

Table 1 : Summary of port cargo statistics

	Q1 2013 (Mn. tonnes)	Change over Q1 2012 (%)
Port total	62.5	-3
<u>Inward</u>	35.6	-1
Imports	16.9	+2
Inward transhipment	18.7	-3
<u>Outward</u>	26.9	-6
Exports ⁽¹⁾	9.1	-2
Outward transhipment	17.8	-8
Seaborne⁽²⁾	42.4	-5
<u>Inward</u>	26.5	-3
Imports	11.9	-4
Inward transhipment	14.6	-1
<u>Outward</u>	15.9	-10
Exports ⁽¹⁾	3.4	-8
Outward transhipment	12.5	-10
River⁽²⁾	20.1	+2
<u>Inward</u>	9.1	+4
Imports	5.0	+18
Inward transhipment	4.1	-9
<u>Outward</u>	11.0	+1
Exports ⁽¹⁾	5.7	+3
Outward transhipment	5.2	-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.

Table 2 : Main countries/territories of loading of inward port cargo⁽¹⁾

Country/territory of loading	Q1 2013 (‘000 tonnes)	Change over Q1 2012 (%)
The mainland of China	13 612	+2
<i>Seaborne</i> ⁽²⁾	4 573	-1
<i>River</i> ⁽²⁾	9 039	+4
United States of America	2 523	+7
Indonesia	2 354	-10
Japan	1 931	-15
Taiwan	1 899	0
Singapore	1 772	-11
Korea	1 325	-24
Thailand	1 209	+16
Malaysia	1 081	-8
Vietnam	1 078	+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.

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

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

Country/territory of discharge	Q1 2013 (‘000 tonnes)	Change over Q1 2012 (%)
The mainland of China	13 157	-4
<i>Seaborne</i> ⁽²⁾	2 493	-21
<i>River</i> ⁽²⁾	10 664	+2
Vietnam	1 759	-10
United States of America	1 316	-13
Japan	1 178	+2
Taiwan	995	+5
Malaysia	837	-5
Thailand	793	-17
Philippines	664	+5
Indonesia	537	+1
Singapore	523	+1

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	Q1 2013 (‘000 tonnes)	Change over Q1 2012 (%)
Port total		
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	6 747	+7
Petroleum, petroleum products and related materials; and coal, coke and briquettes	5 453	-5
Artificial resins and plastic materials	3 017	-9
Machinery	1 891	-7
Iron and steel	1 618	+11
Bricks, ceramic tile and refractory construction materials	1 384	+9
Seaborne⁽²⁾		
Petroleum, petroleum products and related materials; and coal, coke and briquettes	5 412	-6
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	3 154	-4
Artificial resins and plastic materials	2 704	-8
River⁽²⁾		
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	3 593	+19
Bricks, ceramic tile and refractory construction materials	1 162	+15
Machinery	885	-4

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 5 : Principal commodities of outward port cargo⁽¹⁾

Commodity group	Q1 2013 (‘000 tonnes)	Change over Q1 2012 (%)
Port total		
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	7 166	-2
Machinery	2 109	-9
Artificial resins and plastic materials	2 023	-14
Bricks, ceramic tile and refractory construction materials	1 197	+11
Iron and steel	1 124	-12
Live animals chiefly for food and edible animal products	871	-13
Seaborne⁽²⁾		
Machinery	1 837	-11
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	1 568	-20
Bricks, ceramic tile and refractory construction materials	1 045	+6
River⁽²⁾		
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	5 597	+4
Artificial resins and plastic materials	1 089	+5
Iron and steel	511	-18

- 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

	Q1 2013 (‘000 TEUs [@])	Change over Q1 2012 (%)
Port total	5 268	-8
<u>Laden containers</u>	4 499	-8
<i>Inward</i>	2 301	-5
Imports	647	-7
Inward transhipment	1 654	-5
<i>Outward</i>	2 197	-10
Exports ⁽¹⁾	621	-9
Outward transhipment	1 577	-10
<u>Empty containers</u>	769	-7
<i>Inward</i>	417	-4
<i>Outward</i>	352	-10
Seaborne⁽²⁾	3 808	-8
<u>Laden containers</u>	3 390	-8
<i>Inward</i>	1 730	-4
Imports	508	-6
Inward transhipment	1 223	-3
<i>Outward</i>	1 660	-12
Exports ⁽¹⁾	464	-9
Outward transhipment	1 195	-13
<u>Empty containers</u>	418	-6
<i>Inward</i>	292	-1
<i>Outward</i>	126	-15
River⁽²⁾	1 460	-7
<u>Laden containers</u>	1 109	-7
<i>Inward</i>	571	-10
Imports	140	-14
Inward transhipment	431	-8
<i>Outward</i>	538	-3
Exports ⁽¹⁾	156	-9
Outward transhipment	381	-1
<u>Empty containers</u>	351	-8
<i>Inward</i>	125	-9
<i>Outward</i>	226	-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.

Table 7 : Summary of vessel arrivals

	Q1 2013	Change over Q1 2012 (%)
Ocean		
Number of incoming vessels ⁽¹⁾	7 470	+1
Capacity (Mn. NRT [#])	101.4	-3
River		
Number of incoming vessels ⁽¹⁾	38 120	-3
Capacity (Mn. NRT [#])	25.4	+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.