Maritime transport of goods - quarterly data

Statistics Explained

Data extracted in January 2026
Planned article update: 29 April 2026

Highlights

840.4 million tonnes of goods were handled in the main EU ports in Q2 2025.

The gross weight of goods handled in the main EU ports decreased by 1.1% in Q2 2025 compared with the same quarter of 2024.

This article presents the main results from quarterly statistics on maritime transport of goods in the European Union (EU) , plus figures for Norway, Montenegro and Türkiye. It covers the gross weight of goods handled in the main European ports , by type of cargo, direction, reporting country and various partner regions. These data are complemented by maritime transport flows with the main extra-EU partners.

The article contains data for Q2 2025. Please note that the quarterly port activity figures are provisional and subject to revisions.

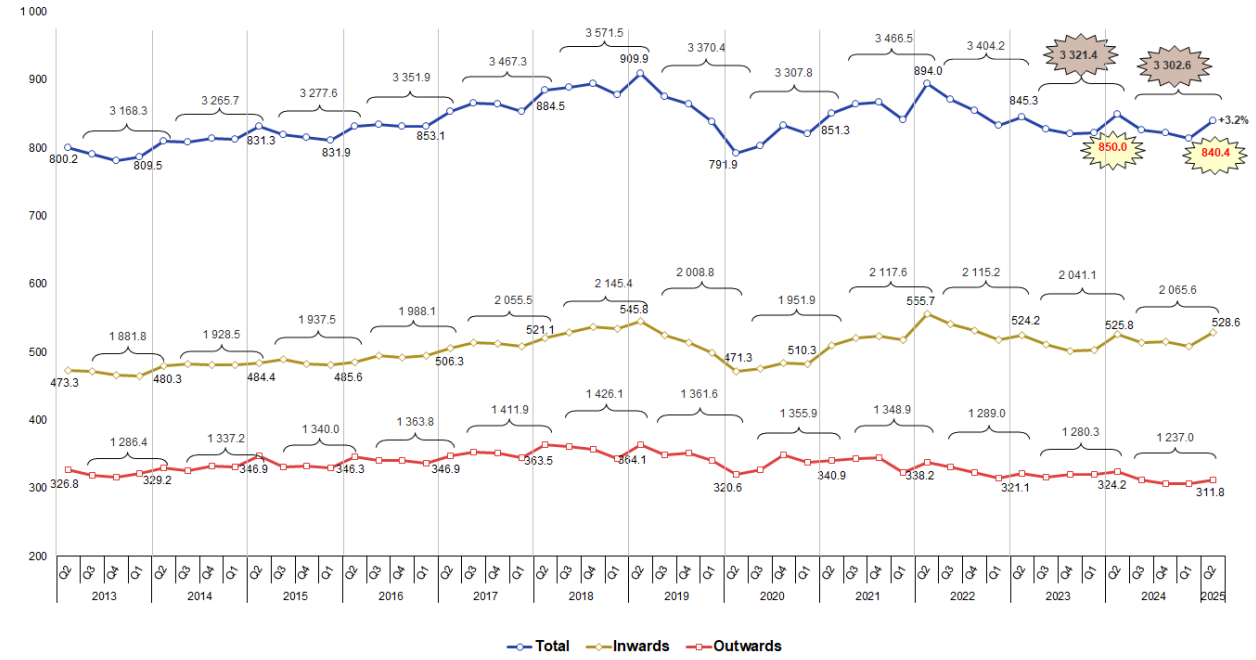
Gross weight of goods handled in the main EU ports decreased by 1.1% in Q2 2025

At 840.4 million tonnes, the gross weight of goods handled in the main EU ports increased by 3.2% in Q2 2025 compared with the previous quarter and decreased by 1.1% versus the same quarter of 2024 (Figures 1 and 2).

After a steady recovery, following the economic crisis and a peak in activity reached in Q2 2019, maritime transport then observed a downward trend until Q2 2020, as a result of the COVID-19 pandemic. A partial recovery continued until Q2 2022. After that, a new declining trend was observed, mainly attributed to the restrictions on freight transport with Russia, following its military aggression against Ukraine.

Looking at the overall annual change, EU port activity in terms of gross weight of goods handled decreased by 0.6% compared with the previous period (Figure 2).

Gross weight of seaborne goods handled in main ports by direction, EU, Q2 2013 - Q2 2025
(million tonnes)



Note: The y-axis does not start a 0. Break in time series from Q1 2015 due to methodological improvement in the data reported by the Netherlands.
Source: Eurostat (online data code: mar_qg_qm_ewhd)

eurostat

Figure 1: Gross weight of seaborne goods handled in main ports by direction, EU, Q2 2013 – Q2 2025 Source: Eurostat (mar_qg_qm_ewhd)

Inward movement of goods represented 62.9% of the total volume of goods handled in the main EU ports in Q2 2025

In Q2 2025, 62.9% of the total volume of goods handled in the main EU ports were inward movements, a slight increase of 0.5 percentage points (pp) compared with the previous quarter. This share increased by 1.0 pp compared with Q2 in the previous year.

Compared with Q2 2024, inward movements of goods to the main EU ports increased by 0.5%, to 528.6 million tonnes in Q2 2025. Outward movements decreased by 3.8% to 311.8 million tonnes.

When looking at the overall annual aggregate, inward movements of goods increased by 1.2% and outward movements decreased by 3.4%.

