

International traffic and transport flows

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13.1 Introduction

The traffic and transport sector is closely linked to the international trade in goods and is important for the Dutch economy. In 2011, land, water, air and supporting transport activities generated 3.9 percent of the total value added of the Dutch economy, and employed over 402 thousand people. The total output of the sector amounted to 53.2 billion euro, of which 40 percent was accounted for by land transport, 10 percent by water transport, and 17 percent by air transport services.

This chapter examines the Dutch international traffic and transportation flows. The trends are presented in tables and graphs. Recent developments in the international transport statistics facilitate an understanding of the composition and evolution of transport flows.

Section 13.2 starts with observations about the international air passenger flows from and to the Netherlands. The relative comparative position of the Dutch market area is measured with the benchmark top 15 of European airports. The section concludes with a closer look at the regional airports in the Netherlands.

In section 13.3 the international freight and mail transport by air is discussed. Fifteen major European airports are distinguished as well as the continent of origin/destination of freight and mail. Special attention is paid to the Dutch position in this transport flow and to the international transportation of goods by the various Dutch airports.

The goods transport flow to and from the Netherlands by modality and nationality of the transporter is covered in section 13.4. The ongoing innovation and diffusion of technology in the transport sector has lowered transaction costs and increased the demand for, and supply of transportation capacity. These developments are most pronounced in the container trade, which has grown significantly since the mid-1970s.

Containerisation has reduced the cost of shipping goods, thereby facilitating the creation of global supply chains and stimulating international trade. The Netherlands is an important link in the hub-and-spoke model of overseas transport flows of goods to and from Europe, feeding into other modes of transport and creating a variety of related economic activities and network effects. Container transport flows to and from the Netherlands by sea are covered in section 13.5. This section deals with short sea as well as deep sea traffic.

EU-15 is the composition of the European Union on 1 January 1995.

EU-27 is the composition of the European Union on 1 January 2007.

13.2 International air passenger transport

Following the economic crisis which began in the last quarter of 2008 and the first positive signs at the end of 2009, the year 2010 confirmed the recovery of passenger transport by air.

Between 2009 and 2010 the total number of intra and extra-EU international passengers travelling by air from and to EU-15 member states increased by 3.5 percent to more than 820 million passengers, as table 13.2.1 shows. After the dip in 2009 to all EU-15 countries at both international intra-EU and extra-EU transport of air-passengers, the small growth in 2010 and the booming increase in 2011 to nearly 890 million air passengers, a new record of transported air-passengers catches the eye. This is the highest number of transported air passengers in twelve years.

Air transport was also vulnerable to shocks due to unforeseen events such as the extreme weather conditions in the autumn of 2010 and the eruption of the Eyjafjallajökull-volcano in Iceland in the spring of 2010. These incidents led to a major dip in air transport throughout the EU-countries at the time.

The second quarter of 2010 is the only period showing negative growth. It is likely that, without the Icelandic volcanic eruption in April 2010, the growth rate of 2010 on 2009 would have been similar to that of 2011 on 2010; namely an increase of 7.4 percent.

The United Kingdom continues to lead the EU-15 and handles more than 20 percent of all passengers in international air passenger transport, economic crisis or not. The Netherlands holds a stable sixth position between Italy and Greece.

A similar picture emerges when we look at individual airports, as is done in graph 13.2.2. The top 8 EU-27 airports in terms of air passengers handled has stayed more or less the same: London Heathrow is the undisputed number one. The ranking of the other airports changed little in the last six years.

In 2010 London Heathrow led with 61 million international transported air passengers, followed by Paris/Charles de Gaulle with nearly 53 millions passengers and Frankfurt/Main with more than 46 million. Amsterdam Schiphol Airport ranked fourth with 45 million transported passengers.

Amsterdam Schiphol Airport has been the main European airport for handling intra-EU air passengers for several years. In 2011 it saw a 14 percent increase in intra EU-27 passengers transport. Because of this development, Amsterdam Schiphol Airport with 49.7 million international transported passengers ranked third after London, with nearly 65 million international air passengers, and Paris/Charles de Gaulle with 55.2 million international air passengers. Amsterdam just changed position with Frankfurt/Main with 49.5 million international transported air passengers in 2011.

Most international air passengers transport to and from EU-15 countries is intra-EU transport: 68 percent of all the international transported air passengers in recent years. The smaller the airport, the higher the share of intra-EU travel.

Regional airports in the Netherlands have become more important in international air passenger transport, as table 13.2.3 shows. The increase of the total number of passengers at the four regional airports in the last four years is much stronger than the development of Amsterdam Schiphol Airport in that period. In absolute passenger numbers Eindhoven Airport is growing fastest with nearly 500 thousands air passengers each year; in percentages Maastricht Aachen Airport is growing fastest.

