20 EU ports handling goods by type of cargo, 2024 (%, based on tonnes)



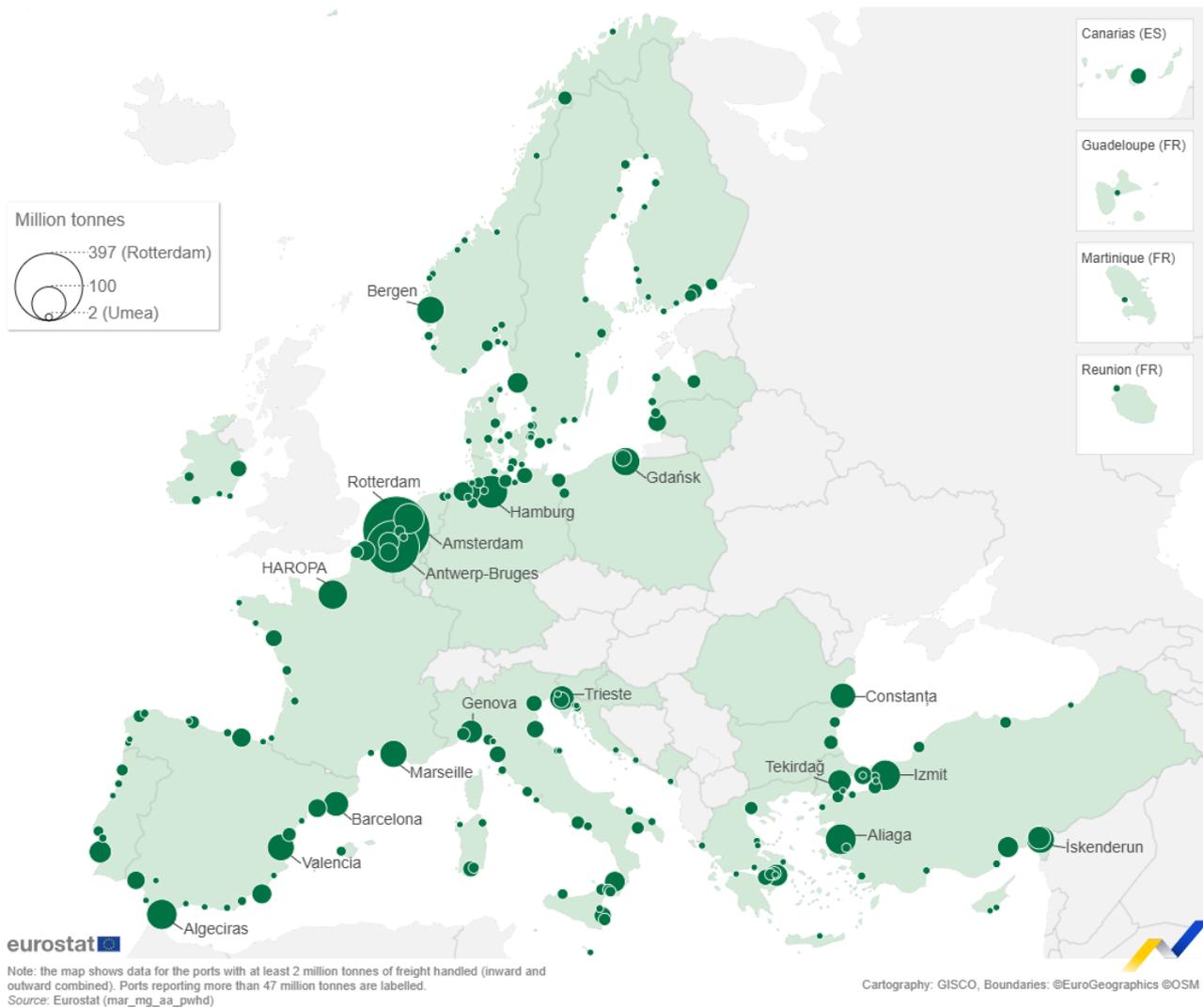
Note: ports are ranked based on total gross weight of goods handled in 2024.
Source: Eurostat (online data code: mar_mg_am_pwhc)

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Figure 9: Top 20 EU ports handling goods by type of cargo, 2024 Source: Eurostat (mar_mg_am_pwhc)

All in all, 8 of the top 20 EU cargo ports in 2024 were located on the Mediterranean, 7 on the North Sea coast of Europe, 3 ports on the Atlantic coast, 1 port in the Baltic Sea and 1 port in the Black Sea (Map 1). Whether a country makes the top 20 list of cargo ports can sometimes depend on the structure of its national port system. Denmark and Finland, for instance, are countries with numerous medium-sized ports, all handling volumes of goods lower than the 36 million annual tonnes required to make the top 20 list.

Main cargo ports by gross weight of goods handled, 2024 (million tonnes)



Map 1: Maritime cargo ports by gross weight of goods handled, 2024 Source: Eurostat (mar_mg_aa_pwhd)

Most EU maritime goods transport is with extra-EU partners

Unlike the statistics presented earlier in this article, the data in Table 1 and Figure 10 do not present the total handling of goods in ports (inward movements plus outward movements in the ports), but show the movement of seaborne transport of goods between the main European ports and their partner ports. As far as possible, double counting of the same goods being reported as outward transport in one port and inward transport in another, is excluded in these figures (see data sources).