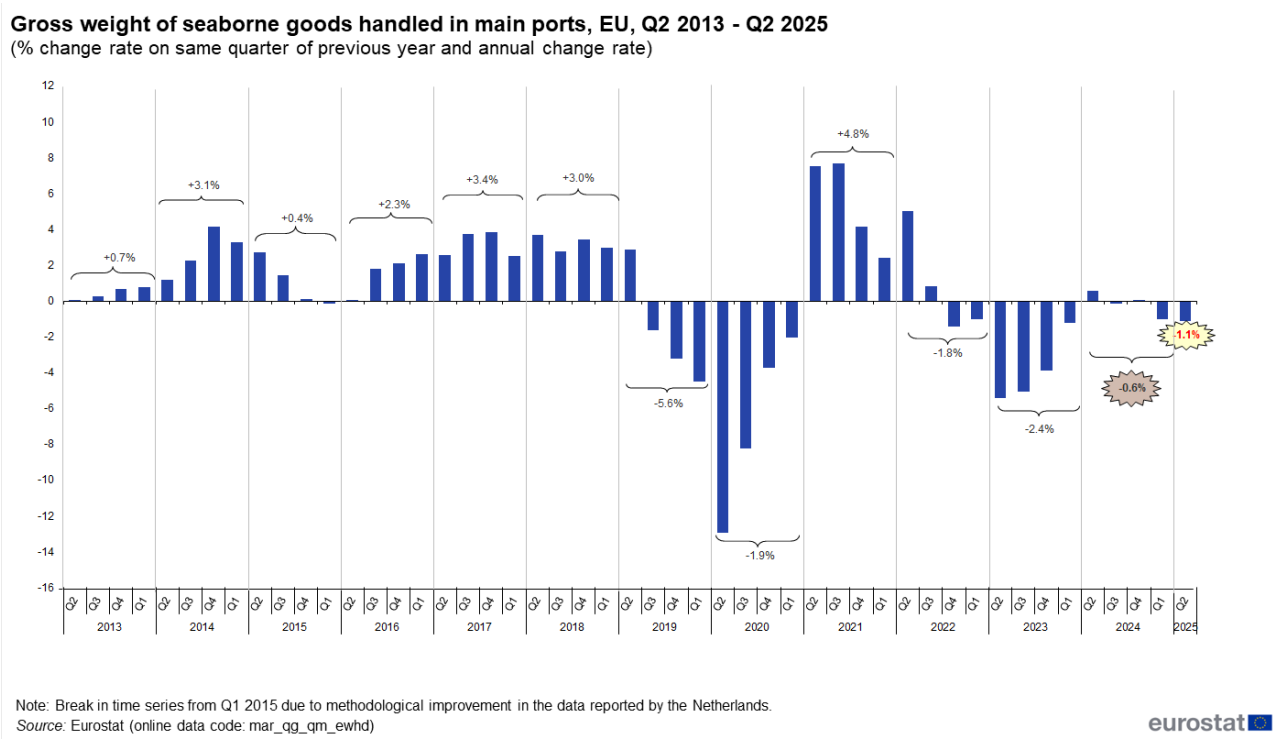


Figure 2: Gross weight of seaborne goods handled in main ports, EU, Q2 2013 – Q2 2025 Source: Eurostat (mar_qg_qm_ewhd)

Other cargo decreased by 4.3% in Q2 2025 compared with the same quarter of 2024

Compared with the same quarter of 2024, other cargo (-4.3%) fell substantially in Q2 2025. Dry bulk goods also decreased by 3.8% followed by liquid bulk goods by 1.8%. By contrast, large containers increased by 2.2% and Roll on - roll off (Ro-Ro) units by 0.1%. When looking at the overall annual change, liquid bulk goods decreased by 3.2%, dry bulk goods decreased by 2.8%. By contrast, large containers increased by 4.0%, followed by other cargo (+3.2%) and Ro Ro mobile units (+0.8%) (Figure 3).

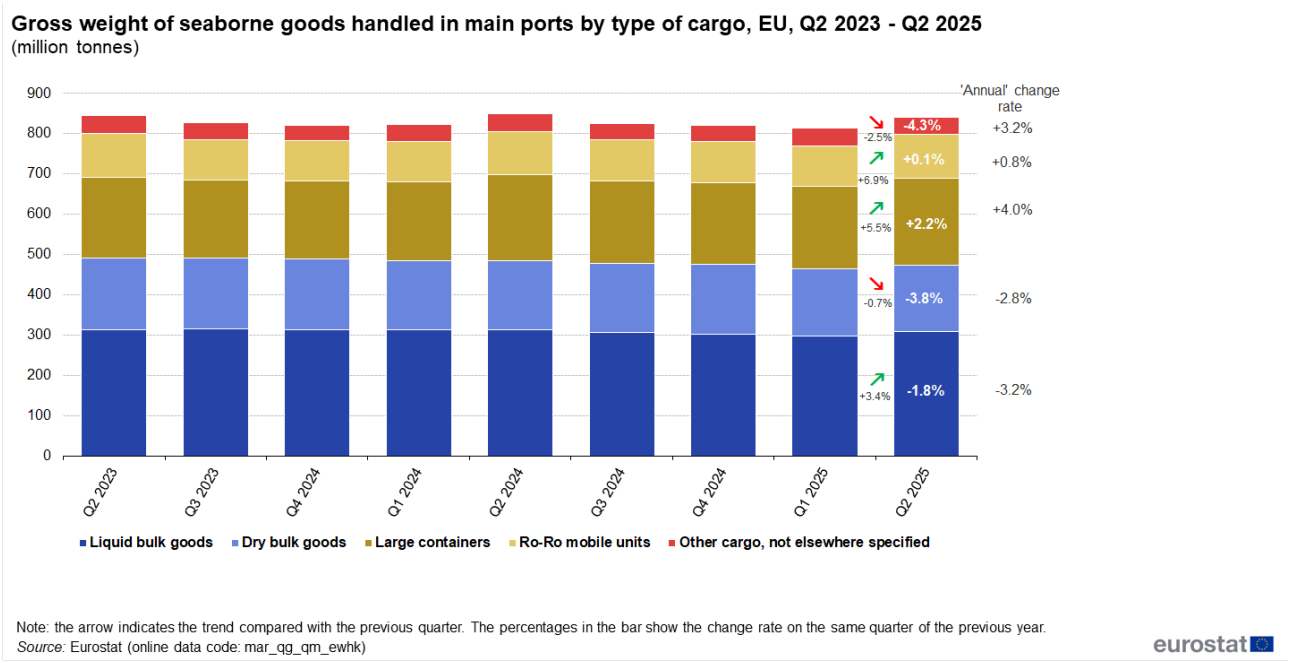


Figure 3: Gross weight of seaborne goods handled in main ports by type of cargo, EU, Q2 2023 - Q2 2025
Source: Eurostat (mar_qg_qm_ewhk)

The Netherlands, Italy and Spain each handled more than 120 million tonnes of goods in Q2 2025

In Q2 2025, the Netherlands, Italy and Spain were the EU countries with the largest amount of maritime freight handled in their main ports, each handling more than 120 million tonnes of goods (Figure 4).