Measures are taken to avoid double counting in the air passenger figures in national and intra-EU passenger transport. Double counting is not counting the same passengers twice. They are reported by the origin airport as departures and by the partner airport as arrivals. Since the EU aggregate excludes double counting on intra-EU traffic, member state figures do not add up to the EU-27 aggregate. For example, someone flying from Paris to London will

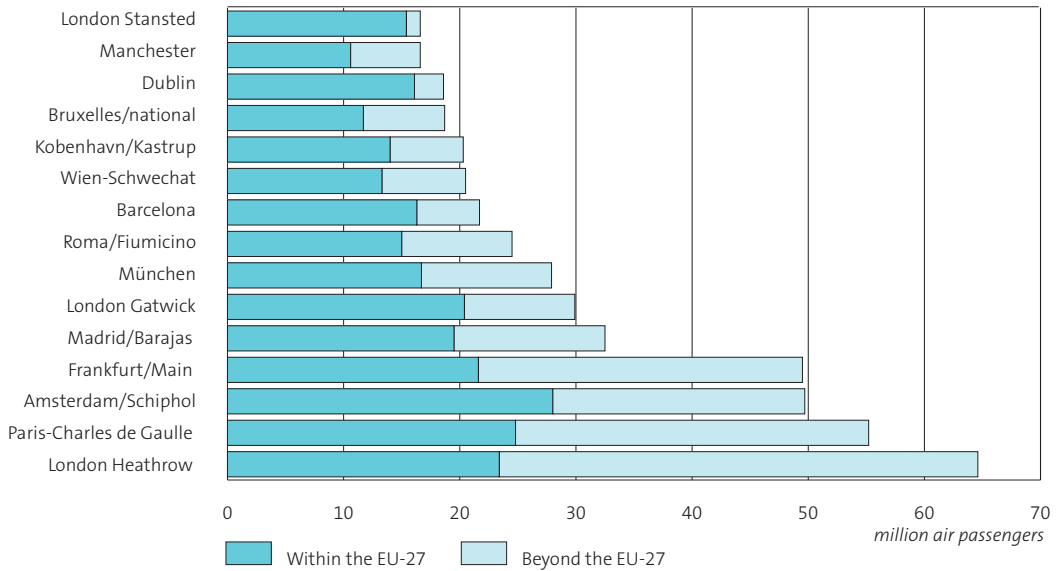
be counted in France as an 'departure passenger' and in the United Kingdom as an 'arrival passenger' but only once at EU-27 level. The information provided in this table is primarily based on On Flight Origin/Destination (OFOD) data. These were supplemented by Flight Stage (FS) data and airport declarations. Data is collected on the basis of the first origin/destination of passengers, and not the final origin/destination in case of flight connections.

13.2.1 Overview of international EU-27 air passengers transport by the member states

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
	<i>million air passengers</i>											
EU-15	605.2	603.7	602.7	630.3	694.1	747.0	794.2	847.7	855.5	798.5	826.4	886.9
United Kingdom	142.8	142.2	146.1	153.5	166.6	177.3	184.6	191.2	189.0	175.6	171.9	180.6
Germany	98.6	97.2	94.0	99.9	114.5	124.1	131.3	139.5	140.9	134.4	142.0	150.9
Spain	81.1	83.3	83.2	88.9	95.8	104.7	110.2	119.4	120.6	110.7	115.2	127.2
France	65.6	65.8	68.6	69.6	76.0	81.3	86.2	92.8	95.8	91.6	96.9	103.6
Italy	44.3	43.4	42.7	49.4	57.0	63.2	69.5	77.6	76.9	73.4	79.1	84.3
Netherlands	40.4	39.4	40.6	41.0	44.4	46.4	48.5	50.4	50.4	46.5	48.6	53.9
Greece	16.0	16.7	17.6	18.8	20.2	23.6	26.8	29.0	27.8	26.0	25.8	27.6
Austria	14.2	14.1	14.4	15.2	17.7	19.1	20.2	22.3	23.2	21.1	22.8	24.5
Ireland	24.6	24.9	24.8	23.2	24.0	25.0	26.6	28.1	29.2	25.6	22.7	22.8
Portugal	13.4	13.3	14.5	14.9	16.0	17.3	19.0	21.4	22.3	21.1	22.7	24.7
Belgium	21.6	19.8	14.3	15.1	17.5	17.8	19.1	20.7	21.9	21.3	22.6	25.1
Denmark	17.1	18.0	18.2	17.8	19.4	20.5	21.2	22.1	22.6	19.0	21.9	23.4
Sweden	16.3	16.2	14.6	13.6	14.7	15.6	18.7	20.1	21.1	19.3	20.5	22.8
Finland	7.6	7.7	7.5	7.8	8.9	9.5	10.5	11.6	12.1	11.4	12.0	13.6
Luxembourg	1.7	1.6	1.5	1.4	1.5	1.5	1.6	1.6	1.7	1.5	1.6	1.8

Source: Eurostat/Statistics Netherlands.

