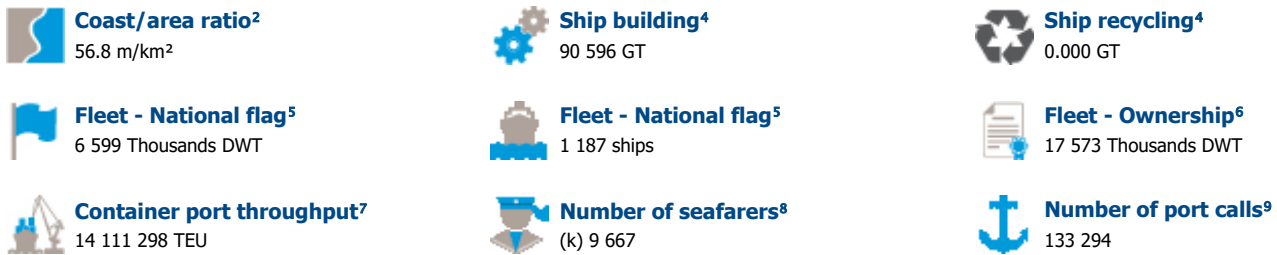


## MARITIME PROFILE: NETHERLANDS (KINGDOM OF THE)

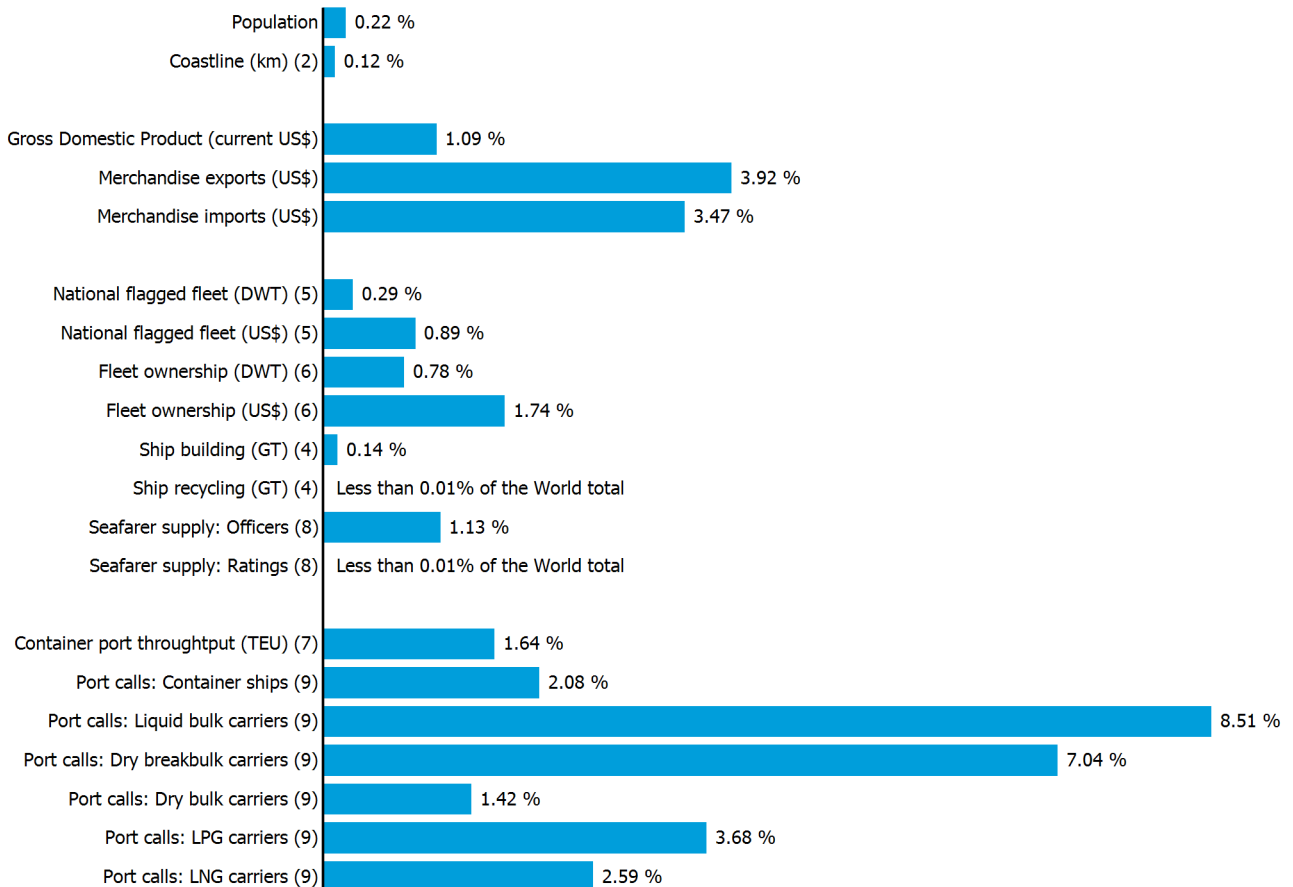
### GENERAL INFORMATION FOR 2023



### MARITIME KEY FIGURES FOR 2023



### WORLD SHARES FOR 2023



# NETHERLANDS (KINGDOM OF THE)

## INTERNATIONAL MERCHANDISE TRADE

### Total merchandise trade

(millions of US\$)

	2005	2010	2015	2023
Merchandise exports	406 372	574 251	570 442	936 171
Merchandise imports	363 822	516 409	512 105	842 562
Merchandise trade balance	42 550	57 842	58 337	93 608

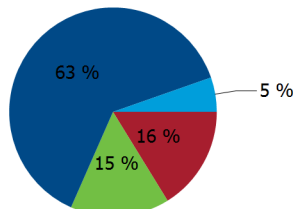
**-2.8 %**

Merchandise exports growth rate in 2023

### Export structure by product group in 2023

(as % of total exports)

- All food items
- Fuels
- Manufactured goods
- Other



### Top 5 partners in 2023

(exports, millions of US\$)

Germany	213 432
Belgium	114 805
France	83 204
United Kingdom	57 177
United States	47 308