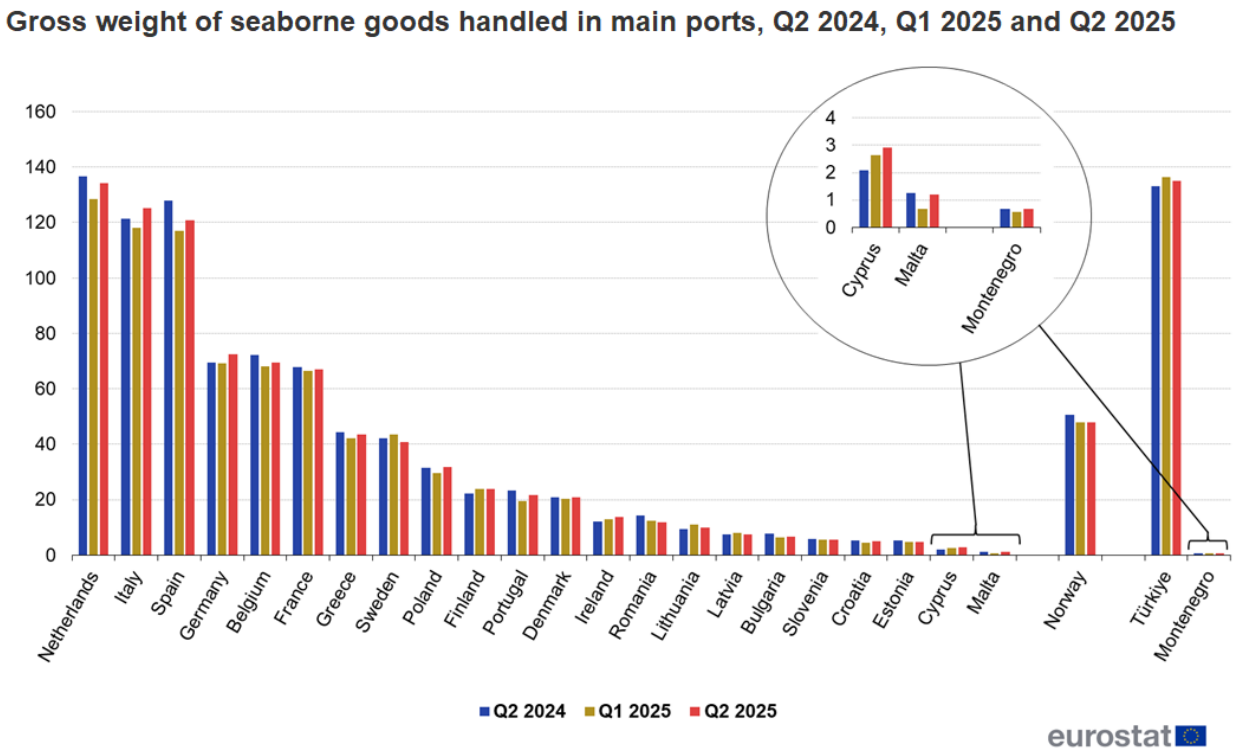


Figure 4: Gross weight of seaborne goods handled in main ports, Q2 2024, Q1 2025 and Q2 2025 Source: Eurostat (mar_qg_qm_cwh)

In Q2 2025, 15 of the maritime EU countries recorded a decrease in the tonnes of goods handled in their main ports, compared with the same quarter of 2024 (Table 1). In relative terms, the largest decrease was observed for Romania (-16.9%), followed by Bulgaria (-14.2%), Estonia (-9.5%), Portugal (-6.8%), Croatia (-5.8%) and Spain (-5.4%). By contrast, Cyprus reported the highest increase in main port activity in this period (+40.3%), followed by Ireland (+13.7%) and Lithuania (+7.7%).

When looking at the overall annual change, 11 EU countries recorded a decrease. The largest drop was recorded by Malta (-41.0%; this large change in percentage should be considered in relation to a low initial value), followed by Romania (-23.0%), Bulgaria (-9.2%) and Estonia (-5.5%). By contrast, the most notice-
able growth was observed in Cyprus (+22.0%), followed by Lithuania (+11.9%), Ireland (+6.9%) and Finland (+5.9%).

Gross weight of seaborne goods handled in main ports, in selected quarters, Q2 2023 - Q2 2025

