

Maritime economy in Poland in 2023

29.04.2024

 **14.3%**
Increase in cargo traffic compared to 2022

Compared to 2022, cargo traffic through Polish seaports increased while both passenger movements and the number of ship arrivals in seaports decreased. Both the volume of international carriages of cargo and passengers by Polish operators decreased. As at the end of 2023, the number of units of the maritime and coastal transport fleet and fishing fleet remained at the same level as in the previous

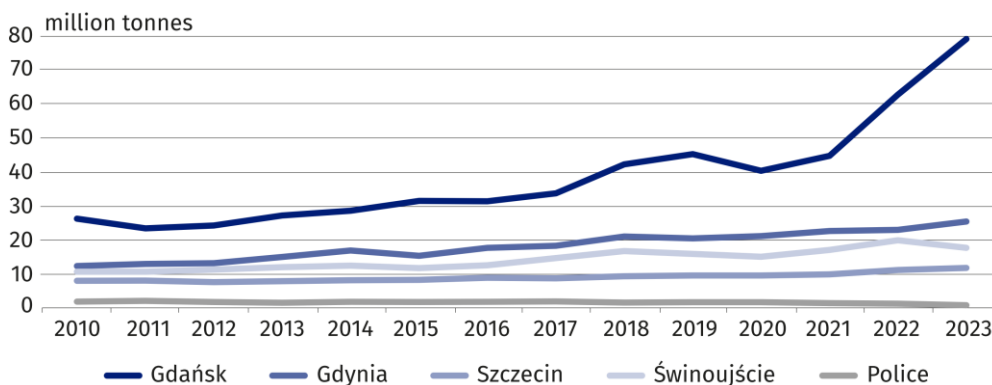
year. There were fewer fish catches in the Baltic Sea than the year before, while deep-sea fishing volumes increased.

Seaports

Cargo traffic in seaports in 2023 amounted to 135.9 million tonnes and was higher by 14.3% in comparison to previous year. The largest increase of cargo traffic handled the port of: Gdańsk (by 26.1%), Gdynia (by 10.6%) and Szczecin (by 5.4%), while a decrease was reported in Police (by 36.8%) and Świnoujście (by 11.2%).

Cargo traffic in seaports in 2023 was 14.3% higher than in the previous year

Chart 1. Cargo traffic in seaports



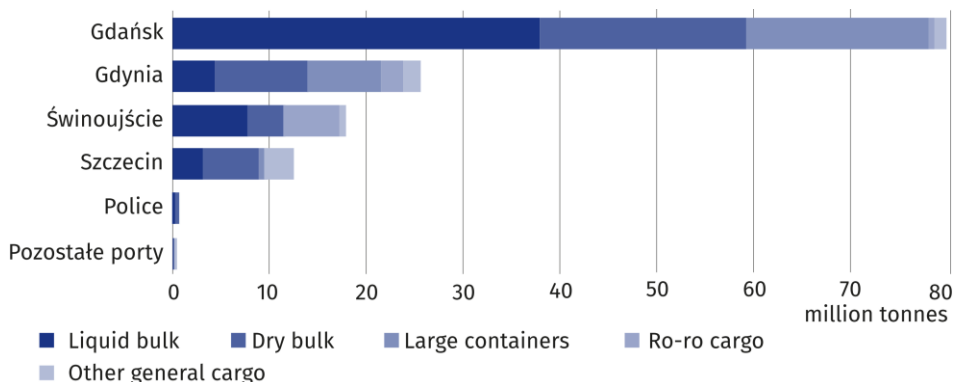
The share of seaports in the domestic cargo traffic in 2022 were as follows: Gdańsk (58.6%), Gdynia (18.8%), Świnoujście (13.1%), Szczecin (8.7%), Police (0.6%) and other ports (0.2%).

In the structure of cargo traffic in 2023, the largest share had liquid bulk (39.1%, including crude oil and oil products 33.6%), dry bulk (30.8%, including coal and coke 14.6%) and cargo in large containers (19.8%).

In the structure of cargo traffic in 2023, dry liquid prevailed (39.1%)

In comparison to the previous year, there was reported an increase in cargo traffic of liquid bulk (by 36.7%, of crude oil and oil products 42.7%), large containers (by 18.0%) and dry bulk (by 0.5%), while a decrease in other general cargo (by 10.2%) and ro-ro units (by 10.1%).

