

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

	Q2 2013 (Mn. tonnes)	Change over Q2 2012 (%)	Jan-Jun 2013 (Mn. tonnes)	Change over Jan-Jun 2012 (%)
<b>Port total</b>	<b>68.7</b>	<b>-1</b>	<b>131.2</b>	<b>-2</b>
<u>Inward</u>	40.7	0	76.3	-1
Imports	20.8	+4	37.6	+3
Inward transhipment	19.9	-5	38.6	-4
<u>Outward</u>	28.0	-1	54.9	-3
Exports <sup>(1)</sup>	8.7	+5	17.8	+1
Outward transhipment	19.4	-3	37.1	-5
<b>Seaborne<sup>(2)</sup></b>	<b>46.5</b>	<b>-7</b>	<b>89.0</b>	<b>-6</b>
<u>Inward</u>	29.6	-6	56.1	-4
Imports	14.4	-7	26.2	-6
Inward transhipment	15.2	-5	29.8	-3
<u>Outward</u>	16.9	-8	32.9	-9
Exports <sup>(1)</sup>	3.4	-11	6.8	-9
Outward transhipment	13.5	-7	26.1	-9
<b>River<sup>(2)</sup></b>	<b>22.2</b>	<b>+15</b>	<b>42.3</b>	<b>+8</b>
<u>Inward</u>	11.1	+18	20.2	+11
Imports	6.4	+42	11.4	+30
Inward transhipment	4.8	-4	8.8	-7
<u>Outward</u>	11.1	+12	22.1	+6
Exports <sup>(1)</sup>	5.2	+18	11.0	+10
Outward transhipment	5.8	+7	11.1	+3

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	Change over		Change over	
	Q2 2013 (‘000 tonnes)	Q2 2012 (%)	Jan-Jun 2013 (‘000 tonnes)	Jan-Jun 2012 (%)
The mainland of China	16 217	+14	29 829	+8
<i>Seaborne</i> <sup>(2)</sup>	5 118	+6	9 690	+3
<i>River</i> <sup>(2)</sup>	11 099	+18	20 138	+11
Indonesia	3 935	-1	6 289	-5
United States of America	2 463	-2	4 986	+2
Japan	2 245	-11	4 176	-13
Taiwan	2 205	-3	4 104	-2
Singapore	1 883	-14	3 655	-12
Korea	1 353	-35	2 678	-30
Malaysia	1 443	+16	2 525	+5
Thailand	1 187	-1	2 397	+7
Vietnam	1 080	-15	2 158	-3

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<sup>(1)</sup>**

Country/territory of discharge	Q2 2013 ('000 tonnes)	Change over Q2 2012 (%)	Jan-Jun 2013 ('000 tonnes)	Change over Jan-Jun 2012 (%)
The mainland of China	13 104	+4	26 261	0
<i>Seaborne</i> <sup>(2)</sup>	2 452	-20	4 946	-20
<i>River</i> <sup>(2)</sup>	10 651	+12	21 315	+6
Vietnam	2 057	+9	3 816	-1
United States of America	1 578	+1	2 894	-6
Japan	1 200	-5	2 379	-1
Taiwan	1 041	+2	2 036	+3
Malaysia	1 074	0	1 912	-2
Thailand	829	-11	1 622	-14
Philippines	710	-1	1 374	+2
Indonesia	567	-19	1 104	-11
Singapore	576	-11	1 099	-6

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

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

Commodity group	Change over		Change over	
	Q2 2013 ('000 tonnes)	Q2 2012 (%)	Jan-Jun 2013 ('000 tonnes)	Jan-Jun 2012 (%)
<b>Port total</b>				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	8 246	+26	14 993	+17
Petroleum, petroleum products and related materials; and coal, coke and briquettes	7 514	-6	12 967	-6
Artificial resins and plastic materials	2 807	-11	5 824	-10
Machinery	2 195	-3	4 086	-5
Iron and steel	1 672	-8	3 290	+1
Bricks, ceramic tile and refractory construction materials	1 690	+1	3 074	+5
<b>Seaborne <sup>(2)</sup></b>				
Petroleum, petroleum products and related materials; and coal, coke and briquettes	7 496	-6	12 908	-6
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	3 349	+3	6 503	-1
Artificial resins and plastic materials	2 569	-11	5 273	-9
<b>River <sup>(2)</sup></b>				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	4 897	+49	8 490	+35
Bricks, ceramic tile and refractory construction materials	1 463	+5	2 626	+9
Machinery	1 000	+4	1 885	0