	2023 Q2	2024 Q2	2024 Q3	2024 Q4	2025 Q1	2025 Q2			
	Gross weight of goods (million tonnes)					Gross weight of goods (million tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)
EU	**845.3**	**850.0**	**826.2**	**821.7**	**814.3**	**840.4**	**+3.2**	**-1.1**	**-0.6**
Belgium	70.3	72.2	66.3	66.1	68.1	**69.4**	**+1.9**	**-3.9**	**-2.0**
Bulgaria	6.7	7.7	8.4	7.0	6.3	**6.6**	**+5.1**	**-14.2**	**-9.2**
Denmark	21.2	20.8	20.7	21.5	20.2	**20.8**	**+2.8**	**-0.2**	**+2.9**
Germany	68.8	69.4	69.3	68.3	69.1	**72.5**	**+4.9**	**+4.5**	**+4.3**
Estonia	6.1	5.4	5.0	5.0	4.8	**4.9**	**+2.2**	**-9.5**	**-5.5**
Ireland	12.3	12.1	12.3	12.1	12.9	**13.8**	**+6.7**	**+13.7**	**+6.9**
Greece	43.5	44.5	45.0	42.6	42.1	**43.6**	**+3.5**	**-2.1**	**+0.2**
Spain	121.3	127.8	120.4	119.1	117.1	**120.9**	**+3.3**	**-5.4**	**-0.4**
France	66.8	67.8	63.8	66.5	66.5	**66.9**	**+0.6**	**-1.3**	**-3.4**
Croatia	5.7	5.3	5.4	4.5	4.4	**4.9**	**+13.5**	**-5.8**	**-1.9**
Italy	120.1	121.2	117.9	118.7	118.0	**125.3**	**+6.2**	**+3.3**	**+0.8**
Cyprus	2.2	2.1	2.3	2.7	2.7	**2.9**	**+10.3**	**+40.3**	**+22.0**
Latvia	8.0	7.4	7.3	9.0	8.1	**7.4**	**-9.5**	**-0.4**	**-1.6**
Lithuania	9.6	9.3	10.7	10.1	11.0	**10.0**	**-9.6**	**+7.7**	**+11.9**
Malta	1.5	1.2	1.3	1.0	0.7	**1.2**	**+79.2**	**-4.4**	**-41.0**
Netherlands	137.2	136.8	133.5	133.3	128.4	**134.2**	**+4.5**	**-1.9**	**-1.9**
Poland	34.2	31.6	31.2	30.8	29.5	**31.7**	**+7.2**	**+0.2**	**-3.9**
Portugal	22.2	23.2	21.2	21.0	19.5	**21.6**	**+11.1**	**-6.8**	**+0.1**
Romania	16.5	14.2	15.1	13.5	12.5	**11.8**	**-5.1**	**-16.9**	**-23.0**
Slovenia	5.4	5.8	5.5	5.5	5.4	**5.6**	**+2.7**	**-4.1**	**+3.9**
Finland	24.7	22.1	23.9	23.3	23.7	**23.7**	**-0.0**	**+7.2**	**+5.9**
Sweden	40.9	42.1	39.9	40.3	43.5	**40.8**	**-6.2**	**-3.1**	**+1.9**
Norway	47.5	50.7	49.1	47.7	47.8	**48.0**	**+0.4**	**-5.3**	**-0.2**
Montenegro	0.5	0.7	0.6	0.6	0.6	**0.7**	**:**	**:**	**:**
Türkiye	133.9	133.0	127.0	132.0	136.4	**135.0**	**-1.0**	**+1.5**	**+1.5**

Source: Eurostat (online data code: mar_qg_qm_cwh)

eurostat

Table 1: Gross weight of seaborne goods handled in main ports, in selected quarters, Q2 2023 - Q2 2025
Source: Eurostat (mar_qg_qm_cwh)

In Q2 2025, the main maritime trade flow was inward movements of large containers from China

It is worth noting that the figures presented in this section may be influenced by variations in the level of transport reported with unknown partner regions.

At 543 million tonnes, short sea shipping tonnages to and from the main EU ports decreased by 0.9% in Q2 2025, compared with the same quarter in 2024. Deep sea shipping tonnages also fell by 1.1%, to 285 million tonnes (Figure 5). When looking at the overall annual change, short sea shipping increased by 1.1% while deep sea shipping fell by 3.1%, compared with the previous period.

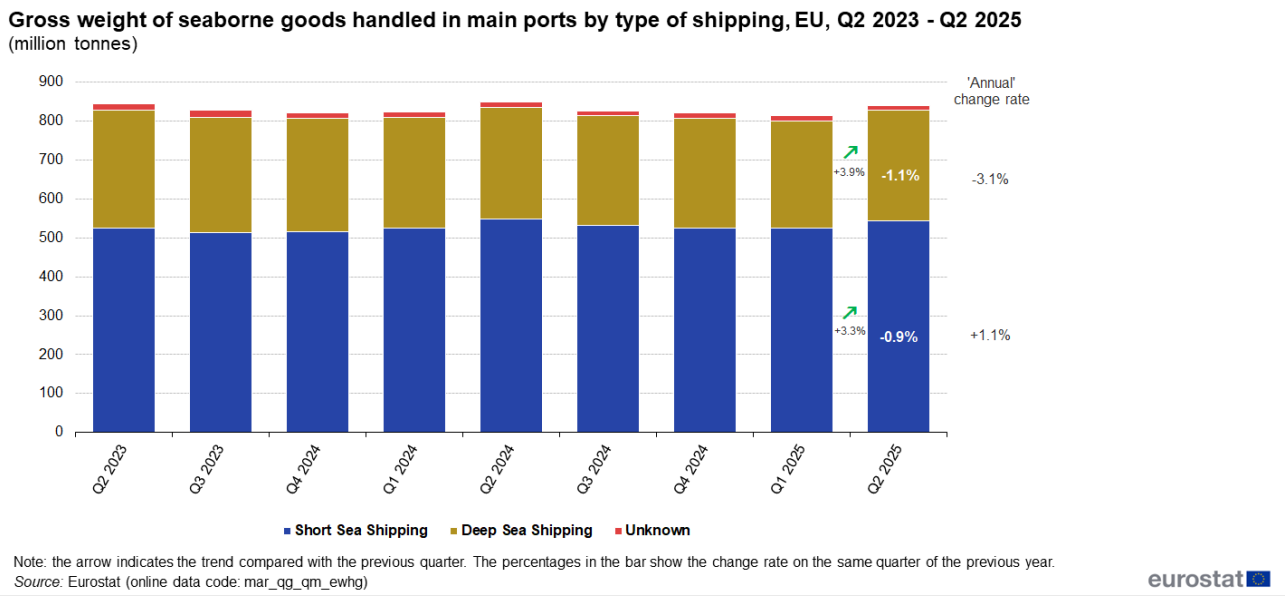


Figure 5: Gross weight of seaborne goods handled in main ports by type of shipping, EU, Q2 2023 - Q2 2025
Source: Eurostat (mar_qg_qm_ewhg)

Between Q2 2024 and the same quarter of 2025, international intra-EU transport decreased by 4.0% and international extra-EU transport by 0.1%, while national transport, on the other hand, increased by 1.4% (Figure 6). When looking at the overall annual change, national transport increased by 2.3% while international extra-EU transport decreased by 1.0% and intra-EU transport by 0.3%

