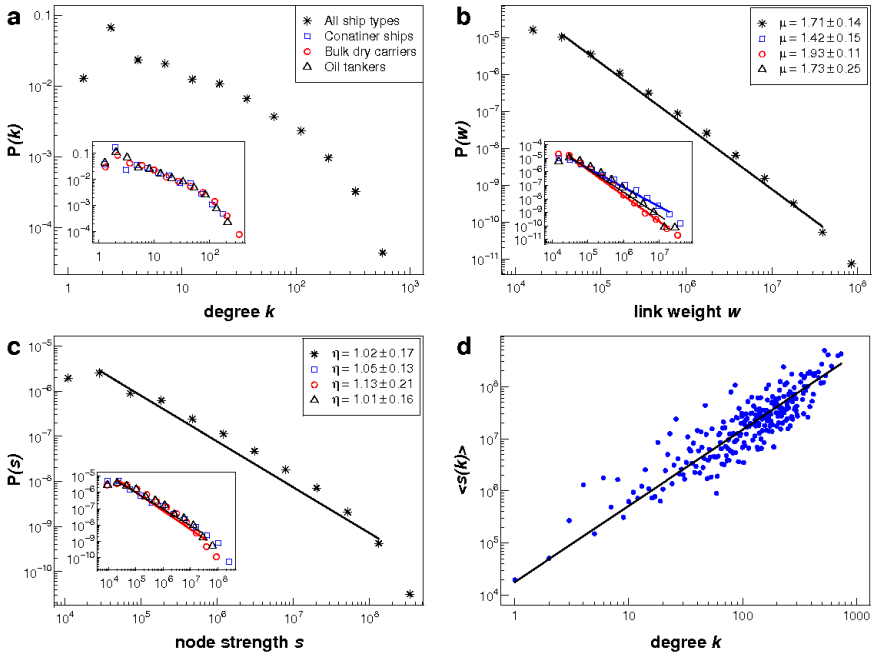

FIG. 2: Degrees and weights in the global cargo ship network $*$ (insets: subnetworks for container ships $\square$, bulk dry carriers $\circ$, and oil tankers $\triangle$). (a) The degree distributions $P(k)$ are right-skewed, but not power laws, neither for the GCSN nor its subnetworks. The degree k is defined here as the sum of in- and out-degree, thus $k = 1$ is rather rare. (b) The link weight distributions $P(w)$ reveal clear power law relationships for the GCSN and the three subnetworks, with exponents μ characteristic for the movement patterns of the different ship types. (c) The node strength distributions $P(s)$ are also heavy-tailed, showing power law relationships. The stated exponents are calculated by linear regression with 95% confidence intervals (similar results are obtained with maximum likelihood estimates, see Electronic Supplementary Material). (d) The average strength of a node $\langle s(k)\rangle$ scales superlinearly with its degree, $\langle s(k)\rangle \propto k^{1.46\pm0.1}$, indicating that highly connected ports have, on average, links of higher weight.