

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

|                               | 4th qtr 2010<br>(Mn. tonnes) | Change over<br>4th qtr 2009<br>(%) | Jan-Dec 2010<br>(Mn. tonnes) | Change over<br>Jan-Dec 2009<br>(%) |
|-------------------------------|------------------------------|------------------------------------|------------------------------|------------------------------------|
| <b>Port total</b>             | <b>70.0</b>                  | <b>+8</b>                          | <b>267.8</b>                 | <b>+10</b>                         |
| <u>Inward</u>                 | 39.8                         | +8                                 | 154.3                        | +11                                |
| Imports                       | 20.9                         | +3                                 | 79.7                         | +5                                 |
| Inward transhipment           | 18.9                         | +14                                | 74.5                         | +18                                |
| <u>Outward</u>                | 30.1                         | +8                                 | 113.6                        | +10                                |
| Exports <sup>(1)</sup>        | 10.9                         | +12                                | 38.9                         | +1                                 |
| Outward transhipment          | 19.2                         | +7                                 | 74.6                         | +15                                |
| <b>Seaborne<sup>(2)</sup></b> | <b>47.0</b>                  | <b>+11</b>                         | <b>182.0</b>                 | <b>+13</b>                         |
| <u>Inward</u>                 | 29.5                         | +8                                 | 114.4                        | +8                                 |
| Imports                       | 15.7                         | +3                                 | 59.6                         | +2                                 |
| Inward transhipment           | 13.8                         | +15                                | 54.8                         | +16                                |
| <u>Outward</u>                | 17.6                         | +16                                | 67.6                         | +21                                |
| Exports <sup>(1)</sup>        | 4.3                          | +15                                | 15.8                         | +14                                |
| Outward transhipment          | 13.2                         | +16                                | 51.8                         | +23                                |
| <b>River<sup>(2)</sup></b>    | <b>23.0</b>                  | <b>+3</b>                          | <b>85.8</b>                  | <b>+5</b>                          |
| <u>Inward</u>                 | 10.4                         | +7                                 | 39.8                         | +18                                |
| Imports                       | 5.3                          | +5                                 | 20.1                         | +13                                |
| Inward transhipment           | 5.1                          | +10                                | 19.7                         | +24                                |
| <u>Outward</u>                | 12.6                         | 0                                  | 46.0                         | -4                                 |
| Exports <sup>(1)</sup>        | 6.6                          | +10                                | 23.1                         | -7                                 |
| Outward transhipment          | 6.0                          | -10                                | 22.9                         | 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<sup>(1)</sup>**

| Country/territory of loading   | Change over                                |                     | Change over                                |                     |
|--------------------------------|--|---------------------|--|---------------------|
|                                | 4th qtr 2010<br>( <sup>'000 tonnes</sup> ) | 4th qtr 2009<br>(%) | Jan-Dec 2010<br>( <sup>'000 tonnes</sup> ) | Jan-Dec 2009<br>(%) |
| The mainland of China          | 14 380                                     | +10                 | 57 440                                     | +24                 |
| <i>Seaborne</i> <sup>(2)</sup> | 4 077                                      | +18                 | 17 821                                     | +41                 |
| <i>River</i> <sup>(2)</sup>    | 10 303                                     | +7                  | 39 619                                     | +18                 |
| Singapore                      | 3 106                                      | +4                  | 11 792                                     | 0                   |
| Indonesia                      | 2 854                                      | -11                 | 10 785                                     | -8                  |
| Japan                          | 2 698                                      | +31                 | 9 985                                      | +29                 |
| United States of America       | 2 650                                      | +10                 | 9 880                                      | +7                  |
| Taiwan                         | 2 199                                      | +5                  | 8 921                                      | +5                  |
| Korea                          | 2 028                                      | +23                 | 7 182                                      | +6                  |
| Thailand                       | 1 221                                      | +10                 | 5 056                                      | +5                  |
| Malaysia                       | 1 218                                      | +36                 | 4 284                                      | +21                 |
| Vietnam                        | 812  | +23                 | 2 805                                      | +13                 |