Gross weight of seaborne goods transported to/from main ports, in selected years, 2014-2024

(million tonnes)

	2014	2020	2021	2022	2023	2024	Change 2024/2023 (%)	Change 2024/2014 (%)
EU (*)	2 748.9	2 782.4	2 917.6	2 972.0	2 839.1	2 834.8	-0.1	3.1
Belgium	237.3	268.7	288.2	287.6	272.7	274.4	0.6	15.6
Bulgaria	27.2	25.3	25.6	30.7	30.0	29.5	-1.5	8.4
Denmark	74.2	79.4	81.6	85.7	80.8	81.6	1.0	10.1
Germany	300.8	273.0	285.8	274.9	263.3	269.8	2.5	-10.3
Estonia	39.9	34.5	38.3	32.4	22.0	20.8	-5.4	-47.8
Ireland	44.9	48.9	51.0	50.4	47.0	48.1	2.3	7.0
Greece	125.8	146.3	145.4	137.0	143.1	143.0	-0.0	13.7
Spain	398.3	424.2	443.4	453.4	435.7	448.3	2.9	12.6
France	287.7	262.5	267.4	275.9	264.0	261.3	-1.0	-9.2
Croatia	14.0	19.1	19.4	20.8	20.9	18.9	-9.5	35.0
Italy	351.4	370.6	405.9	403.4	390.4	388.0	-0.6	10.4
Cyprus	7.2	7.5	7.0	8.2	8.7	8.9	2.3	24.5
Latvia	70.0	40.3	37.6	43.9	34.0	32.3	-4.8	-53.8
Lithuania	41.1	51.5	49.4	40.0	37.2	39.5	6.1	-3.9
Malta	3.5	5.7	3.4	4.9	7.2	4.5	-37.9	29.7
Netherlands (*)	571.6	547.3	579.8	588.8	542.9	537.3	-1.0	-6.0
Poland	67.8	87.1	94.6	116.5	134.6	121.6	-9.7	79.3
Portugal	74.0	73.9	77.4	78.7	76.0	79.4	4.5	7.3
Romania	42.6	46.4	52.4	59.6	68.7	58.9	-14.2	38.3
Slovenia	18.0	18.3	20.1	22.4	21.1	21.8	3.0	20.9
Finland	98.5	101.6	96.9	99.1	90.1	87.9	-2.4	-10.7
Sweden	162.6	164.1	168.8	170.3	156.5	160.2	2.4	-1.5
Iceland	:	:	:	:	:	:	:	:
Norway	168.8	191.8	196.6	186.1	189.7	187.8	-1.0	11.3
Montenegro	:	2.0	1.8	2.9	2.4	2.5	2.8	:
Türkiye	357.6	464.0	492.0	505.4	485.9	495.4	2.0	38.5

(:) not available

Note: main ports are ports handling more than 1 million tonnes of goods annually.

(*) Break in time series from 2015 due to methodological improvement in the data reported by the Netherlands.

Source: Eurostat (online data code: mar_mg_am_cwt)

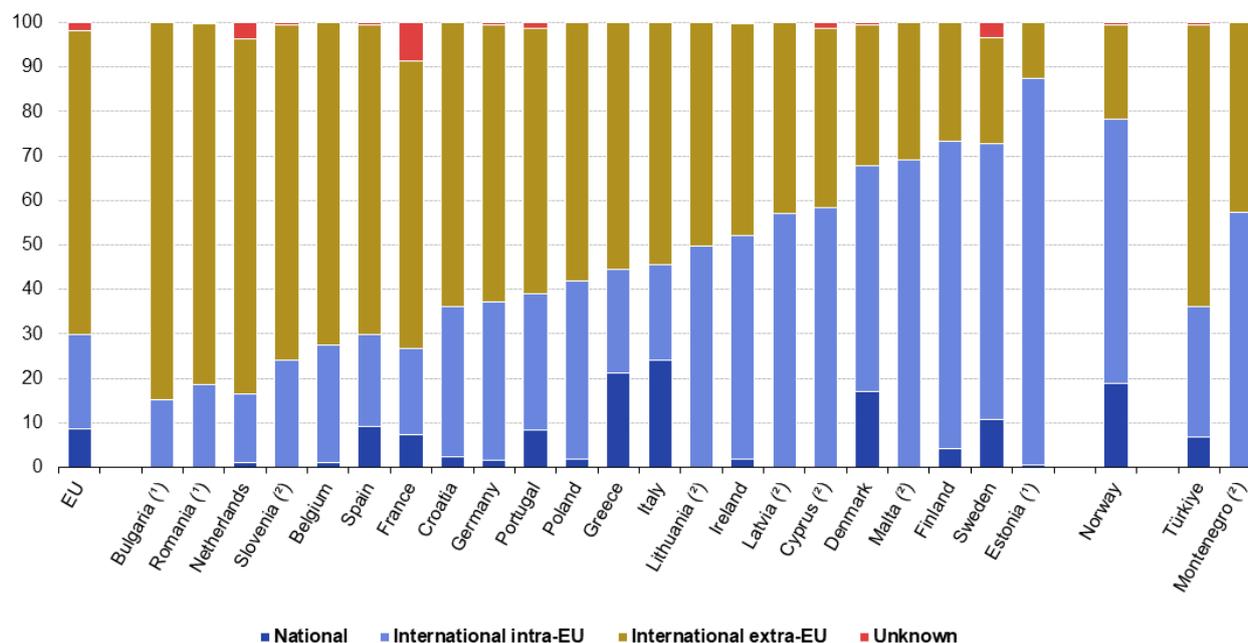
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Table 1: Gross weight of seaborne goods transported to/from main ports, in selected years, 2014-2024
Source: Eurostat (mar_mg_am_cwt)

At 2.8 billion tonnes, the EU seaborne transport of goods remained relatively stable between 2023 and 2024 (-0.1%) (Table 1). Most of these goods (68.4%) were transported to or from ports outside the EU (international extra-EU transport), making maritime transport the most common mode for long-distance transport of goods to or from the EU, in tonnage terms. Cross-border transport between ports in the EU (international intra-EU transport) made up 21.2% of the maritime transport of goods in 2024, while transport of goods between national ports made up 8.5% of the total EU maritime transport (Figure 10).

