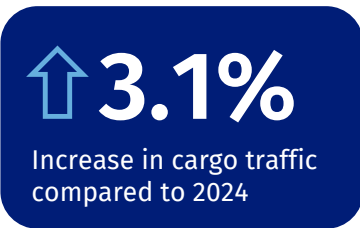


# Maritime economy in Poland in 2025

28.04.2026



**↑ 3.1%**  
Increase in cargo traffic compared to 2024

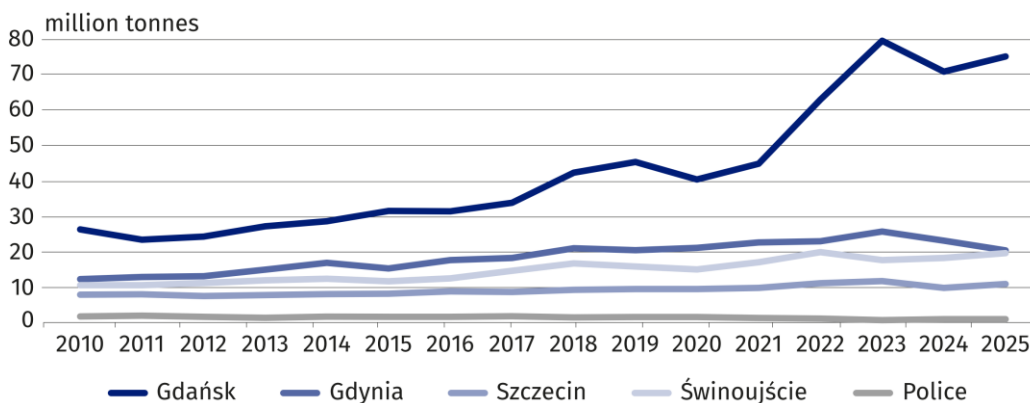
Compared to 2024, cargo traffic in Polish seaports and the number of ship arrivals in seaports increased, while passenger traffic decreased. The volume of international cargo and passengers transport by Polish operators also increased. As at the end of 2025, the number of units in the maritime and coastal transport fleet decreased by 6 ships compared with the previous year.

## Seaports

Cargo traffic in seaports in 2025 amounted to 128.0 million tonnes and was higher by 3.1% in comparison to the previous year. The largest increase of cargo traffic was recorded at the port of Szczecin (by 10.8%), Świnoujście (by 7.2%) and Gdańsk (by 6.0%) while a decrease was reported in Gdynia (by 11.7%) and Police (by 1.7%).

Cargo traffic in seaports in 2025 was 3.1% higher than in the previous year

**Chart 1. Cargo traffic in seaports<sup>a</sup>**



<sup>a</sup> Preliminary data.

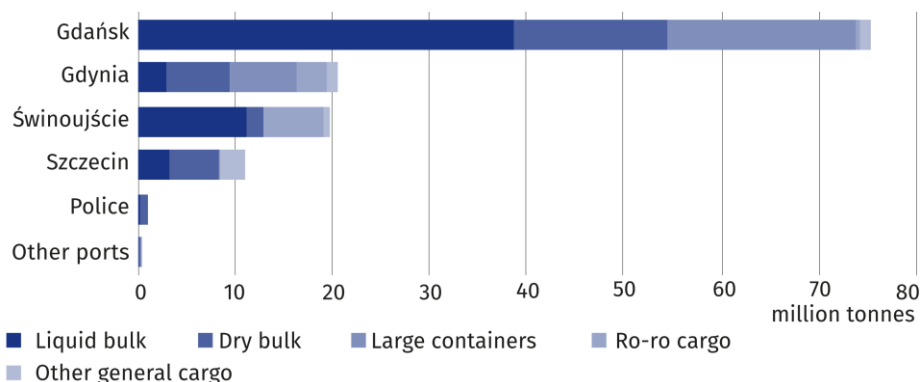
The share of individual seaports in the domestic cargo traffic in 2025 was as follows: Gdańsk (58.8%), Gdynia (16.0%), Świnoujście (15.4%), Szczecin (8.6%), Police (0.8%) and other ports (0.4%).