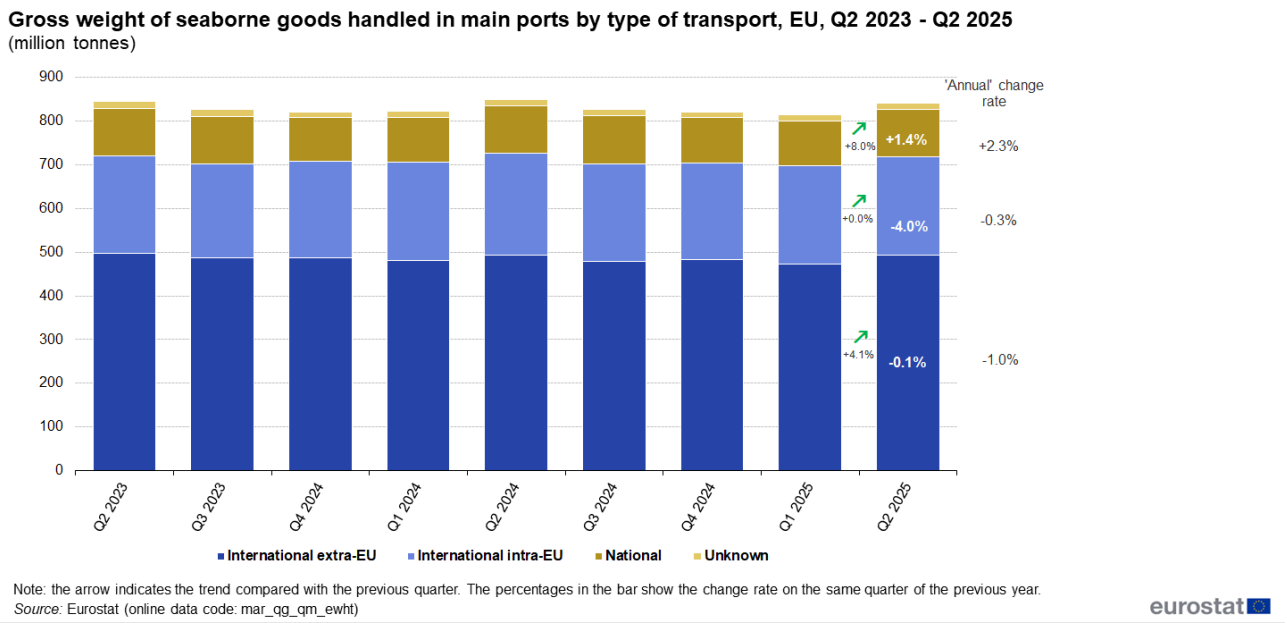


Figure 6: Gross weight of seaborne goods handled in main ports by type of transport, EU, Q2 2023 - Q2 2025
Source: Eurostat (mar_qg_qm_ewht)

The decrease in international extra-EU transport in Q2 compared with the same quarter in 2024 was mainly due to the fall in seaborne transport with 'Asia & Oceania' (-11.7 million tonnes or -10.0%) (Figure 7). By contrast, transport with America increased by 8.3% (or 10.5 million tonnes), followed by seaborne transport with Africa by 1.0% (or 1.0 million tonnes). When looking at the overall annual change, seaborne transport with 'Asia & Oceania' and Africa decreased by 8.9% and 2.0%, respectively. By contrast, seaborne transport with America increased by 3.5% and 'Europe except EU' by 1.9%.

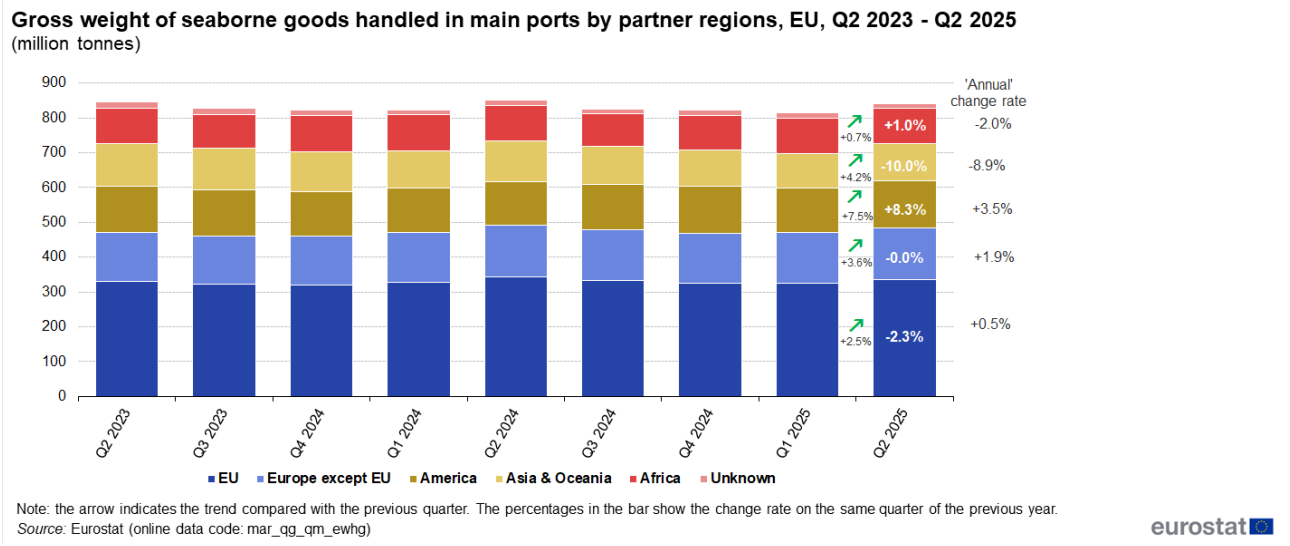


Figure 7: Gross weight of seaborne goods handled in main ports by partner regions, EU, Q2 2023 - Q2 2025
Source: Eurostat (mar_qg_qm_ewhg)

In terms of the total gross weight of goods, the United States of America (USA) remained the EU's largest maritime freight transport partner in Q2 2025, for 13 consecutive quarters. The United Kingdom (UK) was the EU's second-largest maritime freight transport partner in Q2 2025, followed by Türkiye, Norway and China. Brazil, Russia, Egypt, Canada and Morocco completed the top 10 of extra-EU partner countries (Figure 8). EU transport with the USA and the UK together, accounted for almost one-quarter (24.3%) of total extra-EU maritime transport.