Seaborne transport of goods between main ports in the reporting country and their partner ports grouped by main geographical areas, 2024

(%, based on tonnes)



Note: countries are ranked based on the share on 'international extra-EU' transport. The percentages of international 'intra-EU' and 'extra-EU' transport for non-EU countries express the share of total transport with EU and non-EU countries respectively. Main ports are ports handling more than 1 million tonnes of goods annually. Data for Iceland are not available.

(1) National transport: less than 0.5%.

(2) No national transport.

Source: Eurostat (online data code: mar_mg_am_cwtt)

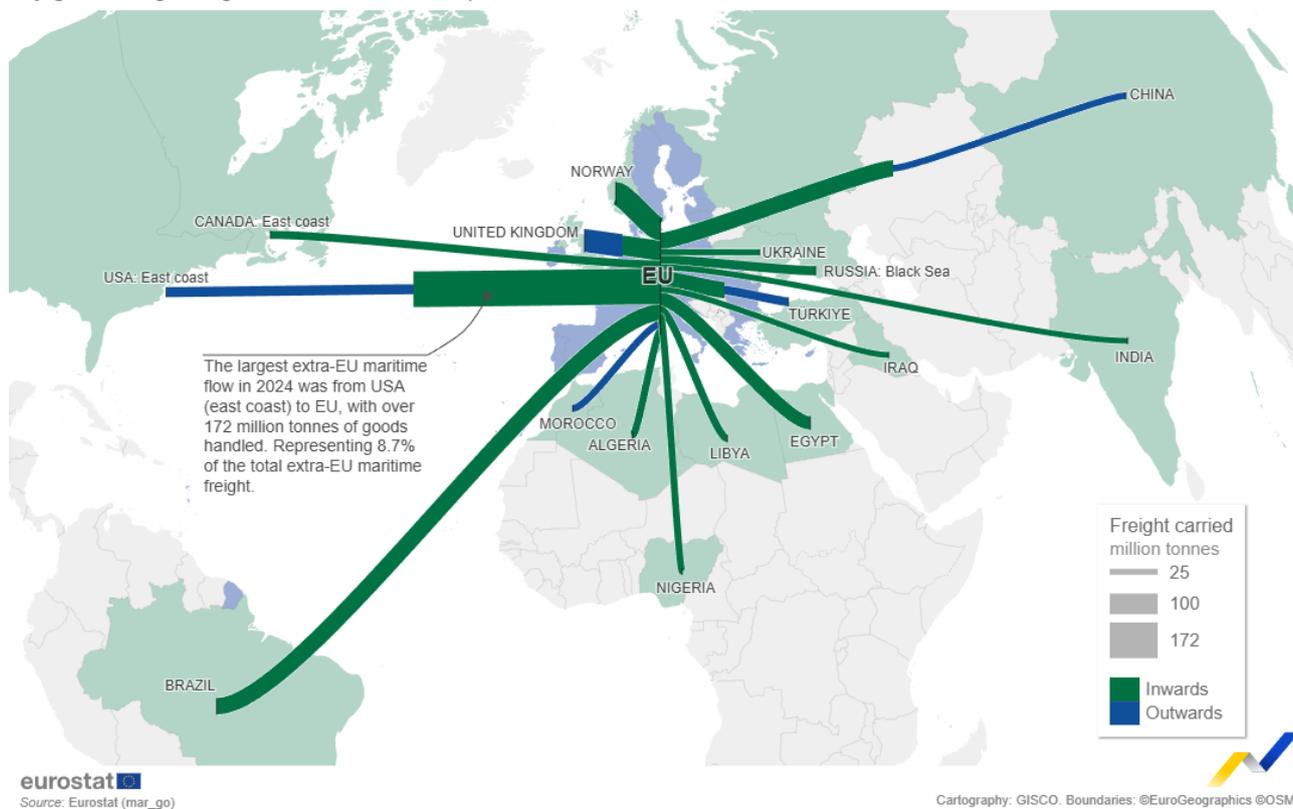
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Figure 10: Seaborne transport of goods between main ports in the reporting country and their partner ports grouped by main geographical areas, 2024 Source: Eurostat (mar_mg_am_cwtt)

In countries with long shorelines or many islands, such as Italy, Greece and the EFTA country Norway, the share of national seaborne transport tends to be relatively high (19-24% in 2024). Countries like Estonia, Malta, Finland, Sweden, Cyprus, Latvia, Denmark and Ireland, however, had high shares of international intra-EU transport (above 50% in 2024), because their main maritime freight transport partners are found within the EU. Other countries, such as Bulgaria, Romania, the Netherlands, Slovenia, Belgium, Spain, France, Croatia, Germany, Portugal (above 59% in 2024), have high shares of extra-EU transport, based on their geographical position or the 'deep-sea' nature of the transport activities prevailing in their main ports.

Map 2 illustrates the largest maritime transport flows between the EU and the main international partners. As shown in the map, most of the EU's top 10 maritime flows of goods in 2024 were inward flows, except for the outward flow to the United Kingdom and the East Coast of the USA. In declining order, these were the inward flows of goods from the East Coast of the USA (8.7% of the total extra-EU seaborne transport in 2024), the outward flow to the United Kingdom, the inward flows from Norway (each 5.5%), the United Kingdom (4.8%), China, Brazil (each 4.0%), Türkiye (3.9%), Egypt (3.2%), the outward flow to the East Coast of the USA (2.4%), and the inward flow from the Black Sea area of Russia (2.2%).