In the structure of cargo traffic in 2025, liquid bulk had the largest share (43.9%), including crude oil and oil products (36.7%), followed by dry bulk (23.5%), including coal and coke (7.0%) and cargo in large containers (20.7%).

In comparison to the previous year, an increase was recorded in the cargo traffic of other general cargo (by 12.0%), large containers (by 8.6%), ro-ro units (by 3.3%) and liquid bulk (by 1.9%), while decrease was observed in dry bulk (by 0.8%).

In the structure of cargo traffic in 2025, dry liquid prevailed (43.9%)

**Chart 2. Cargo traffic<sup>a</sup> by seaports and cargo categories in 2025**



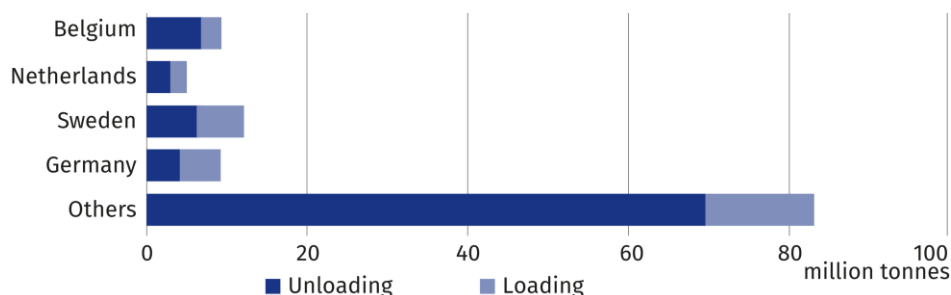
<sup>a</sup> Preliminary data.

In 2025, domestic maritime traffic amounted to 8.6 million tonnes (by 93.8% more than in the previous year) and accounted for 6.7% of the total cargo traffic. A total of 119.4 00million tonnes of cargo was handled in international maritime traffic, which is 0.3% less than in 2024.

In 2025, cargo traffic on the routes to/from European ports accounted for 65.3% of the international maritime traffic in Polish seaports. The international maritime traffic with other continents amounted as follows: with Africa (15.6%), North and South America (13.3%), Asia (5.4%), Australia and Oceania (0.5%).

In 2025, most of the international maritime traffic was made in relation to European ports (65.3%)

**Chart 3. International maritime traffic in seaports<sup>a</sup> by country of loading or unloading in 2025**

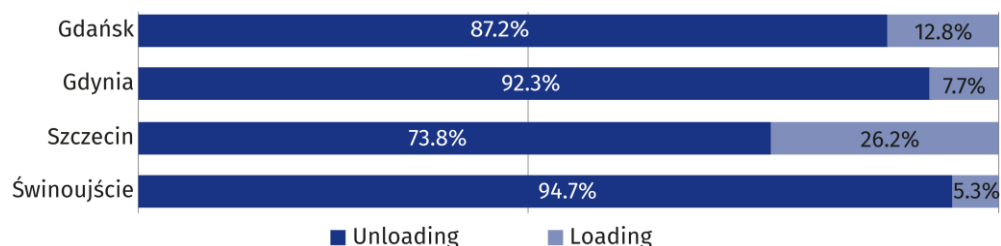


<sup>a</sup> Preliminary data.

In 2025, the volume of cargo transit traffic amounted to 24.7 million tonnes and increased by 14.0% in comparison to previous year. The largest weight of cargo transit was handled by the port of Gdańsk (65.7%), followed by Świnoujście (25.9%), Szczecin (5.9%) and Gdynia (2.5%). On an annual basis, an increase in the weight of cargo transit handled was observed in the port of Świnoujście (by 19.6%), Gdańsk (by 15.2%) and Gdynia (by 2.8%), while decrease was recorded in Szczecin (by 11.3%). Compared to the previous year, cargo transit turnover increased for both imports (by 15.7%) and exports (of 2.3%).