## INTERNATIONAL TRADE IN TRANSPORT SERVICES

### Services exports by main category<sup>10</sup>

(as % of total services)

	2005	2010	2015	2023
Transport	-	(e) 19.1	17.9	(e) 18.4
Travel	-	(e) 9.3	7.0	(e) 6.7
Other services	-	(e) 65.7	70.9	(e) 68.8

**-3.1 %**

Transport services exports growth rate in 2023

### Total trade in transport services<sup>10</sup>

(millions of US\$)

	2005	2010	2015	2023
Transport services exports	-	(e) 30 905	35 385	(e) 57 330
Transport services imports	-	(e) 22 984	20 957	(e) 51 472
Transport services trade balance	-	(e) 7 921	14 428	(e) 5 858

## NATIONAL FLEET

### Carrying capacity by type of ship<sup>5</sup>

(Thousands DWT)

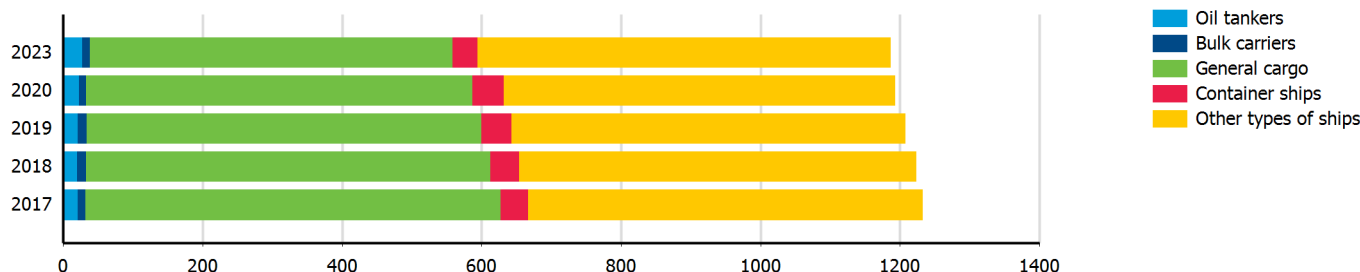
	2005	2010	2015	2023
Total fleet	7 940.0	7 252.5	8 516.0	6 599.3
Oil tankers	695.0	651.2	263.3	150.8
Bulk carriers	380.0	53.0	958.3	251.8
General cargo	3 632.0	3 605.5	4 431.6	4 124.3
Container ships	1 903.0	1 855.9	1 005.7	355.3
Other types of ships	1 330.0	1 086.8	1 857.1	1 717.1