Top 20 extra-EU maritime flows by gross weight of goods handled in main ports, 2024



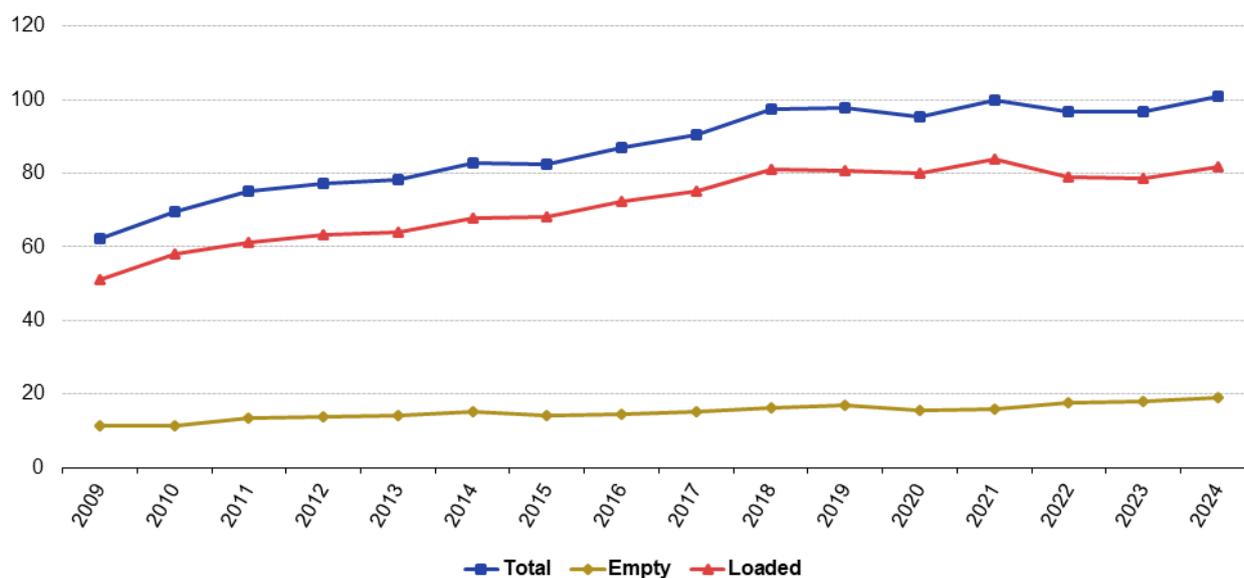
Map 2: Top 20 extra-EU maritime flows Source: Eurostat (mar_go)

In 2024, 100.9 million TEUs of containers were handled in the main EU ports

In 2024, the volume of containers handled in the main EU ports reached a peak at 100.9 million [twenty-foot equivalent units \(TEUs\)](#) (Figure 11), after an increase by 4.4% compared with 2023. When looking at empty containers, the increase in 2024 was more substantial (+5.5%) compared with the increase in the handling of loaded containers (+4.1%).

Volume of containers handled in main ports, EU, 2009-2024

(million TEUs)



Note: main ports are ports handling more than 1 million tonnes of goods annually. TEU: Twenty-foot Equivalent Unit (unit of volume equivalent to a 20 foot ISO container). Break in time series from 2015 due to methodological improvement in the data reported by the Netherlands.

Source: Eurostat (online data code: mar_mg_am_cvh)

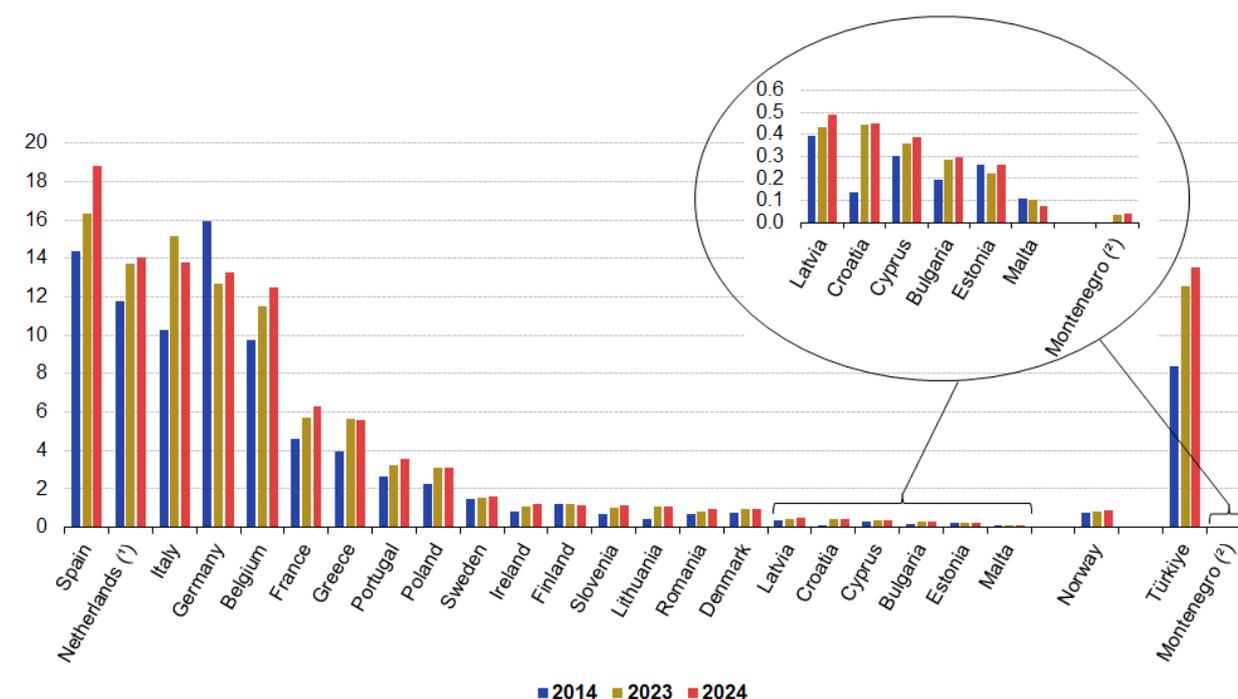
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Figure 11: Volume of containers handled in main ports, EU, 2009-2024 Source: Eurostat (mar_mg_am_cvh)

