

**Table 1 : Summary of port cargo statistics**

	2nd qtr 2012 (Mn. tonnes)	Change over 2nd qtr 2011 (%)	Jan-Jun 2012 (Mn. tonnes)	Change over Jan-Jun 2011 (%)
<b>Port total</b>	<b>69.1</b>	<b>-6</b>	<b>133.6</b>	<b>-2</b>
<u>Inward</u>	40.9	-4	76.8	-2
Imports	20.0	-3	36.6	-6
Inward transhipment	20.9	-4	40.2	+2
<u>Outward</u>	28.2	-9	56.8	-2
Exports <sup>(1)</sup>	8.3	-24	17.5	-12
Outward transhipment	19.9	-1	39.3	+4
<b>Seaborne<sup>(2)</sup></b>	<b>49.8</b>	<b>-3</b>	<b>94.6</b>	<b>0</b>
<u>Inward</u>	31.4	-3	58.6	-2
Imports	15.5	-4	27.8	-8
Inward transhipment	16.0	-2	30.8	+5
<u>Outward</u>	18.3	-3	36.0	+3
Exports <sup>(1)</sup>	3.8	-15	7.5	-9
Outward transhipment	14.5	0	28.5	+7
<b>River<sup>(2)</sup></b>	<b>19.3</b>	<b>-13</b>	<b>39.0</b>	<b>-6</b>
<u>Inward</u>	9.4	-7	18.2	-3
Imports	4.5	-3	8.8	-1
Inward transhipment	5.0	-11	9.4	-6
<u>Outward</u>	9.9	-17	20.8	-9
Exports <sup>(1)</sup>	4.4	-30	10.0	-15
Outward transhipment	5.4	-4	10.8	-2

Notes : Figures may not add up to the respective totals due to rounding.

(1) Exports comprise domestic exports and re-exports.

(2) Seaborne refers to transport by vessels operating beyond the river trade limits, while river refers to transport by vessels operating exclusively within the river trade limits. The river trade limits mean the waters in the vicinity of Hong Kong which broadly include the Pearl River, Mirs Bay and Macao, and other inland waterways in Guangdong and Guangxi which are accessible from waters in the vicinity of Hong Kong.

'0' denotes increase or decrease of less than 0.5%.

**Table 2 : Main countries/territories of loading of inward port cargo<sup>(1)</sup>**

Country/territory of loading	2nd qtr 2012 (‘000 tonnes)	Change over 2nd qtr 2011 (%)	Jan-Jun 2012 (‘000 tonnes)	Change over Jan-Jun 2011 (%)
The mainland of China	14 208	-13	27 519	-6
<i>Seaborne</i> <sup>(2)</sup>	4 810	-22	9 410	-11
<i>River</i> <sup>(2)</sup>	9 399	-7	18 109	-3
Indonesia	3 986	+16	6 615	+10
United States of America	2 516	-5	4 882	+2
Japan	2 525	-1	4 789	-4
Taiwan	2 278	+2	4 179	-1
Singapore	2 178	-16	4 165	-20
Korea	2 091	+2	3 836	-1
Malaysia	1 239	+3	2 411	+8
Thailand	1 196	-4	2 239	0
Vietnam	1 270	+33	2 233	+27

Notes : (1) Inward port cargo comprises imports and inward transshipment.

(2) Seaborne refers to transport by vessels operating beyond the river trade limits, while river refers to transport by vessels operating exclusively within the river trade limits. The river trade limits mean the waters in the vicinity of Hong Kong which broadly include the Pearl River, Mirs Bay and Macao, and other inland waterways in Guangdong and Guangxi which are accessible from waters in the vicinity of Hong Kong.

'0' denotes increase or decrease of less than 0.5%.