13.2.2 International passenger transport through EU-27 airports, top 15 airports, 2011



Source: Eurostat.

13.2.3 International air-passengers transport between the Netherlands and the continents

	Amsterdam Schiphol Airport				Other Dutch Airports ¹⁾			
	2008	2009	2010	2011	2008	2009	2010	2011
	<i>x 1,000</i>							
Total transported	47,392	43,523	45,137	49,681	3,034	2,933	3,455	4,188
Europe	31,725	28,990	29,772	33,825	3,028	2,931	3,449	4,177
Africa	2,556	2,539	2,764	2,587	4	0	3	10
America	7,923	7,132	7,295	7,635	0	0	2	0
Asia and Australia	5,188	4,862	5,305	5,634	2	1	1	1

Source: CBS.

¹⁾ Maastricht-Aachen Airport, Rotterdam-The Hague Airport, Eindhoven Airport and Groningen Airport Eelde.

13.3 International air freight and mail transport

After the dip in 2009, international air freight and mail transport recovered extremely well in 2010 and showed some growth in 2011. The growing importance of the international extra-EU transport segment (transport to or from non-EU-27 countries) is reflected in substantially, 20.8 percent higher air freight and mail transport figures of the EU-15 member states in 2010, compared with 2009. Except for Denmark and Greece, transported freight and mail by air grew strongly in most EU-countries in 2010.

Because intra-EU freight and mail transport recorded a moderate increase of 8.9 percent between 2009 and 2010, the average increase of all international transport of freight and mail in this period for the EU-15 member states, comes to 18.1 percent.

Extra-EU destinations remained the most important segment of the freight and mail market, representing about 78 percent of the total international transport at the EU level on a yearly basis. Most of the freight transport between European countries took place by sea shipping and other ways of transport like railway or lorries.

The international transport of air freight and mail in 2011, compared to 2010, was growing but only slightly: 1.4 percent in extra EU transport and 4.6 percent in the intra-EU transport; therefore the average increase of the 15-EU member states is 2.1 percent.

Although the 2010 figures of France are estimated, the ranking of the top five EU member states has remained unchanged over the last five years, as is shown in table 13.3.1. Airport Frankfurt/Main in Germany leads, handling considerably more air freight than any other EU-15 member state in 2010 (4.0 million tonnes) and in 2011 (4.2 million tonnes). The United Kingdom, with airport London Heathrow as its most famous airport, follows with 2.3 million tonnes of air freight in both years. The Netherlands and France alternate in third and fourth position.

After the dip in 2009, international air freight and mail transport recovered extremely well in 2010

For most EU-15 member states, Asia and Australia have been the most important destinations for international transport of freight and mail for years. Even during the years of economic recession, 2008 and 2009, more than 40 percent of all extra-EU transport was to and from countries in the far east. This is much more than freight and mail transport

between European countries (average 26 percent of all transported tonnes of goods) or with the United States of America (a yearly average of 25 percent).

Graph 13.3.2 illustrates the most popular destinations for freight and mail in international extra-EU transport between Amsterdam Schiphol Airport and airports in non EU-27 countries in 2011. Ten of the fifteen most important destination airports (with most international transported tonnes freight and mail to and from the Netherlands) are situated in Asia.

Noteworthy is Pudong International Airport in Shanghai with 169 tonnes goods to and from the Netherlands. Shanghai Pudong International Airport was opened at the end of century to relieve Hong Qiao International Airport in Hong Kong. Now Hong Kong ranks fourth, far behind Shanghai/Pudong.

Besides the international transport of goods to and from these non-European airports, the Netherlands also does business with European airports. Especially with Leipzig/Halle Airport in Germany which accommodates DHL Express. This is a division of the German logistics company 'Deutsche Post', which provides international express mail services. They are still highly popular for international shipments. After Leipzig/Halle Airport with 8.5 tonnes goods to and from the Netherlands, London Heathrow comes second with 5.6 tonnes of transported goods.

Amsterdam Schiphol Airport is also the Netherlands' main international airport for freight and mail. Table 13.3.3 shows that it handled about 96 percent of all transported goods in the Netherlands in 2011. The other 4 percent of international transported goods (in 2008 still 3.4 percent) were handled by the four regional airports, of which Maastricht-Aachen Airport was the most important in 2011. It showed a 6 percent growth in international transported goods by regional airports in 2008. The trend in transporting goods to and from Asia is also reflected at Maastricht-Aachen Airport, with more than 15 thousands tonnes in 2011.

Air freight and mail transport are registered according to the principle of loaded and unloaded by country, not including national movements. The importance of air freight and mail transport generally increases with the distance covered.