Spain reported the largest volumes of containers handled in Europe in 2024. At 18.8 million TEUs, the volume of containers handled in Spanish ports represented 18.6% of the EU total in 2024 (Figure 12). Spain was followed by the Netherlands (13.9% of the EU total), Italy (13.7%), Germany (13.2%) and Belgium (12.3%). All together, these 5 countries had 71.7% of the containers handled in main EU ports in 2024.

Volume of containers handled in main ports, 2014, 2023 and 2024

(million TEUs)



Note: countries are ranked based on 2024 data. Main ports are ports handling more than 1 million tonnes of goods annually. TEU: Twenty-foot Equivalent Unit (unit of volume equivalent to a 20 foot ISO container). Data for Iceland are not available.

(*) Break in time series from 2015 due to methodological improvement in the data reported by the Netherlands.

(**) 2014 data not available.

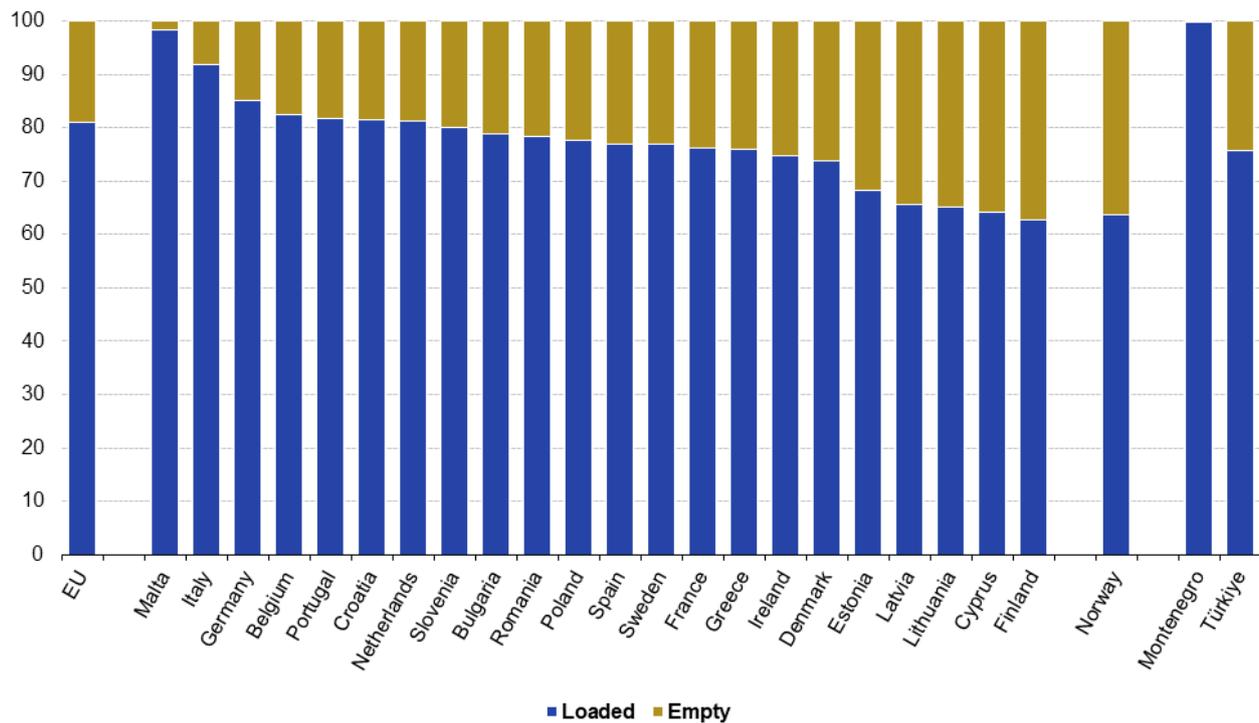
Source: Eurostat (online data code: mar_mg_am_cvh)

eurostat

Figure 12: Volume of containers handled in main ports, 2014, 2023 and 2024 Source: Eurostat (mar_mg_am_cvh)

All countries reported more loaded containers than empty containers. The shares of empty containers handled was the least in Malta and Italy (1.6% and 8.2% of the containers handled in the main ports of the country, respectively) and the most in Finland (37.2%) (Figure 13).

Volume of containers handled in main ports by loading status, 2024 (%, based on TEUs)



Note: main ports are ports handling more than 1 million tonnes of goods annually. TEU: Twenty-foot Equivalent Unit (unit of volume equivalent to a 20 foot ISO container). Data for Iceland are not available.