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'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	
	Q2 2013 (‘000 tonnes)	Q2 2012 (%)	Jan-Jun 2013 (‘000 tonnes)	Jan-Jun 2012 (%)
<b>Port total</b>				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	6 611	+11	13 776	+4
Machinery	2 279	-13	4 388	-11
Artificial resins and plastic materials	1 987	-10	4 010	-12
Bricks, ceramic tile and refractory construction materials	1 467	+5	2 664	+8
Iron and steel	1 236	-9	2 360	-10
Logs and timber; wood, simply worked	969	+22	1 804	+15
<b>Seaborne <sup>(2)</sup></b>				
Machinery	1 995	-15	3 832	-13
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	1 688	+1	3 256	-11
Bricks, ceramic tile and refractory construction materials	1 306	+4	2 351	+5
<b>River <sup>(2)</sup></b>				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	4 923	+15	10 520	+9
Artificial resins and plastic materials	1 123	+8	2 212	+7
Iron and steel	614	-4	1 125	-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**

	Q2 2013 (‘000 TEUs <sup>@</sup> )	Change over Q2 2012 (%)	Jan-Jun 2013 (‘000 TEUs <sup>@</sup> )	Change over Jan-Jun 2012 (%)
<b>Port total</b>	<b>5 468</b>	<b>-8</b>	<b>10 736</b>	<b>-8</b>
<u>Laden containers</u>	4 783	-5	9 282	-6
<i>Inward</i>	2 429	-4	4 731	-5
Imports	695	-4	1 343	-6
Inward transhipment	1 734	-5	3 388	-5
<i>Outward</i>	2 353	-5	4 551	-7
Exports <sup>(1)</sup>	661	-6	1 281	-8
Outward transhipment	1 693	-4	3 269	-7
<u>Empty containers</u>	685	-24	1 454	-16
<i>Inward</i>	357	-24	773	-14
<i>Outward</i>	329	-25	681	-18
 <b>Seaborne<sup>(2)</sup></b>	 <b>3 889</b>	 <b>-9</b>	 <b>7 697</b>	 <b>-9</b>
<u>Laden containers</u>	3 548	-7	6 938	-7
<i>Inward</i>	1 795	-5	3 526	-5
Imports	548	-7	1 055	-6
Inward transhipment	1 248	-5	2 470	-4
<i>Outward</i>	1 753	-9	3 412	-10
Exports <sup>(1)</sup>	486	-10	950	-10
Outward transhipment	1 267	-8	2 463	-11
<u>Empty containers</u>	341	-29	759	-18
<i>Inward</i>	240	-28	532	-15
<i>Outward</i>	101	-31	228	-23
 <b>River<sup>(2)</sup></b>	 <b>1 579</b>	 <b>-3</b>	 <b>3 039</b>	 <b>-5</b>
<u>Laden containers</u>	1 235	+3	2 343	-2
<i>Inward</i>	634	-2	1 205	-6
Imports	148	+7	287	-4
Inward transhipment	486	-4	918	-6
<i>Outward</i>	601	+10	1 138	+3
Exports <sup>(1)</sup>	175	+6	332	-2
Outward transhipment	425	+12	807	+5
<u>Empty containers</u>	344	-19	695	-14
<i>Inward</i>	117	-16	242	-12
<i>Outward</i>	228	-21	453	-15

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**

	Q2 2013	Change over Q2 2012 (%)	Jan-Jun 2013	Change over Jan-Jun 2012 (%)
<b>Ocean</b>				
Number of incoming vessels <sup>(1)</sup>	7 460	-4	14 930	-2
Capacity (Mn. NRT <sup>#</sup> )	102.9	0	204.2	-1
<b>River</b>				
Number of incoming vessels <sup>(1)</sup>	38 710	-4	76 820	-3
Capacity (Mn. NRT <sup>#</sup> )	28.5	+9	53.8	+5

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%.