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 | 4th qtr 2010<br>( <sup>'000 tonnes</sup> ) | Change over         |  |                                    |
|--------------------------------|--|---------------------|--|------------------------------------|
|                                |  | 4th qtr 2009<br>(%) | Jan-Dec 2010<br>( <sup>'000 tonnes</sup> ) | Change over<br>Jan-Dec 2009<br>(%) |
| The mainland of China          | 15 047                                     | +3                  | 54 827                                     | -1                                 |
| <i>Seaborne</i> <sup>(2)</sup> | 2 711                                      | +19                 | 9 612                                      | +10                                |
| <i>River</i> <sup>(2)</sup>    | 12 336                                     | 0                   | 45 215                                     | -3                                 |
| United States of America       | 1 673                                      | -1                  | 7 172                                      | +10                                |
| Vietnam                        | 1 571                                      | +5                  | 5 881                                      | +16                                |
| Japan                          | 1 307                                      | +22                 | 5 084                                      | +32                                |
| Taiwan                         | 1 019                                      | -10                 | 4 122                                      | +24                                |
| Malaysia                       | 1 013                                      | +65                 | 3 576                                      | +55                                |
| Thailand                       | 685  | +12                 | 2 599                                      | +42                                |
| Philippines                    | 600  | +10                 | 2 169                                      | +17                                |
| Korea                          | 496  | +33                 | 1 995                                      | +43                                |
| Indonesia                      | 483  | +68                 | 1 705                                      | +58                                |

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                   |                     |
|--|-------------------------------|---------------------|-------------------------------|---------------------|
|  | 4th qtr 2010<br>('000 tonnes) | 4th qtr 2009<br>(%) | Jan-Dec 2010<br>('000 tonnes) | Jan-Dec 2009<br>(%) |
| <b>Port total</b>  |                               |                     |                               |                     |
| Petroleum, petroleum products and related materials; and coal, coke and briquettes   | 7 757                         | -8                  | 29 738                        | -5                  |
| Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper | 6 544                         | +10                 | 24 724                        | +7                  |
| Artificial resins and plastic materials  | 3 790                         | +9                  | 14 800                        | +2                  |
| Machinery  | 2 186                         | +16                 | 8 949                         | +30                 |
| Iron and steel   | 1 796                         | +12                 | 7 271                         | +25                 |
| Bricks, ceramic tile and refractory construction materials                           | 1 503                         | +24                 | 5 624                         | +38                 |
| <b>Seaborne <sup>(2)</sup></b>   |                               |                     |                               |                     |
| Petroleum, petroleum products and related materials; and coal, coke and briquettes   | 7 405                         | -5                  | 27 966                        | -4                  |
| Artificial resins and plastic materials  | 3 499                         | +10                 | 13 737                        | +2                  |
| Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper | 3 312                         | +8                  | 12 978                        | 0                   |
| <b>River <sup>(2)</sup></b>  |                               |                     |                               |                     |
| Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper | 3 231                         | +13                 | 11 746                        | +16                 |
| Bricks, ceramic tile and refractory construction materials                           | 1 283                         | +25                 | 4 813                         | +41                 |
| Machinery  | 975                           | +4                  | 4 107                         | +24                 |

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                   |                     |
|--|-------------------------------|---------------------|-------------------------------|---------------------|
|  | 4th qtr 2010<br>('000 tonnes) | 4th qtr 2009<br>(%) | Jan-Dec 2010<br>('000 tonnes) | Jan-Dec 2009<br>(%) |
| <b>Port total</b>  |                               |                     |                               |                     |
| Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper | 7 749                         | 0                   | 26 916                        | -9                  |
| Machinery  | 2 613                         | +16                 | 10 301                        | +27                 |
| Artificial resins and plastic materials  | 2 794                         | +9                  | 9 918                         | -3                  |
| Iron and steel   | 1 309                         | +11                 | 5 683                         | +24                 |
| Bricks, ceramic tile and refractory construction materials                           | 1 239                         | +23                 | 4 662                         | +29                 |
| Live animals chiefly for food and edible animal products                             | 884                           | +12                 | 3 621                         | +29                 |
| <b>Seaborne <sup>(2)</sup></b>   |                               |                     |                               |                     |
| Machinery  | 2 294                         | +16                 | 9 094                         | +26                 |
| Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper | 1 572                         | +11                 | 5 961                         | +12                 |
| Bricks, ceramic tile and refractory construction materials                           | 1 165                         | +27                 | 4 421                         | +36                 |
| <b>River <sup>(2)</sup></b>  |                               |                     |                               |                     |
| Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper | 6 176                         | -2                  | 20 956                        | -13                 |
| Artificial resins and plastic materials  | 1 545                         | -11                 | 5 914                         | -13                 |
| Iron and steel   | 790                           | +17                 | 3 299                         | +12                 |