Since the same movement of goods is reported as a departure by one airport and as an arrival by the partner airport, the EU totals exclude double-counting for intra-EU international transport. Data collection is based on the first origin/destination of freight, and not on the actual origin/destination if there are flight connections.

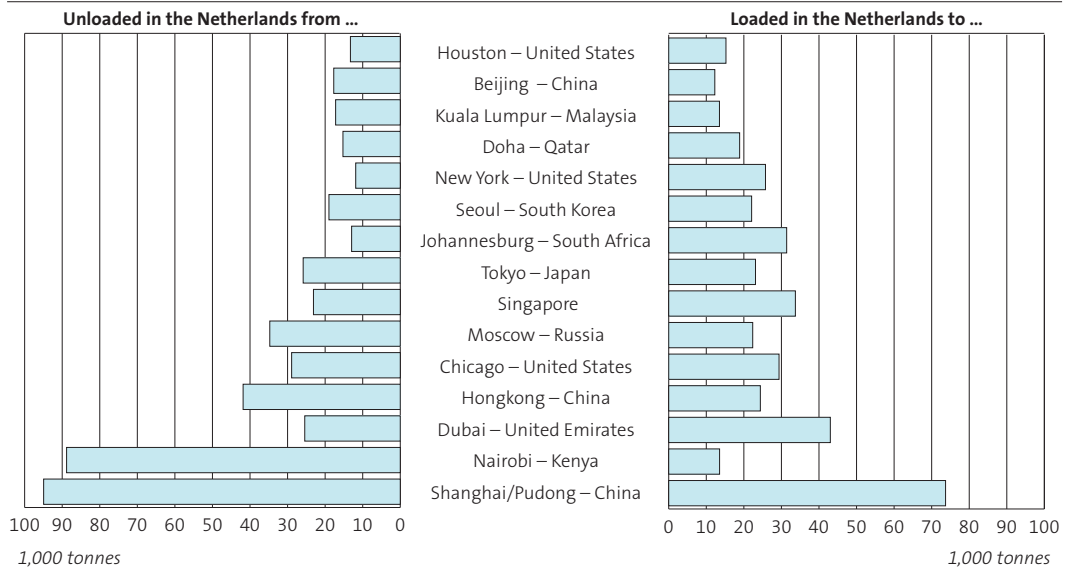
13.3.1 International transport of freight and mail through EU 15-airports by continent of origin or destination, 2011

	Europe	North America	Central and South America	Africa	Asia and Australia	Total	Growth 2009–2010	Growth 2010–2011
	1,000 tonnes					%		
Total	3,652.5	2,765.3	783.5	979.1	5,536.7	13,717.1	18.1	2.1
Germany	1,269.0	780.5	158.3	140.2	1,833.7	4,181.7	23.6	4.7
United Kingdom	457.1	762.0	61.5	180.5	842.0	2,303.1	13.8	-0.7
France ¹⁾	437.0	362.8	112.3	165.4	571.3	1,648.9	18.4	7.3
Netherlands	136.8	298.6	166.8	205.1	807.6	1,614.9	16.7	0.9
Belgium	336.2	119.7	2.8	182.1	359.6	1,000.4	16.4	2.8
Italy	308.8	97.1	23.2	14.3	340.3	783.7	19.3	1.8
Luxembourg	42.0	159.3	70.3	58.7	335.7	666.0	12.5	-5.6
Spain	208.9	75.3	154.4	14.2	85.8	538.6	22.7	5.0
Austria	67.0	14.8	0.0	1.5	135.6	218.9	16.9	-7.2
Finland	68.4	11.6	0.0	0.0	96.3	176.3	31.6	8.8
Denmark	72.3	30.1	0.0	0.2	52.3	154.8	-2.8	3.9
Sweden	75.6	16.0	0.2	1.3	55.7	148.8	18.9	-12.7
Ireland	70.4	29.5	0.0	0.0	7.1	107.1	10.1	-8.2
Portugal	51.8	4.8	33.7	14.6	0.1	104.9	12.4	-10.1
Greece	51.1	3.4	0.0	0.8	13.6	69.0	-9.8	-8.0

Source: Eurostat.

¹⁾ figures of France are estimated in 2010.

13.3.2 Loaded and unloaded international air freight and mail transported between the Netherlands and top-15 airports beyond the EU-27, 2011



Source: CBS.

13.3.3 International transport of freight and mail between the Netherlands and other continents

	Amsterdam Schiphol Airport				Other Dutch Airports ¹⁾			
	2008	2009	2010	2011	2008	2009	2010	2011
<i>1,000 tonnes</i>								
Total transported	1,568	1,286	1,512	1,524	56	54	62	65
Europe	75	57	72	96	12	19	33	30
Africa	189	179	179	185	44	34	26	19
America	409	351	422	457	0	0	1	2
Asia and Australia	895	700	838	786	0	1	3	15

Source: CBS.