Source: Eurostat (online data code: mar_mg_am_cvh)

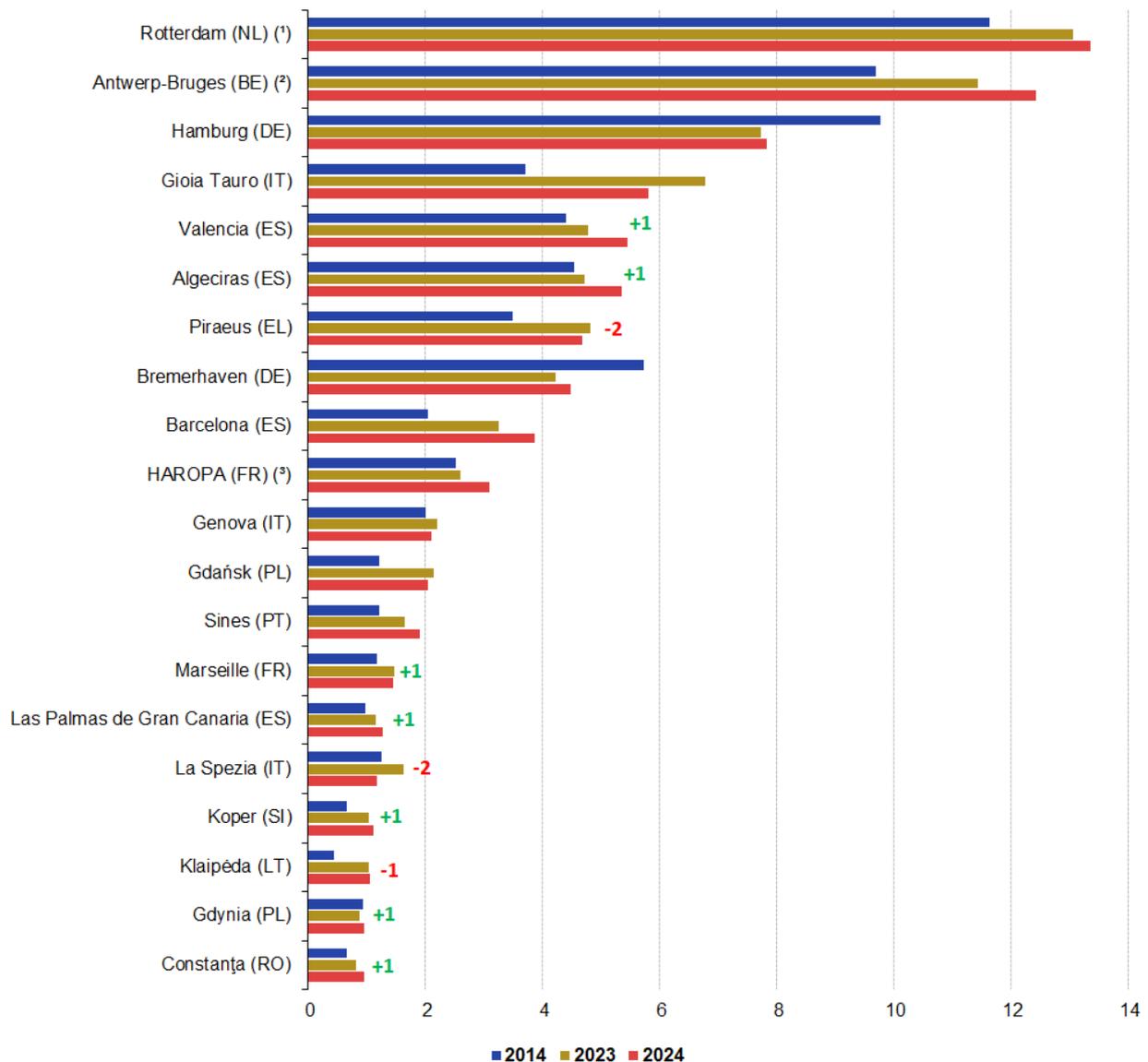
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Figure 13: Volume of containers handled in main ports, 2024 Source: Eurostat (mar_mg_am_cvh)

With 13.4 million TEUs handled, Rotterdam was EU's largest container port in 2024 (Figure 14). Rotterdam was followed by Antwerp-Bruges with 12.4 million TEUs and Hamburg with 7.8 million TEUs handled in total. All in all, 14 of the top 20 container ports recorded increases in the number of TEUs handled compared with 2023. In relative terms, the largest growth was observed for HAROPA²(+18.6%), followed by Barcelona (+18.5%), Constanța (+16.0%), entering the top 20, Sines (+14.7%), Valencia (+14.2%) and Algeciras (+13.4%). By contrast, the steepest relative falls amongst the top 20 EU container ports were recorded by La Spezia (-27.6%), losing 2 positions compared to 2023, and Gioia Tauro (-14.2%).

²Since 2022, Le Havre and Rouen have been merged and the data are now reported under the new port name, HAROPA

Top 20 EU ports handling containers, 2014, 2023 and 2024 (million TEUs)



Note: ports are ranked based on TEUs handled in 2024. TEU: Twenty-foot Equivalent Unit (unit of volume equivalent to a 20 foot ISO container). The number presented indicates the number of positions lost or gained compared to 2023. When no number is displayed, it means that the port maintained the same position compared to 2023.

(*) Break in time series from 2015 due to methodological improvement in the data reported by the Netherlands.

(‡) Starting from 2022, the ports Antwerpen and Zeebrugge have been merged and the data are reported under the new port name Antwerp-Bruges.

(§) Starting from 2022, the ports Le Havre and Rouen have been merged and the data are reported under the new port name HAROPA.