**-0.9 %**

Fleet growth rate in 2023

### Fleet by type of ship<sup>5</sup>

(Number of ships)

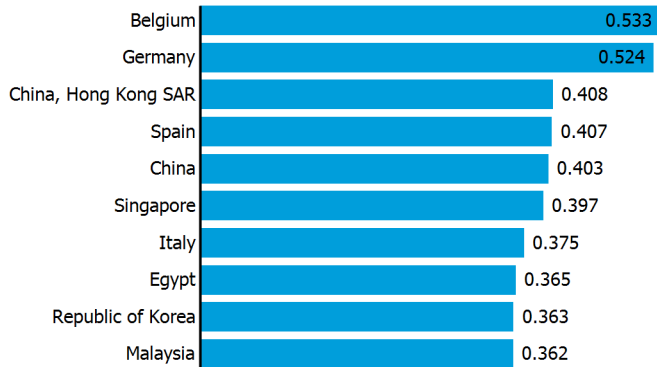


# NETHERLANDS (KINGDOM OF THE)

## LINER SHIPPING CONNECTIVITY

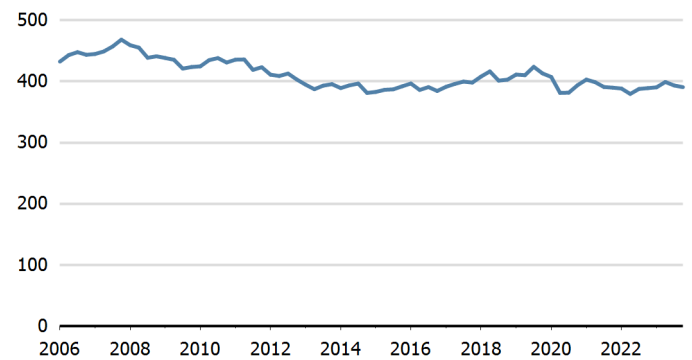
### Bilateral connectivity index - Top 10 partners in Q1 2006<sup>11</sup>

Can only take values between 0 (minimum) and 1 (maximum)