¹⁾ Maastricht-Aachen Airport, Rotterdam-The Hague Airport, Eindhoven Airport and Groningen Airport Eelde.

13.4 Internationalisation of goods transport flow by modality and by transporter nationality

The global economic crisis is clearly reflected in international transport volumes. After a 13 percent dip in 2009, the volume of goods transported to and from the Netherlands increased by 9.4 percent (from 950 million tonnes to just over 1 billion tonnes) in 2010 compared with one year earlier.

International traffic is dominated by maritime transport. More than 53 percent of all goods transport is carried out by seagoing vessels. Road goods transport takes a 17.6 percent share and inland shipping accounts for 15.2 percent (see table 13.4.1).

Foreign enterprises with transport equipment also compete to load and unload goods in the Netherlands. In fact, the majority of goods is transported by non-Dutch transport equipment enterprises. In 2010, 78 percent of the total unloaded weight and 47 percent of the total loaded weight in the Netherlands was transported by foreign transport equipment enterprises. Compared to 2009 the Dutch enterprises lost 1 percentage point in both directions, especially in road and maritime transport.

International goods transport is dominated by maritime transport

Transport by road

In 2010, Dutch registered vehicles handled most (57 percent) transportation of goods by road (see graph 13.4.2). The Dutch transport companies lost 1 percentage point of the total bilateral transport compared to 2009.

Over the past few years, Polish registered vehicles increased in road transport especially. In 2010 the transport loaded in the Netherlands by these vehicles increased by 17 percent and the goods unloaded by 29 percent. In total, more than 11 million tonnes were carried by Polish trucks. The neighbouring countries Belgium and Germany transported 8 percent less by road to and from the Netherlands in 2010.

Vehicles registered in Germany, Belgium and Poland account for one third of the total incoming transport flow by road. Between 2009 and 2010, the share of unloaded goods by Belgian and German registered vehicles decreased both by 1.1 percentage points to 27 percent, whereas for Polish trucks it increased by 1.5 percentage point to almost 7 percent of the goods flow towards the Netherlands. The Dutch transport companies still have a share of 55 percent.

The volume of goods transported abroad from the Netherlands also continues to be mainly in Dutch hands (59 percent), although this share has declined by almost 7 percentage points since 2006. Again, especially Polish trucks have benefited (+4 percentage points) from this decline. Their overall share increased from 3.2 to 6.3 million tonnes in 2010.

Transport over water

Compared with all the other modes of transport, the share of Dutch-registered transportation equipment (vessels) in total Dutch sea shipping is very small. Most ships are registered in Panama, the Bahamas, Liberia, the United Kingdom or Greece. In 2010, only 3 percent of the volume of goods transported towards and 9 percent of goods transported from the Netherlands were carried under the Dutch flag.

In contrast, on inland waterways, the transport of goods was mainly done by Dutch registered transport equipment. Over two thirds of all carried goods loaded in the Netherlands were transported by Dutch vessels in 2010. For the goods on inland waterways unloaded in the Netherlands after crossing the border with Germany or Belgium, this percentage exceeded 73 percent. Most foreign inland waterway vessels were Belgian or German.

Transport by other modes

Goods transported by rail and pipeline are 100 percent Dutch business. Of the air freight and mail weight almost half (48 percent) is transported by airplanes registered in the Netherlands. Air transport-equipment registrations from Asian (29 percent), American (17 percent) and European (5 percent) countries account for the remainder in 2010.

The nationality of seagoing transport equipment is not specified by vessel owner, but by the country of registration. A ship is said to be flying a flag of convenience if it is registered in a foreign country. The

most popular flags of convenience as identified by the International Transport Workers' Federation (ITF) are those of Panama, Liberia, the Bahamas, and the Marshall Islands

