

Table 1 : Summary of port cargo statistics

	Q4 2012 (Mn. tonnes)	Change over Q4 2011 (%)	Jan-Dec 2012 (Mn. tonnes)	Change over Jan-Dec 2011 (%)
Port total	66.3	-6	269.3	-3
<u>Inward</u>	37.6	-4	154.7	-2
Imports	17.9	-5	74.5	-5
Inward transhipment	19.7	-2	80.2	+1
<u>Outward</u>	28.7	-9	114.6	-4
Exports ⁽¹⁾	9.7	-9	36.7	-9
Outward transhipment	18.9	-9	77.9	-2
Seaborne⁽²⁾	45.8	-7	188.9	-3
<u>Inward</u>	28.6	-4	117.4	-2
Imports	13.5	-7	56.3	-7
Inward transhipment	15.1	-2	61.1	+2
<u>Outward</u>	17.2	-12	71.4	-4
Exports ⁽¹⁾	3.9	-12	15.5	-10
Outward transhipment	13.4	-12	55.9	-3
River⁽²⁾	20.5	-3	80.4	-3
<u>Inward</u>	9.0	-1	37.3	-1
Imports	4.4	0	18.2	+1
Inward transhipment	4.6	-2	19.1	-3
<u>Outward</u>	11.4	-4	43.2	-4
Exports ⁽¹⁾	5.9	-7	21.2	-7
Outward transhipment	5.6	-1	21.9	0

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⁽¹⁾

Country/territory of loading	Q4 2012 (^{'000 tonnes})	Change over Q4 2011 (%)	Jan-Dec 2012 (^{'000 tonnes})	Change over Jan-Dec 2011 (%)
The mainland of China	13 364	-5	55 417	-5
<i>Seaborne</i> ⁽²⁾	4 388	-12	18 337	-12
<i>River</i> ⁽²⁾	8 977	-1	37 080	-1
Indonesia	3 167	+4	13 047	+3
United States of America	2 623	+6	9 944	+4
Japan	2 219	-6	9 528	-7
Singapore	2 311	+6	9 265	-7
Taiwan	2 092	-8	8 393	-2
Korea	1 541	-21	7 704	-3
Malaysia	1 109	-10	4 593	-2
Thailand	1 070	-8	4 474	-7
Vietnam	918	-24	4 346	+12

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.

Table 3 : Main countries/territories of discharge of outward port cargo⁽¹⁾

Country/territory of discharge	Q4 2012 (^{'000 tonnes})	Change over Q4 2011 (%)	Jan-Dec 2012 (^{'000 tonnes})	Change over Jan-Dec 2011 (%)
The mainland of China	14 003	-6	53 679	-4
<i>Seaborne</i> ⁽²⁾	2 881	-17	11 935	-3
<i>River</i> ⁽²⁾	11 121	-3	41 744	-5
Vietnam	1 810	-19	7 423	-4
United States of America	1 396	-10	6 019	-5
Japan	1 169	-14	4 800	-8
Taiwan	951	-24	3 951	-20
Malaysia	917	-5	3 837	+1
Thailand	895	-5	3 655	+10
Philippines	751	+2	3 016	+13
Singapore	650	+15	2 480	+35
Indonesia	683	+1	2 477	+2

- 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 ⁽¹⁾

Commodity group	Change over		Change over	
	Q4 2012 (‘000 tonnes)	Q4 2011 (%)	Jan-Dec 2012 (‘000 tonnes)	Jan-Dec 2011 (%)
Port total				
Petroleum, petroleum products and related materials; and coal, coke and briquettes	6 823	-4	28 806	-4
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	6 237	+6	25 318	+4
Artificial resins and plastic materials	3 252	0	13 218	-4
Machinery	1 880	-10	8 224	-9
Bricks, ceramic tile and refractory construction materials	1 743	+20	6 581	+17
Iron and steel	1 520	-6	6 549	-5
Seaborne ⁽²⁾				
Petroleum, petroleum products and related materials; and coal, coke and briquettes	6 779	-4	28 616	-3
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	3 285	+8	12 621	-2
Artificial resins and plastic materials	2 924	0	11 918	-5
River ⁽²⁾				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	2 952	+3	12 697	+11
Bricks, ceramic tile and refractory construction materials	1 501	+26	5 506	+22
Machinery	808	-6	3 635	-11