Chart 2. Cargo traffic by seaports and cargo categories in 2023

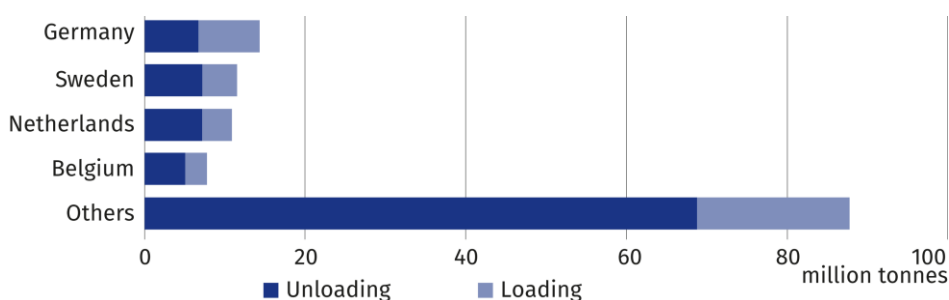


In 2023, domestic maritime traffic amounted to 3.5 million tonnes (by 31.4% more than in the previous year) and constituted 2.6% of the total cargo traffic. The international maritime traffic amounted to 132.5 million tonnes, i.e. by 16.3% more than in 2022.

In 2023, cargo traffic on the routes to/from European ports accounted for 63.5% of the international maritime traffic in Polish seaports. The international maritime traffic with other continents amounted as follows: with Africa (16.0%), Asia (6.6%), North America (6.9%), Central and South America (6.1%), Australia and Oceania (0.9%)

In 2023, most of the international maritime traffic was made in relation to European ports (63.5%)

Chart 3. International maritime traffic in seaports by country of loading or unloading in 2023



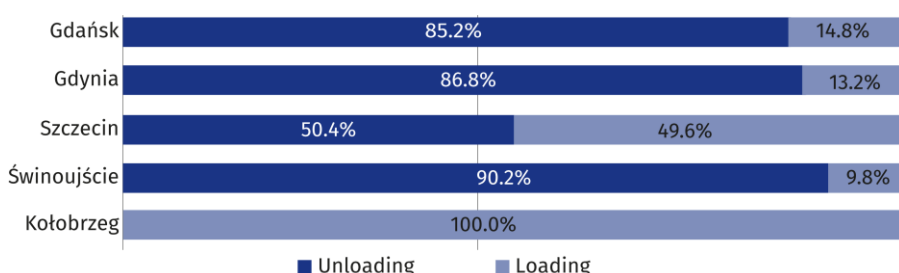
In 2023, the volume of cargo transit amounted to 22.8 million tonnes and grew by 40.6% against the previous year. The largest weight of transit cargo handled the port of: Gdańsk (64.8%), followed by Świnoujście (22.7%), Szczecin (8.4%), and Gdynia (3.8%). For the first time, transit traffic was recorded in Kołobrzeg, which accounted for 0.3% of the volume for the total of all ports.

Another year in a row, there was no freight transit traffic through the seaport of Elbląg. On an annual basis, an increase in the weight of transit cargo handled occurred in the ports of Świnoujście (over 5-fold), Szczecin (by 35.6%) and Gdańsk (by 14.9%). A decrease was recorded only in Gdynia (by 14.2%).

Compared to the previous year, transit cargo throughput increased for imports (by 68.0%), while exports saw a decrease (of 22.3%).

In 2023, the main partners in sea-land and land-sea transit through Polish ports were Germany (56.9%), Ukraine (6.3%), Slovakia (4.5%) and Czechia (4.2%)

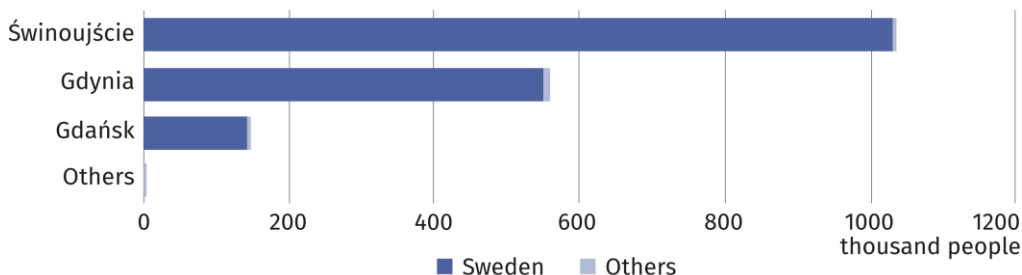
Chart 4. Structure of transit cargo in seaports in 2023



In 2023, there were 2.3 million passengers who started or finished their sea journey (by 3.6% less than in 2022). The domestic passenger traffic amounted to 517.6 thousand persons (less by 0.5% of the total passenger movements) and the international one – 1.7 million persons (by 4.5% less).