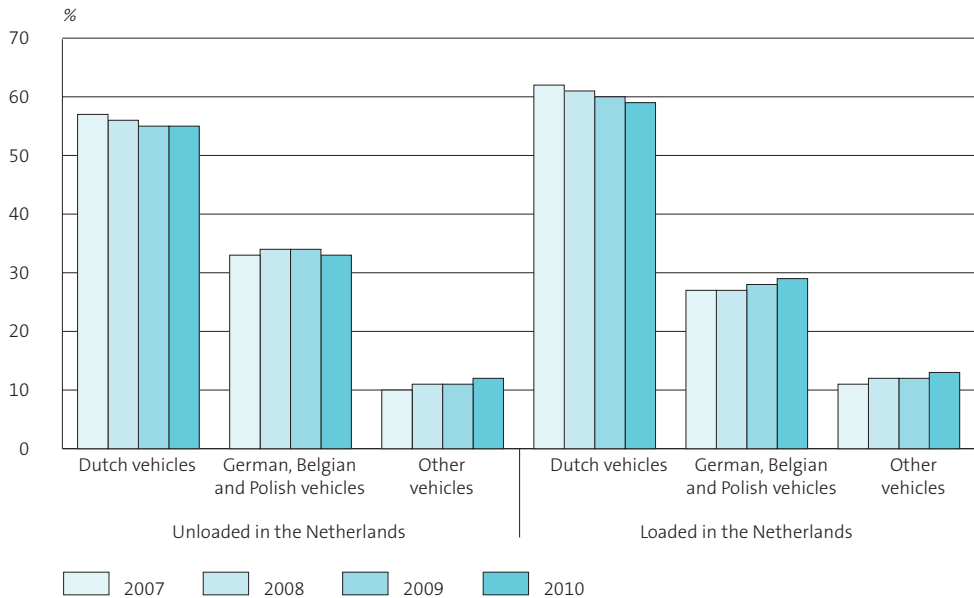
13.4.1 Weight of transported goods by nationality of transport equipment, 2010

	Unloaded in the Netherlands					Loaded in the Netherlands				
	total	sea shipping	inland waterways*	road transport	others ¹⁾	total	sea shipping	inland waterways*	road transport	others ¹⁾
	<i>1,000 tonnes</i>									
Total	567,614	401,545	66,635	77,990	21,444	471,427	166,487	103,433	86,584	114,923
<i>Dutch transport equipment</i>	126,324	13,451	48,857	43,021	20,995	250,484	13,749	71,488	50,697	114,550
<i>Foreign transport equipment</i>	441,290	388,094	17,778	34,969	449	220,944	152,739	31,945	35,887	373
Europe	225,138	172,341	17,769	34,969	59	144,667	76,800	31,949	35,887	31
EU 14	145,828	103,207	16,715	25,860	46	99,844	46,061	29,866	23,899	18
incl.										
Belgium	20,389	3,011	9,852	7,518	8	20,213	1,373	12,248	6,588	4
Denmark	11,811	11,593		218	0	9,772	9,578		194	0
Germany	28,031	8,820	5,655	13,552	4	34,797	6,663	16,129	12,003	2
France	5,073	3,638	797	638	0	3,704	2,015	606	1,083	0
Greece	33,767	33,621		146	0	3,330	3,149		181	0
United Kingdom	34,756	34,183		573	-	18,661	17,818		843	-
Sweden	2,758	2,577		181	0	1,235	1,087		148	0
other European countries	79,312	69,134	1,054	9,110	14	44,824	30,740	2,083	11,988	13
incl.										
Cyprus	14,399	14,399		0	0	11,792	11,791		1	0
Malta	18,558	18,558		-	0	6,644	6,644		-	0
Norway	20,260	20,188		72	0	4,962	4,885		77	0
Poland	4,858	20	39	4,799	0	6,422	10	63	6,349	0
Russia	2,719	2,719	-	-	0	672	672	-	-	0
Africa	48,371	48,363	-	-	8	15,172	15,168	-	-	4
incl.										
Liberia	47,471	47,471	-	-	-	14,691	14,691	-	-	-
America	108,725	108,583	-	-	142	36,269	36,151	1	-	117
incl.										
Antigua and Barbuda	10,978	10,978	-	-	-	11,918	11,918	-	-	-
Bahamas	33,394	33,394	-	-	-	6,486	6,486	-	-	-
Panama	55,306	55,306	-	-	-	13,039	13,039	-	-	-
Asia	37,466	37,226	-	-	240	16,298	16,077	-	-	221
incl.										
Singapore	11,555	11,507	-	-	48	6,130	6,088	-	-	42
Hong Kong	14,186	14,172	-	-	14	4,521	4,508	-	-	13
Oceania and others	21,580	21,580	-	-	0	8,542	8,542	-	-	0
incl.										
Marshall Islands	19,284	19,284	-	-	-	8,142	8,142	-	-	-
	%									
Total	100	100	100	100	100	100	100	100	100	100
<i>Dutch transport equipment</i>	22	3	73	55	98	53	8	69	59	100

¹⁾Transport by air, railway and pipelines*.

Source: CBS, Eurostat.

13.4.2 Share of Dutch road transport by vehicle registration



13.5 International sea container flow by origin and destination

Since its introduction in the mid-1960s, the container has become crucial to the development of international transport and trade. Increasing capacity of containerships and efficient handling in the ports made a strong growth possible by keeping transport rates low despite of rising demand. Container traffic along the European coasts (Short Sea Shipping, SSS) and long distance container traffic (Deep Sea Shipping, DSS) are developing rapidly. Between 2000 and 2010, SSS container transport through the Netherlands increased by three quarters, while DSS transport grew by 82 percent.