### Liner shipping connectivity index<sup>11</sup>

Average Q1 2023=100



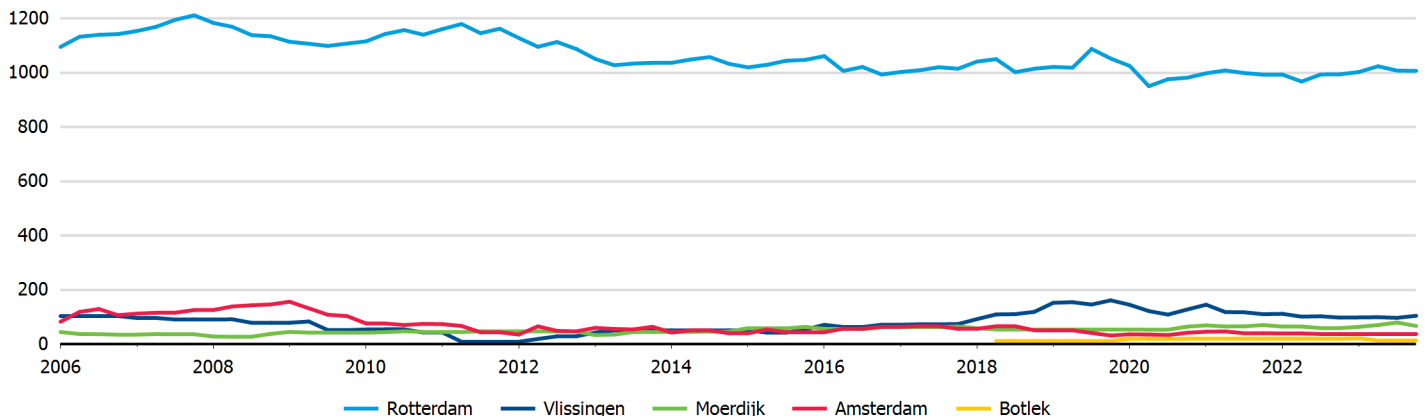
## PORT CALLS AND PERFORMANCE

### Port calls, time spent in ports, vessel age and size in 2023<sup>9</sup>

	Number of arrivals	Median time in port (days)	Avg age of vessels	Avg size (GT) of vessels	Avg cargo carrying capacity (DWT) per vessel	Avg container carrying capacity (TEU) per container ship	Maximum size (GT) of vessels
All ships	133 294	0.54	19	12 540	15 007	3 151	237 000
Liquid bulk carriers	47 111	0.54	17	9 034	17 792	..	170 611
Liquefied petroleum gas carriers	2 225	1.02	15	6 678	7 383	..	52 506
Liquefied natural gas carriers	399	1.05	7	79 209	61 757	..	163 922
Dry bulk carriers	3 990	1.07	12	36 908	66 062	..	173 756
Dry breakbulk carriers	32 640	0.37	25	3 781	5 570	..	91 784
Roll-on/ roll-off ships	10 439	..	24	19 116	7 335	..	89 797
Container ships	10 104	0.80	17	34 096	..	3 151	237 000
Passenger ships	26 386	..	16	14 580	..	..	206 285

### Port liner shipping connectivity index - Top 5 ports in 2023<sup>11</sup>

Average Q1 2023=100



# NETHERLANDS (KINGDOM OF THE)

**Source:** Detailed data sources are available in the documentation of the corresponding tables in the Data Center (<https://unctadstat.unctad.org/datacentre/>). A link to these tables is provided in each section of the profile.

## Notes:

- 1 Sum of exports and imports.
- 2 Land area refers to the total area of a country excluding area under inland water bodies. It differs from the country area, that includes area under inland water bodies, but excludes offshore territorial waters.  
Coastline length based on data calculated in 2000 from the World Vector Shoreline database at 1:250,000 scale.
- 3 Sum of exports and imports. Statistics presented correspond to the 6th edition of the IMF Balance of Payments and International Investment Position Manual, 2009 (BPM6, 2009).
- 4 Propelled seagoing merchant vessels of 100 GT and above. Source: Clarksons Research (<https://www.clarksons.com/services/research/>).
- 5 Propelled seagoing merchant vessels of 100 GT and above, on 1 January. Source: Clarksons Research (<https://www.clarksons.com/services/research/>).
- 6 Propelled seagoing merchant vessels of 1000 GT and above, on 1 January. Source: Clarksons Research (<https://www.clarksons.com/services/research/>).
- 7 UNCTAD Secretariat, derived from various sources including Dynamar B.V. Publications, terminal operators and port authorities.
- 8 Refers to year 2021. Source: BIMCO-ICS Manpower Report 2015 and BIMCO-ICS Seafarer Workforce Report, 2021 edition.
- 9 UNCTAD Secretariat, based on data provided by MarineTraffic (<http://marinetraffic.com>). Ships of 1000 GT and above.
- 10 Statistics presented correspond to the 6th edition of the IMF Balance of Payments and International Investment Position Manual, 2009 (BPM6, 2009).
- 11 UNCTAD Secretariat, generated from data provided by MDS Transmodal (<https://www.mdst.co.uk>).
- e Estimated.
- k BIMCO/ICS uses 2018 data from European Maritime Safety Agency.
- p Estimated. Data refers to 2020.

## Symbols for missing values:

- |     |  |
|-----|--|
| 0   | Zero means that the amount is nil or negligible                              |
| ..  | No value reported or collected   |
| —   | Not applicable   |
| ... | Not available, including no quotation  |
| #   | Non-relevant calculation   |
| -   | Not publishable  |
| *** | Negative accumulation of flows; Value included in regional and global totals |

## Abbreviations & acronyms:

- |      |                             |
|------|-----------------------------|
| DWT: | Dead weight tons            |
| LNG: | Liquefied natural gas       |
| LPG: | Liquefied petroleum gas     |
| GDP: | Gross domestic product      |
| GT:  | Gross tons                  |
| TEU: | Twenty foot equivalent unit |

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The designations "developing", "transition" and "developed" are intended for statistical convenience and do not necessarily express a judgement about the stage reached by a particular economy in the development process.

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**Generation date:** 15 April 2025