Maritime transport between the EU and Canada recorded the largest increase in Q2 2025 compared with the same quarter of 2024 (+21.8%), followed by the United States of America (+12.6%), Russia (+9.5%), Morocco (+7.7%), Türkiye (+6.4%) and the United Kingdom (+2.3%). By contrast, traffic with the remaining top 10 partner countries decreased over the same period. The most substantial fall was recorded with China (-12.2%), followed by Egypt (-8.6%).

When looking at the overall annual change, transport between the EU and Canada (+10.0%), Türkiye (+5.9%), Morocco (+5.7%), Russia (+4.1%), the United Kingdom and Norway (both +0.2%) increased. By contrast, the highest decrease was observed for transport between the EU and China (-8.1%), followed by Egypt (-7.4%).

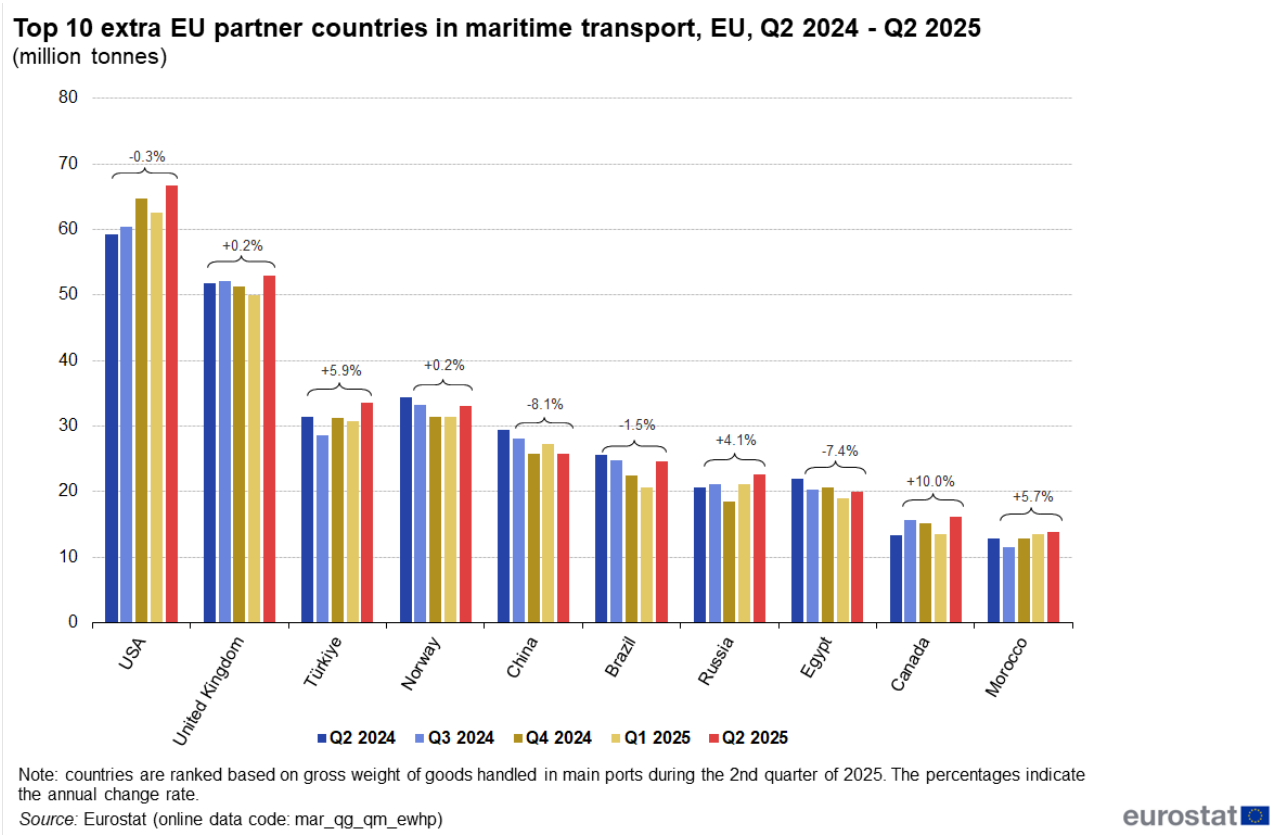


Figure 8: Top 10 extra-EU partner countries in maritime transport, EU, Q2 2024 - Q2 2025 Source: Eurostat (mar_qg_qm_ewhp)

A substantial share of seaborne transport with China is made up of inward movements of large containers to the main EU ports, followed by Norway for crude oil and the USA for liquefied gas (Figure 9). In Q2 2025, the main maritime trade flow was the inward movements of large containers from China, with 17.3 million tonnes. Inward movements of crude oil from Norway were second, with 14.0 million tonnes. When looking at outward movements, Ro-Ro mobile units to the UK was the main maritime trade flow (11.9 million tonnes), followed by large containers going to the East coast of USA (5.6 million tonnes). In Q2 2025, the top 20 trade flows were largely dominated by inward movements of liquid bulk goods (crude oil and liquefied gas), with the following exceptions: large containers to and from China, Ro-Ro mobile units to and from the United Kingdom, ores from Brazil and the East coast of Canada, agricultural products from Brazil and large containers to the East coast of the USA.