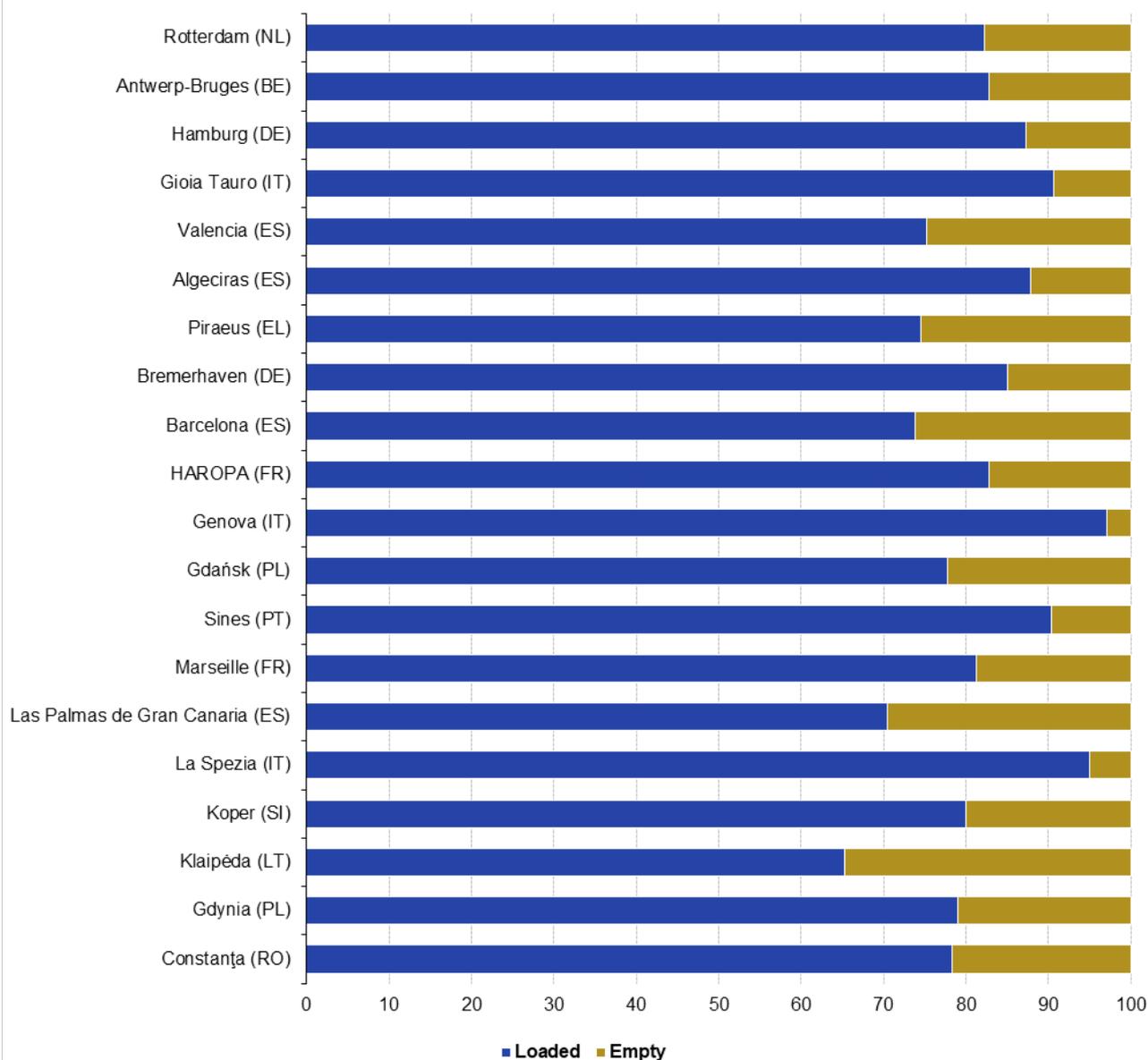
Source: Eurostat (online data code: mar_mg_am_pvh)

eurostat

Figure 14: Top 20 EU ports handling containers, 2014, 2023 and 2024 Source: Eurostat (mar_mg_am_pvh)

All top 20 EU container ports reported more loaded containers than empty containers. The shares of empty containers handled was the lowest in Genova (2.9% of the containers handled in the main ports of the country) and the highest in Klaipėda (34.7%) (Figure 15).

Top 20 EU ports handling containers by loading status, 2024 (%, based on TEUs)



Note: ports are ranked based on TEUs handled in 2024. TEU: Twenty-foot Equivalent Unit (unit of volume equivalent to a 20 foot ISO container).

Source: Eurostat (online data code: mar_mg_am_pvh)

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Figure 15: Top 20 EU ports handling containers by loading status, 2024 Source: Eurostat (mar_mg_am_pvh)

Source data for tables and graphs

- [Maritime ports freight statistics: tables and figures](#)

Data sources

This article presents the trends in goods transport in European Union (EU) ports and also includes figures for Iceland, Norway, Montenegro and Türkiye. The content is based on data collected within the legal framework for EU maritime transport statistics, i.e. [Directive 2009/42/EC](#) of the European Parliament and of the Council of 6 May 2009 on statistical returns in respect of carriage of goods and passengers by sea and later amendments. Directive

2009/42/EC is a recast of the original Council [Directive 95/64/EC](#) of 8 December 1995.

The EU aggregates in the statistics refer to the total of 22 [maritime EU countries](#) . Czechia, Luxembourg, Hungary, Austria and Slovakia have no maritime ports. Norway and Iceland provide [Eurostat](#) with data as members of the [European Economic Area \(EEA\)](#) . The EEA country Liechtenstein has no maritime ports. Montenegro and Türkiye provide data as [candidate countries](#) .

'Main ports' are ports handling more than one million tonnes of goods annually (however, data for some smaller ports may be included in the published results). Data are presented at level of ' [statistical ports](#) '. A statistical port consists of one or more ports, normally controlled by a single port authority, able to record ship and cargo movements.

Explanatory notes:

Please note that data can be subject to revision and the latest data are available in Eurostat's online database.