After a 13 percent decrease in 2009, in 2010 the total container transport was back at the same level as in the top year 2007. With 3.6 million containers, the incoming traffic in 2010 was the highest ever. Both types of transport, SSS (+25 percent) and DSS (+15 percent), increased in 2010.

Despite 8 percent growth, the total outgoing traffic (containers loaded in the Netherlands) was still lower than in 2007 and 2008. The increase in the number of loaded containers in SSS (+24 percent) is partly caused by transit traffic. We estimate that nearly one third of the deep sea containers are transhipped to the smaller feeder vessels that distribute the containers along the European coasts.

The export from Europe to markets overseas via Dutch ports is carried out by deep-sea vessels and decreased by 1 percent in 2010.

Short sea traffic

The top 10 countries in SSS traffic to the Netherlands consolidated their position and gained a 86 percent share in 2010. Compared to 2009, 26 percent (209 thousand) additional containers were shipped from there to the Netherlands. Traffic from the United Kingdom (+31), Russia (+68) and Norway (+44 percent) towards the Netherlands increased spectacularly. Apart from Finland (-4 percent), all other SSS countries shipped more containers to the Netherlands.

In 2010, transport flows from the Netherlands towards SSS countries came back to the same level as before the crisis. The flows to Spain (-17) and Ireland (-6) were the only ones that declined, whereas transport to Finland (doubled), France (+66), Sweden (+48) and Norway (+21 percent) increased.

The most important partner countries in Short Sea Shipping are the UK, Ireland and Russia. In 2009 Russia was in third place, but took over the second place from Ireland. Together the UK and Ireland accounted for 1 million containers in 2010 and represent almost half of the SSS containers handled in the Netherlands. The share of these two countries has decreased since 2003. At that time, two third of the containers of the top 10 countries came from the UK and Ireland. The total share of the top 10 SSS partner countries increased in this period at the expense of 'other countries' (see table 13.5.1).

Deep sea traffic

Just like Short Sea Shipping, Deep Sea Shipping is concentrated in a few countries: the top 10 loading and unloading countries accounted for over 83 percent of total Dutch DSS in 2010. DSS of containers recovered partly in 2010: 7.5 percent (or 300 thousand) more containers were shipped than in 2009. However, this is still below the level of 2008.

In 2010, DSS with the top-10 loading partner countries increased by 18 percent (or 299 thousand containers). For example, China shipped 28 percent (or 188 thousand) containers more to the Netherlands than in 2009. Countries in the region, Taiwan (+23),

Malaysia (+18) and Hong Kong (+18) returned to the 2008 level. South Africa with 45 percent growth recovered fastest.

The number of containers shipped to the top 10 DSS destinations decreased by 1.7 percent in 2010. The United States in particular posted a sharp decline of 31 percent or 63 thousand containers. Transport to other export markets also dropped substantially: Japan (-21), Brazil (-16) and Taiwan (-14 percent). Positive exceptions were South Korea (+16), China (+15) and Singapore (+5 percent).

Containers are registered according to the principle of loaded in NL and unloaded in NL. 'Short Sea Shipping or Coastal Shipping' (SSS) includes all partner ports situated in geographical Europe, on the Mediterranean and the Black Sea.

'Deep Sea Shipping' (DSS) is the complementary geographical aggregate. Short Sea Shipping includes 'feeder services': a short sea network between ports in order for freight to be consolidated or redistributed to or from a deep sea service in one of these ports ('hub ports').