Sweden was the country to which the largest number of passengers departed or arrived at Polish seaports. The share in international passenger traffic amounted to 99.9%.

Chart 5. International passenger movements in seaports by country of embarkation or disembarkation in 2023



In 2023, at Polish seaports called 18.9 thousand ships (against 19.9 thousand ships reported in 2022) with a gross tonnage (GT) of 290.1 million (by 5.7% higher in comparison to 2022) and deadweight (DWT) of 236.3 million tonnes (by 8.8% higher in comparison to the previous year).

Compared to 2022, all the basic parameters of ships that entered the Polish seaports increased as follows – deadweight (by 15.0%), gross tonnage (by 11.7%) and net tonnage (by 11.3%).

In 2023, at Polish seaports called 5.4% less ships than a year ago

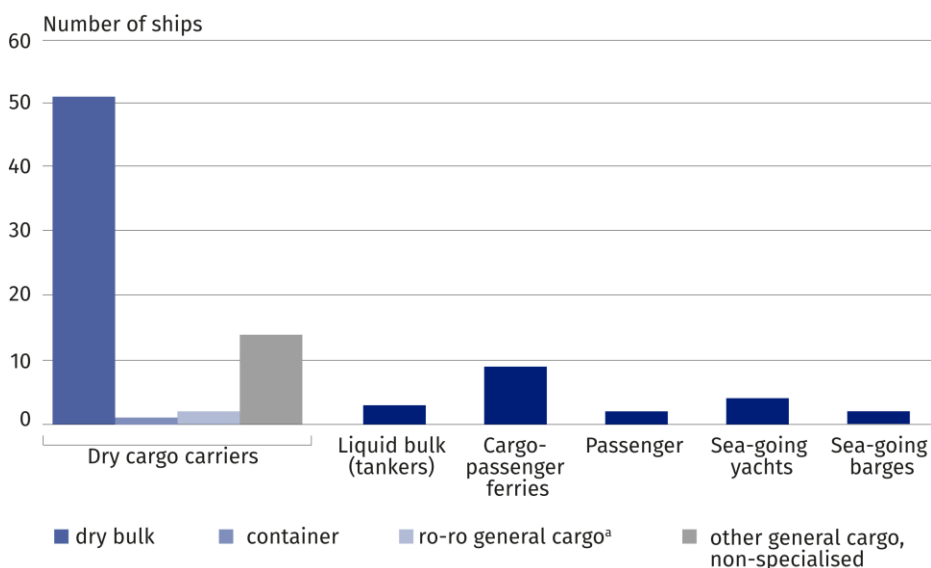
Maritime and coastal shipping

At the end of 2023, the maritime fleet consisted of 88 ships (the same as the previous year), owned or co-owned by Polish shipowners and fleet operators. The total volume of deadweight (DWT) of the fleet amounted to 2721.1 thousand tonnes, whereas its gross tonnage (GT) was equal to 1960.1 thousands (against 2728.0 thousand tonnes and 1960.1 thousands in 2022, respectively).

There has been a decrease in deadweight tonnage (DWT) as a result of reclassifications compared to 2022 – by 0.3% of vessels in the maritime transport fleet

Chart 6. Maritime cargo-carrying fleet in 2023

As of 31 December



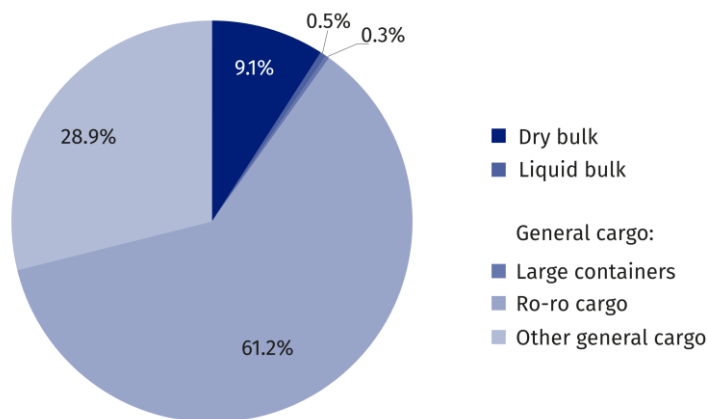
^a Excluding ferries.

At the end of 2023 ships under the Polish flag represented 15.9% of the total number of maritime cargo-carrying fleet. The total deadweight (DWT) of the Polish flag ships (14 vessels) amounted to 18.1 thousand tonnes (0.7% of the total deadweight of maritime fleet), while the gross tonnage (GT) – 13.9 thousands (0.7% of the total gross tonnage).