**Table 3 : Main countries/territories of discharge of outward port cargo<sup>(1)</sup>**

Country/territory of discharge	Change over		Change over	
	2nd qtr 2012 (‘000 tonnes)	2nd qtr 2011 (%)	Jan-Jun 2012 (‘000 tonnes)	Jan-Jun 2011 (%)
The mainland of China	12 564	-13	26 214	-5
<i>Seaborne</i> <sup>(2)</sup>	3 048	+8	6 195	+17
<i>River</i> <sup>(2)</sup>	9 516	-18	20 020	-10
Vietnam	1 884	-7	3 845	+9
United States of America	1 557	-11	3 078	-1
Japan	1 261	-9	2 415	-5
Taiwan	1 021	-20	1 969	-21
Malaysia	1 071	+5	1 953	+11
Thailand	928	+11	1 887	+32
Philippines	716	+8	1 347	+8
Indonesia	700	+4	1 234	+10
Singapore	644	+74	1 164	+60

- Notes : (1) Outward port cargo comprises exports (domestic exports and re-exports) and outward transshipment.
- (2) Seaborne refers to transport by vessels operating beyond the river trade limits, while river refers to transport by vessels operating exclusively within the river trade limits. The river trade limits mean the waters in the vicinity of Hong Kong which broadly include the Pearl River, Mirs Bay and Macao, and other inland waterways in Guangdong and Guangxi which are accessible from waters in the vicinity of Hong Kong.

**Table 4 : Principal commodities of inward port cargo <sup>(1)</sup>**

Commodity group	Change over		Change over	
	2nd qtr 2012 (‘000 tonnes)	2nd qtr 2011 (%)	Jan-Jun 2012 (‘000 tonnes)	Jan-Jun 2011 (%)
<b>Port total</b>				
Petroleum, petroleum products and related materials; and coal, coke and briquettes	8 032	+1	13 786	-9
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	6 544	0	12 834	+7
Artificial resins and plastic materials	3 167	-14	6 474	-8
Machinery	2 256	-12	4 281	-8
Iron and steel	1 810	-6	3 268	-10
Bricks, ceramic tile and refractory construction materials	1 668	+12	2 933	+12
<b>Seaborne <sup>(2)</sup></b>				
Petroleum, petroleum products and related materials; and coal, coke and briquettes	7 978	+5	13 708	-6
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	3 256	-12	6 536	-1
Artificial resins and plastic materials	2 893	-13	5 825	-9
<b>River <sup>(2)</sup></b>				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	3 288	+15	6 298	+15
Bricks, ceramic tile and refractory construction materials	1 400	+15	2 409	+14
Machinery	957	-20	1 877	-15

Notes : (1) Inward port cargo comprises imports and inward transshipment.

(2) Seaborne refers to transport by vessels operating beyond the river trade limits, while river refers to transport by vessels operating exclusively within the river trade limits. The river trade limits mean the waters in the vicinity of Hong Kong which broadly include the Pearl River, Mirs Bay and Macao, and other inland waterways in Guangdong and Guangxi which are accessible from waters in the vicinity of Hong Kong.

'0' denotes increase or decrease of less than 0.5%.

**Table 5 : Principal commodities of outward port cargo <sup>(1)</sup>**

Commodity group	Change over		Change over	
	2nd qtr 2012 ('000 tonnes)	2nd qtr 2011 (%)	Jan-Jun 2012 ('000 tonnes)	Jan-Jun 2011 (%)
<b>Port total</b>				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	5 936	-24	13 265	-9
Machinery	2 616	-4	4 921	-2
Artificial resins and plastic materials	2 199	-16	4 550	-9
Iron and steel	1 355	-6	2 634	-8
Bricks, ceramic tile and refractory construction materials	1 394	+12	2 471	+13
Live animals chiefly for food and edible animal products	859	-16	1 856	-15
<b>Seaborne <sup>(2)</sup></b>				
Machinery	2 337	-4	4 396	-2
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	1 672	-4	3 642	+6
Artificial resins and plastic materials	1 163	-10	2 476	+5
<b>River <sup>(2)</sup></b>				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	4 264	-29	9 624	-13
Artificial resins and plastic materials	1 036	-23	2 075	-22
Iron and steel	637	-4	1 261	-11

- Notes : (1) Outward port cargo comprises exports (domestic exports and re-exports) and outward transshipment.
- (2) Seaborne refers to transport by vessels operating beyond the river trade limits, while river refers to transport by vessels operating exclusively within the river trade limits. The river trade limits mean the waters in the vicinity of Hong Kong which broadly include the Pearl River, Mirs Bay and Macao, and other inland waterways in Guangdong and Guangxi which are accessible from waters in the vicinity of Hong Kong.