In 2025, the main partners in sea-land and land-sea transit through Polish ports were Germany (59.5%), Czechia (5.0%) and Slovakia (3.2%)

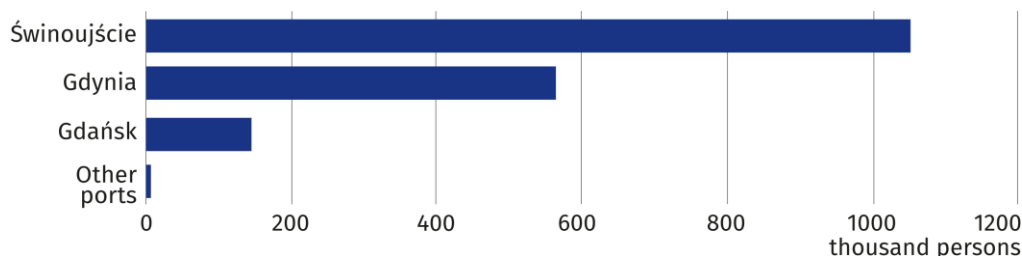
**Chart 4. Structure of cargo transit traffic in seaports in 2025**



In 2025 a total of 2.4 million passengers began or ended their sea journey at seaport (2.7% less than in 2024). Domestic passenger traffic amounted to 602.6 thousand persons (13.9% less than a year ago), while international passenger traffic reached 1.8 million persons (1.9% more than a year ago).

Sweden was the main destination and origin country for passengers travelling through Polish seaports, accounting for 99.8% of international passenger traffic.

**Chart 5. International passenger movements in seaports<sup>a</sup> in 2025**



<sup>a</sup> Preliminary data.

In 2025, 20.3 thousand ships called at Polish seaports (compared to 20.0 thousand ships reported in 2024) with a gross tonnage (GT) of 312.2 million (by 3.4% higher in comparison to 2024) and deadweight (DWT) of 236.0 million tonnes (by 4.7% higher in comparison to the previous year).

In 2025, 1.4% more ships called at Polish seaports than a year ago

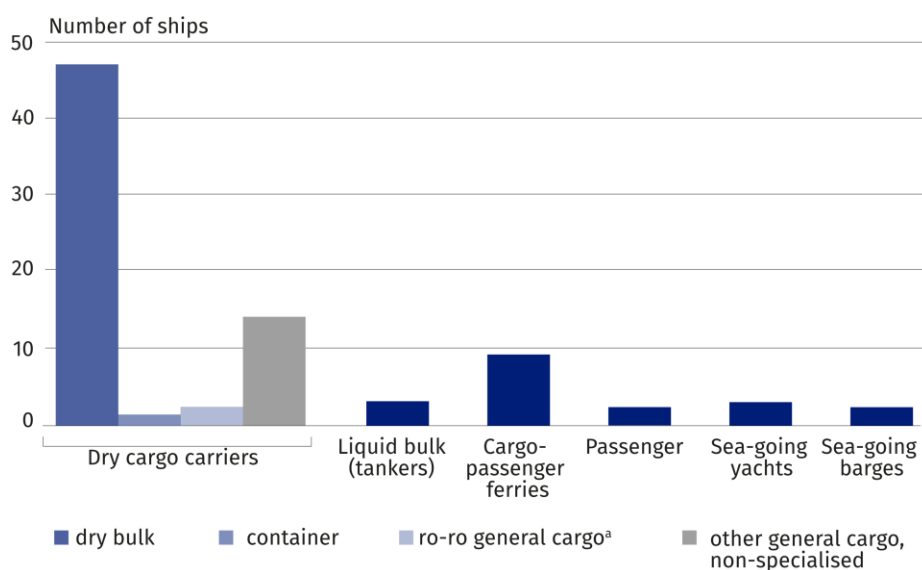
### Maritime and coastal shipping

At the end of 2025, the maritime fleet consisted of 83 ships (by 6 less in comparison to the previous year) owned, co-owned or leased by Polish shipowners and fleet operators. The total volume of deadweight (DWT) of the fleet amounted to 2499.5 thousand tonnes, whereas its gross tonnage (GT) reached 1852.9 thousands (compared to 2807.1 thousand tonnes and 2029.0 thousands in 2024, respectively).