A maritime cargo-carrying ship was 20.0 years old on average (in case of the Polish flag ships that age was 42.9 years whereas foreign flags ships were 15.6 years old on average). The maritime cargo-carrying fleet companies shipped 7363.0 thousand tonnes of goods.

Using the maritime cargo-carrying fleet, Polish shipping operators transferred by 12.8% goods less than in 2022

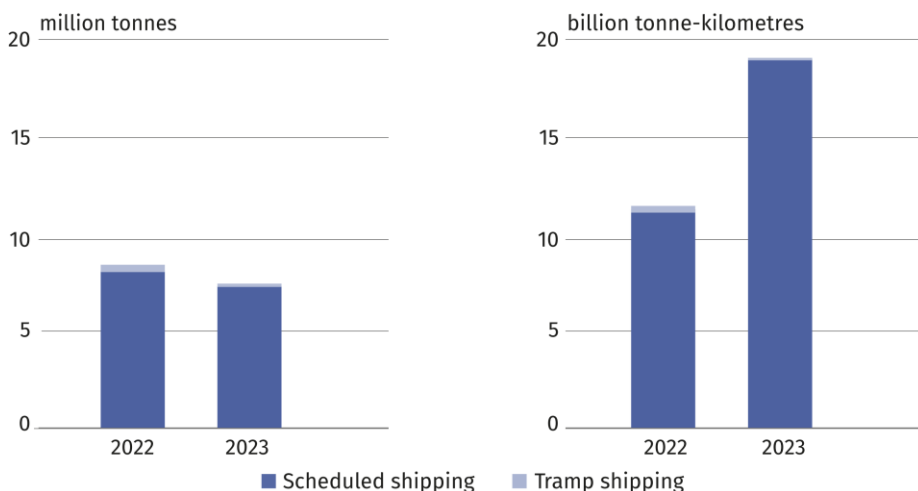
Chart 7. Structure of goods shipped by maritime cargo-carrying fleet by categories in 2023



On the routes to/from Polish seaports there were 6221.4 thousand tonnes of cargo carried (less by 18.3% than in 2022), of which the goods shipped abroad from Polish ports represented 52.7% (by 17.3% less than the previous year), whereas the goods shipped inwards – 47.3% (19.4% less).

The weight of goods carried between ports abroad amounted to 1102.3 thousand tonnes (i.e. by 78.0% more in comparison to the previous year), however no carriages between Polish ports were reported in 2023. Intra-ports transfers of goods represented 0.5% of the total cargo shipped by maritime cargo-carrying fleet, and amounted to 39.3 thousand tonnes.

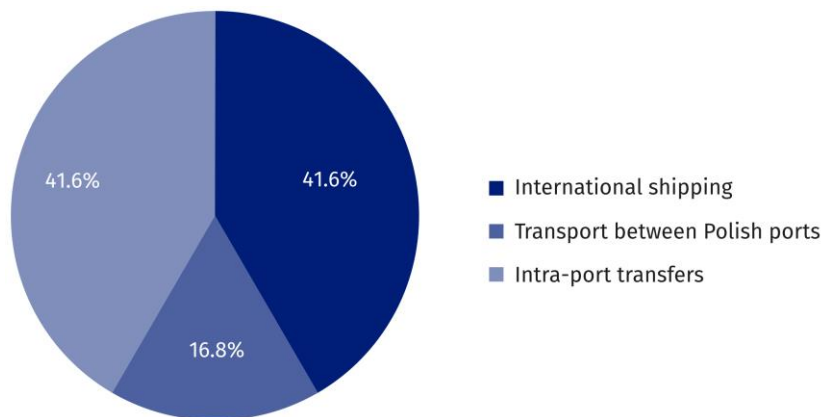
Chart 8. Transport of goods and transportation volume performed by type of shipping



In 2023, the Polish fleet owners and operators transferred 576.9 thousand passengers on international routes. In addition, 259.8 thousands truck drivers travelled onboard ferries (by 16.9% less than the previous year).

The number of international passenger transfers decreased by 5.6% as compared to 2022

Chart 9. Structure of passengers transferred onboard maritime and coastal fleets in 2023 (excluding truck drivers)



At the end of 2023 coastal fleet consisted of 42 vessels with the total deadweight (DWT) of 12.4 thousand tonnes and gross tonnage (GT) of 10.5 thousands. All coastal vessels hoisted the flag of Poland. They were 48.4 years on average.