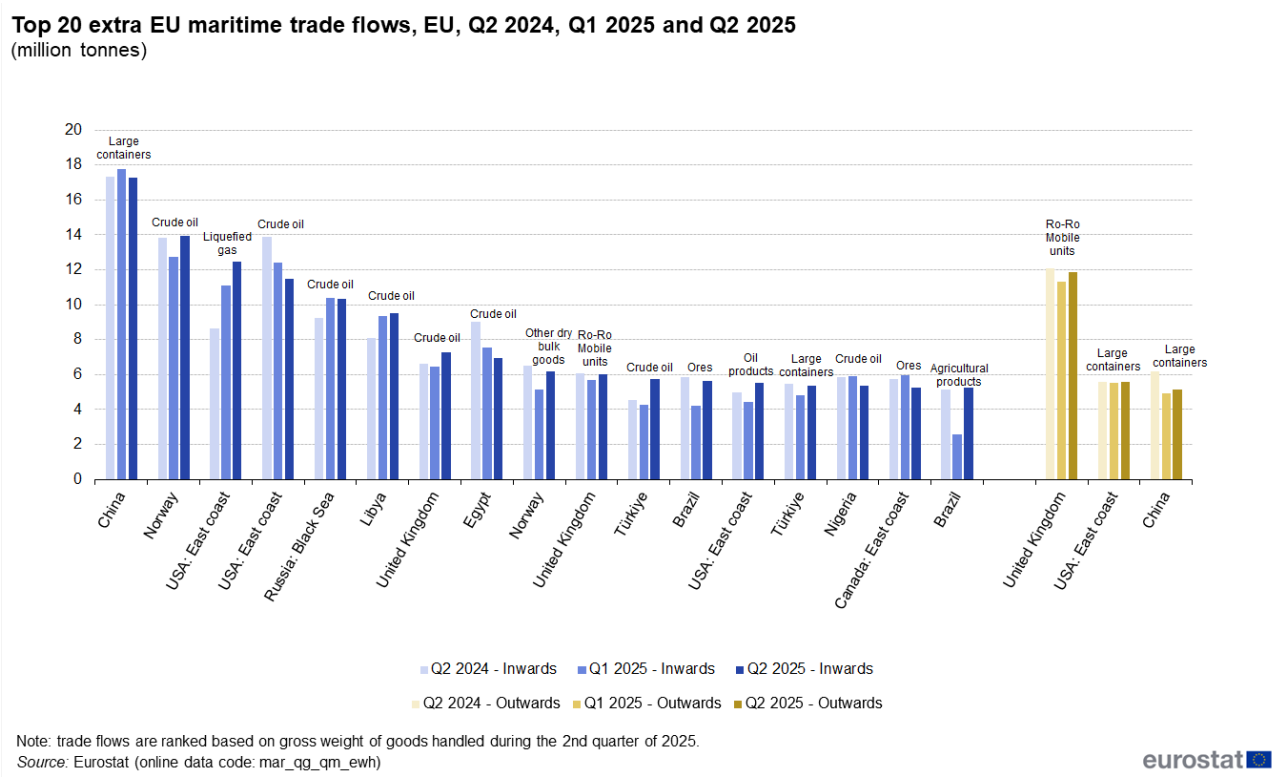


Figure 9: Top 20 extra-EU maritime trade flows, EU, Q2 2024, Q1 2025 and Q2 2025 Source: Eurostat (mar_qg_qm_ewh)

In Q2 2025, compared with the same quarter of 2024, the most noticeable increases were recorded for liquefied gas from the East coast of USA (+44.3%), crude oilfrom Türkiye (+26.5%), crude oil from Libya (+17.3%) and from the Black Sea of Russia (+11.4%) and oil products from the East coast of USA (+10.7%). By contrast, large decreases were observed for crude oil from Egypt (-22.9%) and from the East coast of USA (-17.3%) (Table 2).

When looking at the overall annual change, 9 out of the top 20 maritime trade flows increased compared with the previous period. The highest increase was registered in the inward movements of crude oil from Türkiye (+27.4%), followed by inward movements of ores from the East coast of Canada (+9.8%), inward movements of crude oil from the Black Sea of Russia (+7.2%), inward movements of other dry bulk goods from Norway (+7.2%) and inwards movements of crude oil from Libya (+7.1%). By contrast, the highest drops were recorded for the outward movements of large containers to China (-22.7%) and inward movements of crude oil from the East coast of USA (-19.5%).

Top 20 extra EU maritime trade flows, EU, in selected quarters, Q2 2023 - Q2 2025

Trade		2023 Q2	2024 Q2	2024 Q3	2024 Q4	2025 Q1	2025 Q2			
		Gross weight of goods (million tonnes)					Gross weight of goods (million tonnes)	Change rate on previous quarter (%)	Change rate on same quarter of previous year (%)	'Annual' change rate (%)
from extra-EU ports to EU main ports ('inwards')										
China	Large containers	17.8	17.3	18.6	16.2	17.8	**17.3**	**-2.9**	**-0.4**	**+5.6**
Norway	Crude oil	13.8	13.8	13.3	12.1	12.7	**14.0**	**+9.6**	**+1.1**	**-5.4**
USA: East coast	Liquefied gas	10.6	8.6	7.0	8.3	11.1	**12.4**	**+12.2**	**+44.3**	**+5.7**
USA: East coast	Crude oil	13.3	13.9	14.7	15.1	12.4	**11.5**	**-7.5**	**-17.3**	**-19.5**
Russia: Black Sea	Crude oil	8.0	9.3	9.8	7.7	10.4	**10.3**	**-0.6**	**+11.4**	**+7.2**
Libya	Crude oil	8.0	8.1	7.4	8.1	9.4	**9.5**	**+1.6**	**+17.3**	**+7.1**
United Kingdom	Crude oil	7.8	6.6	6.9	6.8	6.4	**7.3**	**+12.9**	**+9.7**	**-2.4**
Egypt	Crude oil	8.8	9.0	8.1	7.6	7.5	**7.0**	**-7.3**	**-22.9**	**-10.1**
Norway	Other dry bulk goods	5.1	6.5	6.4	5.5	5.1	**6.2**	**+20.0**	**-5.2**	**+7.2**
United Kingdom	Ro-Ro Mobile units	6.3	6.1	5.7	5.5	5.7	**6.0**	**+5.6**	**-1.0**	**-3.6**
Türkiye	Crude oil	4.4	4.5	4.8	5.3	4.3	**5.7**	**+33.4**	**+26.5**	**+27.4**
Brazil	Ores	5.6	5.8	4.7	4.5	4.2	**5.6**	**+33.3**	**-3.8**	**-4.4**
USA: East coast	Oil products	4.6	5.0	5.5	5.4	4.4	**5.5**	**+24.4**	**+10.7**	**+2.1**
Türkiye	Large containers	4.5	5.5	5.1	5.1	4.8	**5.4**	**+11.6**	**-2.3**	**+1.4**
Nigeria	Crude oil	7.4	5.9	5.8	5.9	5.9	**5.4**	**-9.7**	**-8.7**	**-16.3**
Canada: East coast	Ores	5.0	5.7	8.1	7.1	5.9	**5.2**	**-11.8**	**-8.6**	**+9.8**
Brazil	Agricultural products	5.1	5.2	4.6	3.5	2.6	**5.2**	**+102.0**	**+1.2**	**-2.6**
from EU main ports to extra-EU ports ('outwards')										
United Kingdom	Ro-Ro Mobile units	12.3	12.1	11.6	11.3	11.3	**11.9**	**+4.8**	**-1.7**	**-2.5**
USA: East coast	Large containers	5.6	5.6	5.4	5.3	5.5	**5.6**	**+0.8**	**+0.2**	**-1.9**
China	Large containers	6.9	6.2	5.4	5.4	4.9	**5.1**	**+4.4**	**-17.0**	**-22.7**