In comparison to 2024, an decrease in the gross tonnage (GT) by 11.0% and deadweight (DWT) by 8.7% was recorded

**Chart 6. Maritime cargo-carrying fleet in 2025**

As of 31 December



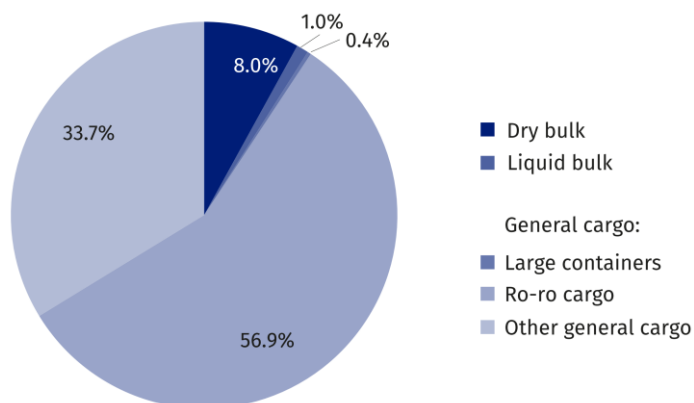
<sup>a</sup> Excluding ferries.

At the end of 2025 ships registered under the Polish flag constituted 15.7% of the total number of maritime cargo-carrying fleet. The total deadweight (DWT) of ships flying the Polish flag (13 vessels) amounted to 18.0 thousand tonnes (0.7% of the total deadweight of maritime fleet), while the gross tonnage (GT) – 13.7 thousands (0.7% of the total gross tonnage). The maritime cargo-carrying fleet companies shipped 7104.2 thousand tonnes of goods (compared to 6683.8 thousand tonnes in 2024).

The average age of vessels in the maritime transport fleet was 18.5 years (for ships flying the Polish flag – 42.8 years, whereas operating under foreign flags – 14.0 years on average).

Using the maritime cargo-carrying fleet, Polish shipping operators transferred 5.9% goods more than in 2024

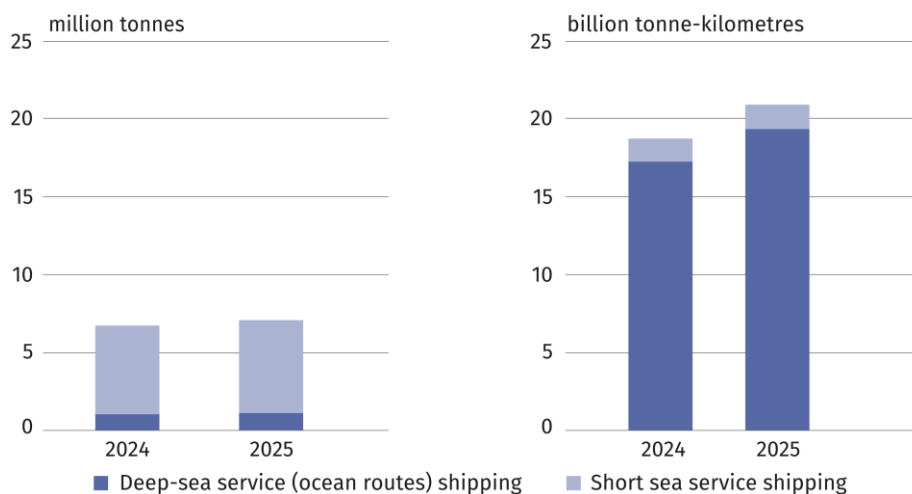
**Chart 7. Structure of goods shipped by maritime cargo-carrying fleet by categories in 2025**



On the routes to/from Polish seaports there were 6002.5 thousand tonnes of cargo carried (more by 7.9% than in 2024), of which the goods shipped abroad from Polish ports represented 47.6% (by 2.2% less than the previous year), whereas the goods shipped inwards – 52.4% (19.1% more).