In 2023, 145.3 thousand persons travelled on routes between Polish ports, using coastal passenger fleet (by 24.5% less than in the previous year), with the transportation volume performed equal to 2999.2 thousand passenger-kilometers (29.1% less compared to 2022). In 2023, on intra-port routes there were travelled onboard coastal passenger fleet 520.7 thousand persons (a decrease of 4.9% on an annual basis), at an average distance per a single passenger journey of 6.4 km.

At the end of 2023 the number of crew of maritime and coastal fleet amounted to 1981 persons (the same as the previous year), including the maritime fleet – 1811 persons, and 170 persons in the coastal one.

Shipbuilding and ship repair industry¹

On an annual basis, the order book decreased. At the end of 2023, it included 5 vessels (8 vessels in the preceding year, respectively).

In 2023, 458 vessels with a total gross tonnage (GT) of 4937.4 thousand were repaired in Polish shipyards (compared to 571 vessels with a total GT of 5516.0 thousand in the preceding year).

Marine fisheries

As of the end of 2023, Polish maritime fishing fleet consisted of 824 ships and small-scale fleet (unchanged compared to 2023), with the total gross tonnage (GT) 35.5 thousands (larger by 0.8% than in the previous year) and engine power 83.9 thousand kW (0.5% lower).

As in the previous year, the Polish fishing fleet consisted of 2 trawlers, 123 cutters and 699 boats. For the trawlers, Gdynia remained their domicile. Most of the cutters (72.4%) were stationed in the Pomeranian Voivodship and the rest in the Zachodniopomorskie Voivodship. Fishing boats, on the other hand, were stationed in all the Baltic Sea voivodships: Pomorskie (46.5% of the total number of Polish fishing boats), Zachodniopomorskie (43.2%), and Warmińsko-Mazurskie (10.3%).

In comparison to 2022, the number of coastal ships, their deadweight and gross tonnage (GT) remained at the same level

The catches of fish and invertebrates in marine waters in 2023 amounted to 160.3 thousand tonnes, and were by 1.4% lower than the previous year

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

In 2023, 94.9 thousand tonnes of fish (representing 59.2% of the total catch weight) were caught in the Baltic fisheries, i.e. 13.6% less than in 2022. Deep-sea fisheries, whose amounted to 65.5 thousand tonnes, was 23.9% higher than the previous year.

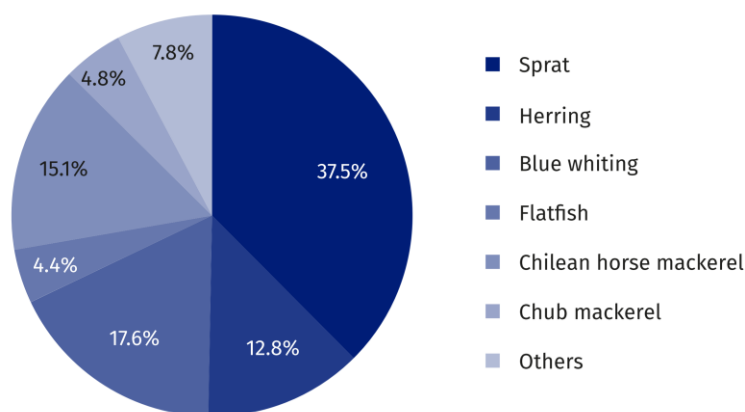
Outside the Baltic Sea, Polish fishing companies in 2023 only fished in the Northeast Atlantic and Pacific, withdrawing from the Central and Eastern Atlantic water areas.

The species breakdown of the catch, as in previous years, was dominated by sprats, caught exclusively in the Baltic fisheries. In 2023, 60.2 thousand tonnes of those fish were caught, accounting for 37.5% of the total weight of the caught fish and shellfish.

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 3.2 thousand tonnes in 2023. The most numerous representatives in this group were bream, whose catch accounted for 46.2% of the total weight of diadromous and freshwater fish, followed by roach (19.9%) and perch (13.8%).

Deep-sea catches in 2023 were dominated by blue whiting (43.2%) and Chilean horse mackerel (37.1% of the total weight of fish and other marine organisms taken from Atlantic and Pacific basins). Marine invertebrates made up a small proportion of these catches (1.0%).

Chart 10. Structure of marine finfish and shellfish catches by species in 2023



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".

Prepared by:

Statistical Office in Szczecin

Deputy director Katarzyna Dmitrowicz-Życka

Phone: (+48 91) 459 77 00

Issued by:

Press Office

Mobile +48 695 255 032


Phone +48 22 608 38 04, +48 22 449 41 45,
+48 22 608 30 09

e-mail: obslugaprasowa@stat.gov.pl


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[The maritime economy in Poland in years 2021 and 2022](#)

[Statistical Yearbook of Maritime Economy 2023](#)

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](#)