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 ⁽¹⁾

Commodity group	Change over		Change over	
	Q4 2012 ('000 tonnes)	Q4 2011 (%)	Jan-Dec 2012 ('000 tonnes)	Jan-Dec 2011 (%)
Port total				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	7 496	-6	27 441	-6
Machinery	2 214	-10	9 444	-7
Artificial resins and plastic materials	2 398	-5	9 423	-6
Bricks, ceramic tile and refractory construction materials	1 517	+12	5 541	+11
Iron and steel	1 045	-23	4 945	-12
Live animals chiefly for food and edible animal products	788	-34	3 476	-20
Seaborne ⁽²⁾				
Machinery	1 957	-11	8 419	-7
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	1 613	-18	6 865	-8
Bricks, ceramic tile and refractory construction materials	1 365	+13	5 010	+9
River ⁽²⁾				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	5 883	-2	20 576	-6
Artificial resins and plastic materials	1 268	+17	4 601	-4
Iron and steel	424	-33	2 293	-13

- 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

	Q4 2012 (^{'000} TEUs [@])	Change over Q4 2011 (%)	Jan-Dec 2012 (^{'000} TEUs [@])	Change over Jan-Dec 2011 (%)
Port total	5 614	-9	23 117	-5
<u>Laden containers</u>	4 776	-9	19 653	-5
<i>Inward</i>	2 381	-7	9 824	-5
Imports	696	-9	2 825	-12
Inward transhipment	1 686	-6	7 000	-1
<i>Outward</i>	2 394	-11	9 828	-6
Exports ⁽¹⁾	721	-12	2 889	-11
Outward transhipment	1 674	-11	6 939	-3
<u>Empty containers</u>	839	-8	3 465	-6
<i>Inward</i>	467	-8	1 882	-6
<i>Outward</i>	372	-9	1 582	-6
Seaborne⁽²⁾	4 043	-10	16 689	-4
<u>Laden containers</u>	3 601	-10	14 850	-4
<i>Inward</i>	1 788	-5	7 279	-3
Imports	554	-7	2 227	-10
Inward transhipment	1 234	-5	5 052	0
<i>Outward</i>	1 813	-14	7 570	-6
Exports ⁽¹⁾	542	-14	2 194	-11
Outward transhipment	1 271	-14	5 376	-3
<u>Empty containers</u>	442	-12	1 839	-2
<i>Inward</i>	320	-13	1 320	-1
<i>Outward</i>	122	-10	519	-5
River⁽²⁾	1 571	-6	6 428	-8
<u>Laden containers</u>	1 175	-7	4 803	-7
<i>Inward</i>	593	-10	2 545	-8
Imports	142	-18	598	-17
Inward transhipment	452	-8	1 947	-5
<i>Outward</i>	581	-3	2 258	-5
Exports ⁽¹⁾	179	-5	695	-13
Outward transhipment	402	-2	1 563	-2
<u>Empty containers</u>	397	-3	1 625	-10
<i>Inward</i>	146	+6	562	-15
<i>Outward</i>	250	-8	1 063	-7

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

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

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@ 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

	Q4 2012	Change over Q4 2011 (%)	Jan-Dec 2012	Change over Jan-Dec 2011 (%)
Ocean				
Number of incoming vessels ⁽¹⁾	7 790	-4	30 700	-6
Capacity (Mn. NRT [#])	103.6	-6	412.1	-3
River				
Number of incoming vessels ⁽¹⁾	39 990	-5	160 160	-7
Capacity (Mn. NRT [#])	27.3	0	106.9	-1

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

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%.