The weight of goods carried between Polish and foreign ports amounted to 1030.7 thousand tonnes (by 2.9% less than in the previous year), whereas between Polish ports – 50.6 thousand tonnes (by 20.5% more than in the 2023). Intra-ports transfers of goods represented 0.3% of the total cargo shipped by the maritime cargo-carrying fleet and amounted to 20.4 thousand tonnes.

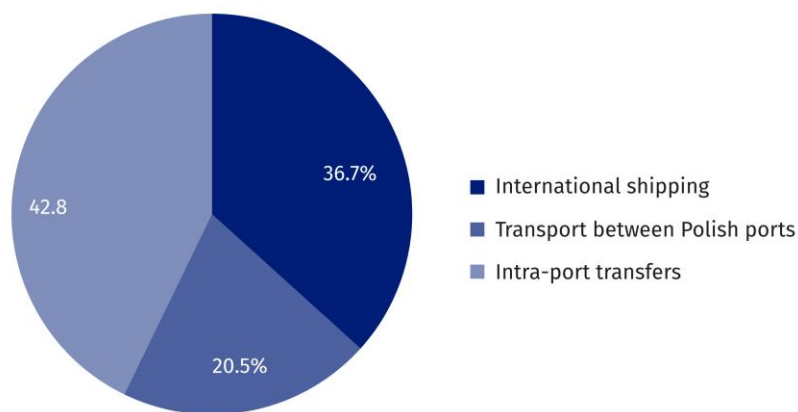
**Chart 8. Transport of goods and transportation volume performed by type of shipping**



In 2025, the Polish fleet owners and operators transferred 543.0 thousand passengers on international routes. In addition, 205.6 thousands truck drivers travelled onboard ferries (by 11.0% less than the previous year).

The number of international passenger transfers decreased by 1.3% as compared to 2024

**Chart 9. Structure of passengers transported by maritime and coastal fleets <sup>a</sup> in 2025**



<sup>a</sup> Excluding truck drivers.

At the end of 2025 coastal fleet consisted of 41 vessels with the total deadweight (DWT) of 11.5 thousand tonnes and gross tonnage (GT) of 9.9 thousands. All coastal vessels hoisted the flag of Poland. They were 50.4 years on average.

In 2025, 247.1 thousand persons travelled on routes between Polish ports, using coastal passenger fleet (60.6% more than in the previous year), with the transport performance carried out 5137.5 thousand passenger-kilometers (60.2% more). In 2025, on intra-port routes there were travelled onboard coastal passenger fleet 583.4 thousand persons (decrease of 4.5% on an annual basis), an average distance per a single passenger journey was on the level of 7.1 km.

At the end of 2025 the number of crew of maritime and coastal fleet amounted to 1927 persons (4.7 % less compare to 2024), including the maritime fleet – 1762 persons, (decrease by 5.1%) and 165 persons in the coastal one.

### Shipbuilding and ship repair industry<sup>1</sup>

On an annual basis, the order book increased. At the end of 2025, it included 12 vessels (5 vessels in the preceding year, respectively).

In 2025, 387 vessels with a total gross tonnage (GT) exceeding 4.0 million were repaired in Polish shipyards (compared to 403 vessels with a total gross tonnage exceeding 3.8 million in the previous year).

### Marine fisheries

As of the end of 2025, Polish maritime fishing fleet consisted of 663 ships and boats (a 8.0% decrease compared to 2024), with the total gross tonnage (GT) of 33.1 thousands (a decrease by 2.6% compared to 2024) and engine power of 72.1 thousand kW (a 5.5% decrease).