Basic results and derived indicators (such as growth rates and shares in % of the total) in the tables are rounded. However, the figures are based on the non-rounded original data. As a result, the sum of shares in % of the total, as shown in the tables, is not necessarily equal to 100%.

Explanatory notes for countries are available in the [metadata on the Eurostat website](#) .

Starting from 2011, the figures for Spain include data for a number of minor regional ports outside the state-controlled port system. There is a break in time series from 2015 due to methodological improvements in data reported by the Netherlands. Montenegro started to report data on seaborne transport in 2012. Data have been partially estimated by Eurostat for a number of French ports for the period 2009-2016. Detailed data on main ports are not available for Iceland.

Type of cargo (Figures 5 and 9):

- Liquid bulk: liquefied gas, crude oil, oil products, other liquid bulk goods.
- Dry bulk: ores, coal, agricultural products (e.g. grain, soya, tapioca), other dry bulk goods.
- Large containers: 20 ft freight units, 40 ft freight units, freight units > 20 ft and < 40 ft, freight units > 40 ft.
- Ro-Ro mobile units:

a) Mobile self-propelled units: road goods vehicles and accompanying trailers, passenger cars, motorcycles and accompanying trailers/caravans, passenger buses, trade vehicles (including import/export motor vehicles), live animals on the hoof, other mobile self-propelled units.

b) Mobile non-self-propelled units: unaccompanied road goods trailers and semi-trailers, unaccompanied caravans and other road, agricultural and industrial vehicles, rail wagons, shipborne port-to-port trailers and shipborne barges engaged in goods transport, other mobile non-self-propelled units

- Other cargo: forestry products, iron and steel products, other general cargo.

The category 'large container' includes containers having a length of 20 feet or more. Smaller containers are included in the category 'other cargo'. As a general rule, the container figures are limited to lift-on lift-off containers (Lo-Lo).

Transport calculation (Table 1 and Figure 10): In order to estimate maritime transport of goods between ports, the issue of 'double counting', the transport of the same goods being declared by both the port of loading (as outward movements) and the port of unloading (as inward movements) has to be addressed. Generally, when both the port of loading and the port of unloading are situated within the same statistical aggregate, only the incoming flows of goods declared by ports are summed up to determine the total maritime transport within the aggregate ('elimination of double counting'). The algorithm for the elimination of double counting is applied at statistical port level. Thus, the total maritime transport per country excludes the double counting of maritime transport within the country. Similarly, the total maritime transport for the EU excludes the double counting of national and international intra-EU maritime transport (see [metadata on the Eurostat website](#) for more information).

Please note that the recording of unknown ports of loading or unloading may have influenced the transport figure

calculations, as well as the shares of maritime transport allocated to intra-EU, extra-EU and national maritime transport.

Type of vessel (Figure 17):

- Liquid bulk: oil tanker, chemical tanker, LG tanker, tanker barge, other tanker.
- Dry bulk: bulk/oil carrier, bulk carrier.
- Container: full container.
- Cargo, specialised: barge carrier, chemical carrier, irradiated fuel, livestock carrier, vehicle carrier, other specialised.
- Cargo, non-specialised: reefer, Ro-Ro passenger, Ro-Ro container, other Ro-Ro cargo, combination carrier general cargo/passenger, combination carrier general cargo/container, single-decker, multi-decker.
- Passenger: passenger (excluding cruise passenger vessels).
- Other: cruise ships, offshore supply, dry cargo barges, tugs, miscellaneous, unknown type of vessel.

Special symbols used in the tables

'-' not available

'.' not applicable

Context

The content of this statistical article is based on data collected within the framework of the EU maritime transport statistics Directive, i.e. [Directive 2009/42/EC](#) of the European Parliament and of the Council of 6 May 2009 on statistical returns in respect of carriage of goods and passengers by sea (OJ L141 of 6.6.2009, page 29), which is a recast of the original [Council Directive 95/64 \(EC\)](#) of 8 December 1995.

The basic legal act ([Directive 2009/42/EC](#)) was amended by:

- [Commission Decision 2010/216/EC](#) of the European Parliament and of the Council of 14 April 2010, OJ L 94, 15.4.2010, p. 33-40
- [Regulation \(EU\) No 1090/2010](#) of the European Parliament and of the Council of 24 November 2010, OJ L 325, 9.12.2010, p. 1-3
- [Commission Delegated Decision 2012/186/EU](#) of 3 February 2012 OJ L 101 of 11.4.2012 pp. 5-14.

The following legal acts include respectively the last official version of the list of ports and some dissemination aspects:

- [Commission Decision 2001/423/EC](#) of 22 May 2001 (on dissemination) OJ L 151 of 07.06.2001 p. 41
- [Commission Delegated Decision \(EU\) 2018/1007](#) of 25 April 2018 supplementing Directive 2009/42/EC of the European Parliament and of the Council as regards the list of ports and repealing Commission Decision 2008/861/EC (Text with EEA relevance.) OJ L 180, 17.7.2018, p. 29–71

Footnotes

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- Maritime transport - main annual results (mar_m)
- Maritime transport - short sea shipping - main annual results (mar_s)
- Maritime transport - passengers (mar_pa)
- Maritime transport - goods (mar_go)
- Maritime transport - vessel traffic (mar_tf)
- Maritime transport - regional statistics (mar_rg)

Thematic section

- [Transport](#)

Publications

- [All transport publications online](#)
- [Key figures on European transport - 2024 edition](#)

Methodology

- [Maritime transport](#) (ESMS metadata file — mar_esms)
- [Reference Manual on Maritime Transport Statistics](#)
- [Glossary for transport statistics - 5th edition - 2019](#)