**Table 6 : Summary of container statistics**

	2nd qtr 2012 (‘000 TEUs <sup>@</sup> )	Change over 2nd qtr 2011 (%)	Jan-Jun 2012 (‘000 TEUs <sup>@</sup> )	Change over Jan-Jun 2011 (%)
<b>Port total</b>	<b>5 918</b>	<b>-7</b>	<b>11 613</b>	<b>-2</b>
<u>Laden containers</u>	5 012	-8	9 883	-2
<i>Inward</i>	2 542	-10	4 974	-3
Imports	726	-17	1 426	-11
Inward transhipment	1 816	-7	3 548	+1
<i>Outward</i>	2 470	-7	4 909	0
Exports <sup>(1)</sup>	705	-17	1 387	-12
Outward transhipment	1 765	-2	3 522	+5
<u>Empty containers</u>	906	-2	1 731	-5
<i>Inward</i>	470	-3	903	-5
<i>Outward</i>	436	-1	827	-6
 <b>Seaborne<sup>(2)</sup></b>	 <b>4 297</b>	 <b>-5</b>	 <b>8 423</b>	 <b>+1</b>
<u>Laden containers</u>	3 818	-6	7 499	+1
<i>Inward</i>	1 895	-8	3 694	0
Imports	587	-15	1 125	-10
Inward transhipment	1 307	-4	2 569	+4
<i>Outward</i>	1 923	-5	3 805	+2
Exports <sup>(1)</sup>	539	-15	1 050	-10
Outward transhipment	1 384	0	2 755	+8
<u>Empty containers</u>	479	+7	923	+3
<i>Inward</i>	332	+8	628	+7
<i>Outward</i>	147	+4	296	-3
 <b>River<sup>(2)</sup></b>	 <b>1 621</b>	 <b>-13</b>	 <b>3 191</b>	 <b>-10</b>
<u>Laden containers</u>	1 194	-14	2 383	-9
<i>Inward</i>	647	-15	1 280	-8
Imports	139	-24	300	-15
Inward transhipment	508	-12	980	-5
<i>Outward</i>	547	-13	1 104	-9
Exports <sup>(1)</sup>	165	-23	337	-20
Outward transhipment	381	-7	766	-4
<u>Empty containers</u>	428	-10	807	-13
<i>Inward</i>	138	-22	275	-23
<i>Outward</i>	289	-3	532	-7

Notes : Figures may not add up to the respective totals due to rounding.

(1) Exports comprise domestic exports and re-exports.

(2) Seaborne refers to transport by vessels operating beyond the river trade limits, while river refers to transport by vessels operating exclusively within the river trade limits. The river trade limits mean the waters in the vicinity of Hong Kong which broadly include the Pearl River, Mirs Bay and Macao, and other inland waterways in Guangdong and Guangxi which are accessible from waters in the vicinity of Hong Kong.

@ TEU stands for twenty-foot equivalent unit which is a unit measure in capacity terms for different sizes of containers for moving the cargo.

'0' denotes increase or decrease of less than 0.5%.

**Table 7 : Summary of vessel arrivals**

	2nd qtr 2012	Change over 2nd qtr 2011 (%)	Jan-Jun 2012	Change over Jan-Jun 2011 (%)
<b>Ocean</b>				
Number of incoming vessels <sup>(1)</sup>	7 800	-4	15 200	-6
Capacity (Mn. NRT <sup>#</sup> )	102.5	-2	206.5	0
<b>River</b>				
Number of incoming vessels <sup>(1)</sup>	40 120	-9	79 580	-9
Capacity (Mn. NRT <sup>#</sup> )	26.2	-7	51.3	-5

Notes : (1) The number of vessels is rounded to the nearest 10.

# Net registered ton (NRT) is a unit measure in volume terms of the space of a vessel available for carrying passengers or goods. One NRT is equivalent to 100 cubic feet.

'0' denotes increase or decrease of less than 0.5%.