13.5.1 Container transport to and from the Netherlands in Short Sea Shipping and Deep Sea Shipping

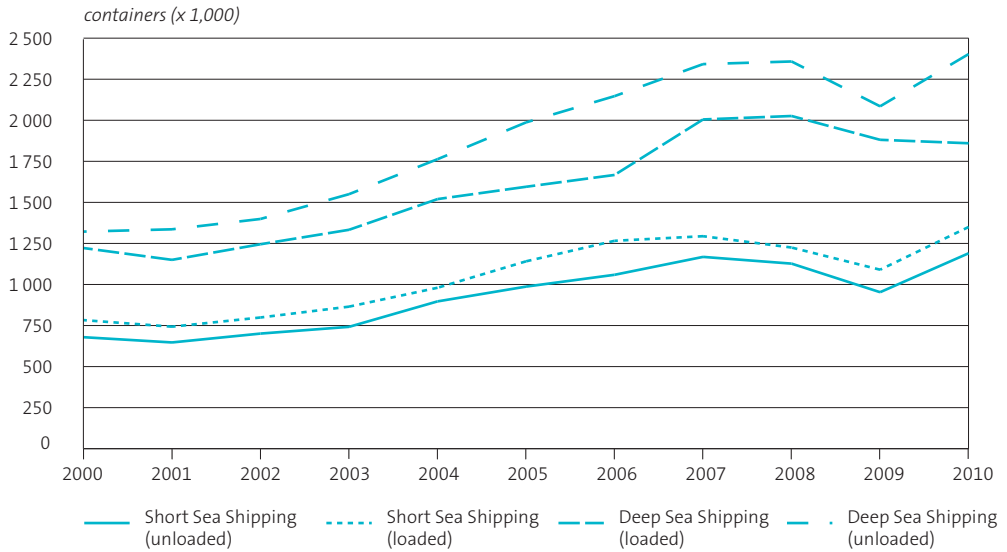
	2000	2003	2006	2007	2008	2009	2010
<i>1,000 containers</i>							
Total	4,006	4,490	6,138	6,809	6,737	6,010	6,803
Unloaded in the Netherlands	2,001	2,293	3,205	3,510	3,485	3,039	3,593
<i>Short Sea Shipping</i>	679	742	1,059	1,168	1,127	953	1,190
Unloaded in the Netherlands and loaded in:							
top 10 countries	544	621	907	1,013	994	808	1,018
United Kingdom	250	298	378	382	354	264	346
Russia	19	23	90	112	133	94	157
Ireland	100	145	181	180	165	137	141
Norway	37	32	46	48	43	47	68
Finland	25	18	43	73	95	67	64
Sweden	29	14	30	48	44	45	61
Spain	41	44	62	77	65	46	51
Poland	1	0	3	7	8	38	47
Iceland	20	20	35	45	47	40	46
Portugal	23	26	39	42	40	31	36
other countries	134	122	152	155	133	145	173
Share of the top 10 countries (%)	80.2	83.6	85.7	86.8	88.2	84.8	85.5

13.5.1 Container transport to and from the Netherlands in Short Sea Shipping and Deep Sea Shipping (end)

	2000	2003	2006	2007	2008	2009	2010
<i>1,000 containers</i>							
<i>Deep Sea Shipping</i>	1,322	1,550	2,147	2,342	2,358	2,085	2,403
Unloaded in the Netherlands and loaded in:							
top 10 countries	1,066	1,229	1,776	1,949	1,966	1,706	2,004
China	157	304	601	755	768	684	872
Singapore	206	170	254	239	236	221	240
United States	207	218	247	254	262	221	209
Hong Kong	145	129	154	152	136	160	185
Malaysia	27	68	100	121	121	86	101
Japan	131	118	134	137	156	85	96
Taiwan	61	54	79	77	72	72	89
Brazil	45	68	87	97	96	77	87
South Africa	23	42	48	43	52	44	64
South Korea	64	58	71	76	66	54	60
other countries	257	321	370	393	392	380	398
Share of the top 10 countries (%)	80.6	79.3	82.8	83.2	83.4	81.8	83.4
Loaded in the Netherlands	2,005	2,197	2,933	3,299	3,252	2,971	3,210
<i>Short Sea Shipping</i>	783	865	1,266	1,294	1,225	1,090	1,350
Loaded in the Netherlands and unloaded in:							
top 10 countries	604	717	1,044	1,098	1,061	903	1,098
United Kingdom	250	313	421	424	390	330	390
Russia	19	25	100	104	121	88	120
Ireland	99	144	169	175	151	125	117
Sweden	46	31	33	66	57	58	86
Spain	54	63	101	113	112	90	75
Finland	31	31	35	66	74	36	72
Belgium	7	13	35	24	16	40	68
Norway	34	35	42	40	45	54	66
Portugal	46	47	63	54	65	53	56
France	18	16	43	33	30	29	49
other countries	179	148	222	196	164	187	252
Share of the top 10 countries (%)	77.1	82.9	82.5	84.9	86.6	82.9	81.3
<i>Deep Sea Shipping</i>	1,222	1,333	1,667	2,005	2,026	1,881	1,860
Loaded in the Netherlands and unloaded in:							
top 10 countries	922	1,035	1,367	1,661	1,694	1,572	1,545
China	81	140	369	561	601	551	632
Singapore	172	145	197	183	215	189	198
United States	233	231	228	226	231	199	137
Malaysia	27	64	78	113	112	124	112
Hong Kong	102	95	158	181	131	110	102
South Korea	53	47	76	84	69	81	94
Japan	123	122	111	125	125	119	94
Taiwan	70	97	76	70	78	93	80
Brazil	18	42	38	76	81	61	51
United Arab Emirates	43	51	37	42	51	46	45
other countries	300	298	300	345	333	309	315
Share of the top 10 countries (%)	75.4	77.7	82.0	82.8	83.6	83.6	83.1

Source: CBS, Maritime Statistics.

13.5.2 Sea container transport to and from the Netherlands



13.5.3 Growth of sea container transport to and from the Netherlands