The Polish fishing fleet consisted of 2 trawlers, 102 cutters and 559 small-scale boats. For trawlers, Gdynia remained their home port. Most of the cutters (74.5%) were stationed in the Pomorskie Voivodship with the remainder in the Zachodniopomorskie Voivodship. On the other hand fishing boats were stationed in all the Baltic Sea voivodships: Pomorskie (47.2% of the total number of Polish fishing boats), Zachodniopomorskie (39.9%), and Warmińsko-Mazurskie (12.9%).

<sup>1</sup> On the basis of data from the Maritime Advanced Research Centre (CTO S.A.) in Gdańsk.

Compared with 2024 the number of passengers transported between Polish ports increased by 60.6%

In 2025, 71.6 thousand tonnes of fish (representing 48.3% of the total catch weight) were caught in the Baltic fisheries, i.e. 5.1% less than in 2024. Outside the Baltic Sea, in 2025 Polish fishing companies operated only in the Northeast Atlantic and the South Pacific. Deep-sea catches amounted to 76.5 thousand tonnes, and was by 38.3% higher than in the previous year.

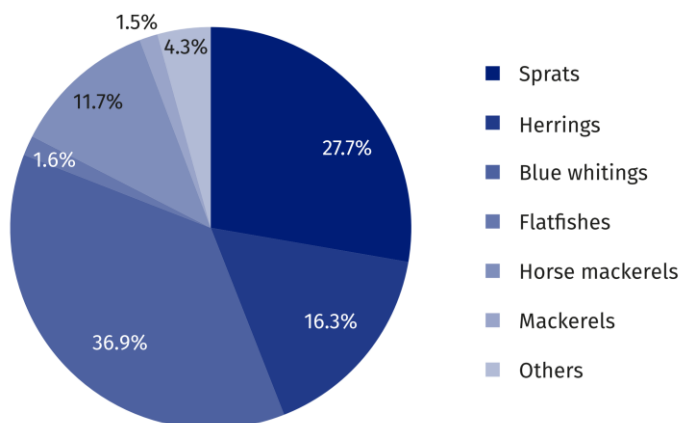
Compared with the previous year, catches of fish and shellfish in marine waters were 13.2% higher

Sprat remained the dominant species in catches from the Baltic fishing areas. In 2025, 41.0 thousand tonnes of this species were caught, accounting for 60.4% of the total marine fish catches.

Among the organisms caught in the Baltic Sea and lagoons, in addition to marine fin fish, species typical of fresh and brackish waters (freshwater and diadromous ones) were also caught, with a total weight of 3.6 thousand tonnes in 2025. The most numerous representatives in this group were bream, whose catch accounted for 44.1% of the total weight of diadromous and freshwater fish, followed perch (26.1%) and roach (17.2%).

Deep-sea catches in 2025 were dominated by blue whiting (71.4%) and horse mackerel (22.7% of the total weight of fish and other marine organisms taken from Atlantic and Pacific basins).

**Chart 10. Structure of marine finfish and shellfish catches by species<sup>a</sup> in 2025**



<sup>a</sup> Source: National Marine Fisheries Research Institute in Gdynia. Preliminary data.

When quoting data from the Statistics Poland, please include the following information: "Source of data from the Statistics Poland", and in the case of publishing calculations made on the data published by the Statistics Poland, please include the following information: "Own study based on Statistics Poland data".

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#### **Related information**

[The maritime economy in Poland in years 2023 and 2024](#)

[Statistical Yearbook of Maritime Economy 2025](#)

#### **Terms used in official statistics**

[Seaport](#)

[Seagoing vessels](#)

[Gross tonnage \(GT\)](#)

[Net tonnage \(NT\)](#)

[Cargo maritime transport in ton - kilometers](#)

[Coastal transport fleet](#)

[Cargo traffic at sea ports](#)

[Average distance of cargo transportation by sea and coastal fleet](#)

[Average transport distance of a passenger by sea and coastal transport fleet](#)