Note: trade flows are ranked based on gross weight of goods handled during the 2nd quarter of 2025.
Source: Eurostat (online data code: mar_qg_qm_ewh)

eurostat

Table 2: Top 20 extra-EU maritime trade flows, EU, in selected quarters, Q2 2023 - Q2 2025 Source: Eurostat (mar_qg_qm_ewh)

Source data for tables and graphs

- Maritime transport of goods - quarterly data: tables and figures

Data sources and availability

The content of this statistical article is based on data collected within the framework of the EU maritime transport statistics Directive 2009/42/EC on statistical returns in respect of carriage of goods and passengers by sea.

EU aggregates refer to the total of 22 maritime Member States . 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) . However, quarterly data are currently not available for Iceland. The EEA country Liechtenstein has no maritime ports. The EU candidate countries Montenegro and Türkiye provide data on a voluntary basis.

'Main ports' are ports handling more than 1 million tonnes of goods annually (however, data for some smaller ports may be included in the published results). Data are presented at the 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. All figures are based on a port's total (inward + outward) declarations. The results represent the 'handling' of goods in ports.

The ' short sea shipping ' aggregate (in Figure 5) includes partner ports geographically situated in Europe, on the Mediterranean or on the Black Sea. ' Deep sea shipping ' is the complementary geographical aggregate, covering maritime transport of goods on intercontinental routes, crossing oceans. A more extensive definition of 'short sea shipping' is available in the article Maritime transport statistics - short sea shipping of goods .

The concept of maritime transport trade (in Figure 9 and Table 2) is defined using the following 3 variables:

1. **Direction** : 'inwards' transport is distinguished from 'outwards' transport.

2. **Partner geographical area** (partner region): usually this corresponds to one country, with the exception of countries of such a size and/or geographical position that the location of individual ports may be quite different and may have a strong impact on the maritime route followed. For example, the ports of the United States of America are grouped in 2 geographical areas: East Coast (including Atlantic, Gulf of Mexico, Great Lakes and Puerto Rico) and West Coast (Pacific).
3. **Type of cargo** : the following thirteen cargo types are used in Figure 9 and Table 2: liquefied gas, crude oil, oil products, other liquid bulk goods, ores, coal, agricultural products, other dry bulk goods, large containers, Ro-Ro mobile units, forestry products, iron/steel products and other general cargo. The first 4 types constitute 'liquid bulk', the subsequent 4 types 'dry bulk' and the last 3 types 'other general cargo not elsewhere specified', as presented in Figures 3 and 11 to 16.

Abbreviations

Quarterly data are in general provisional. Revisions may be made by countries as more complete information

:	not available
-	not applicable
Nes	Not elsewhere specified
Ro-Ro	Roll-on/roll-off
TEU	Twenty-foot Equivalent Unit

becomes available or as a result of quality checks. More specifically, when the complete set of annual data emerges, this usually involves some revision of quarterly data for some countries.

The basic results (in million tonnes) and the derived indicators (growth rates) shown in the figures and tables are rounded. However, they are all based on non-rounded original data, as available in Eurostat's database.

Specific remarks for data up to and including Q2 2025:

- There is a break in time series from Q1 2015 due to methodological improvement in the data reported by the Netherlands.
- Starting from Q1 2013 , the quarterly figures for Germany include data for all national ports (both main ports and minor ports).
- The quarterly data for port activity in France have been partially estimated by Eurostat for the period Q1 2010 - Q1 2016. These data are to be considered as provisional and are likely to be revised. In general, such estimates reduce the accuracy of the statistics at detailed levels.
- Starting from Q1 2019 , the statistical coverage of data has improved for Greece, having more ports reporting quarterly data. Starting from Q1 2023, the statistical coverage of data has again improved for Greece, having more ports reporting quarterly data.
- Starting from Q1 2011 , the quarterly figures for Spain include data for a number of regional ports outside the state-controlled port system.
- Starting from Q1 2018 , quarterly figures for Portugal include data for all national ports (both main ports and minor ports).
- Starting from Q1 2013 , the quarterly figures for Sweden include data for all national ports (both main ports and minor ports). Until 2023, data for Sweden include inland waterway transport. The share of inland waterway transport is less than 3% of all goods handled in Swedish ports.

Due to revisions of the underlying data, figures in this article may differ from figures currently or previously available on Eurostat's website.

Context

The content of this statistical article is based on data collected within the framework of the EU maritime transport statistics Directive 2009/42/EC of 6 May 2009 on statistical returns in respect of carriage of goods and passengers by sea, which is a recast of the original Council Directive 95/64/EC of 8 December 1995.

Footnotes

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- Maritime transport of goods at port level - quarterly data
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- Maritime transport statistics - short sea shipping of goods

Database

- Transport , see:

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- Maritime transport - main annual results (mar_m)
- Maritime transport - short sea shipping - main annual results (mar_s)
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Thematic section

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Methodology

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

Legislation

The basic legal act (Directive 2009/42/EC) has been amended by:

- Summaries of EU legislation: Statistical returns in respect of carriage of goods and passengers by sea
- Commission Decision 2010/216/EU of the EP and of the Council of 14 April 2010, OJ L 94, 15.4.2010, p. 33-40
- Regulation (EU) No 1090/2010 of the EP 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 the last official version of the list of ports and some dissemination aspects, respectively:

- 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