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 6 : Summary of container statistics**

|                               | 4th qtr 2010<br>(‘000 TEUs <sup>@</sup> ) | Change over<br>4th qtr 2009<br>(%) | Jan-Dec 2010<br>(‘000 TEUs <sup>@</sup> ) | Change over<br>Jan-Dec 2009<br>(%) |
|-------------------------------|---|------------------------------------|---|------------------------------------|
| <b>Port total</b>             | <b>6 065</b>                              | <b>+9</b>                          | <b>23 699</b>                             | <b>+13</b>                         |
| <u>Laden containers</u>       | 5 137                                     | +10                                | 20 002                                    | +13                                |
| <i>Inward</i>                 | 2 532                                     | +13                                | 9 923                                     | +14                                |
| Imports                       | 862                                       | +7                                 | 3 379                                     | +8                                 |
| Inward transhipment           | 1 669                                     | +16                                | 6 544                                     | +18                                |
| <i>Outward</i>                | 2 605                                     | +8                                 | 10 078                                    | +12                                |
| Exports <sup>(1)</sup>        | 877                                       | +7                                 | 3 401                                     | +7                                 |
| Outward transhipment          | 1 728                                     | +8                                 | 6 678                                     | +14                                |
| <u>Empty containers</u>       | 928                                       | +3                                 | 3 697                                     | +12                                |
| <i>Inward</i>                 | 520                                       | +4                                 | 2 027                                     | +12                                |
| <i>Outward</i>                | 408                                       | +2                                 | 1 670                                     | +11                                |
| <br>                          |   |                                    |   |                                    |
| <b>Seaborne<sup>(2)</sup></b> | <b>4 189</b>                              | <b>+15</b>                         | <b>16 248</b>                             | <b>+15</b>                         |
| <u>Laden containers</u>       | 3 752                                     | +15                                | 14 585                                    | +15                                |
| <i>Inward</i>                 | 1 799                                     | +15                                | 7 059                                     | +13                                |
| Imports                       | 654                                       | +8                                 | 2 574                                     | +9                                 |
| Inward transhipment           | 1 145                                     | +20                                | 4 484                                     | +16                                |
| <i>Outward</i>                | 1 953                                     | +15                                | 7 527                                     | +17                                |
| Exports <sup>(1)</sup>        | 651                                       | +14                                | 2 468                                     | +13                                |
| Outward transhipment          | 1 302                                     | +15                                | 5 059                                     | +19                                |
| <u>Empty containers</u>       | 437                                       | +20                                | 1 663                                     | +18                                |
| <i>Inward</i>                 | 314                                       | +18                                | 1 196                                     | +25                                |
| <i>Outward</i>                | 123                                       | +26                                | 467                                       | +2                                 |
| <br>                          |   |                                    |   |                                    |
| <b>River<sup>(2)</sup></b>    | <b>1 876</b>                              | <b>-3</b>                          | <b>7 451</b>                              | <b>+7</b>                          |
| <u>Laden containers</u>       | 1 385                                     | -1                                 | 5 416                                     | +7                                 |
| <i>Inward</i>                 | 733                                       | +7                                 | 2 865                                     | +16                                |
| Imports                       | 209                                       | +5                                 | 805                                       | +5                                 |
| Inward transhipment           | 524                                       | +8                                 | 2 060                                     | +21                                |
| <i>Outward</i>                | 653                                       | -9                                 | 2 552                                     | -1                                 |
| Exports <sup>(1)</sup>        | 226                                       | -9                                 | 933                                       | -4                                 |
| Outward transhipment          | 426                                       | -10                                | 1 619                                     | +1                                 |
| <u>Empty containers</u>       | 490                                       | -8                                 | 2 034                                     | +7                                 |
| <i>Inward</i>                 | 205                                       | -11                                | 831                                       | -2                                 |
| <i>Outward</i>                | 285                                       | -5                                 | 1 203                                     | +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**

|   | 4th qtr 2010 | Change over<br>4th qtr 2009<br>(%) | Jan-Dec 2010 | Change over<br>Jan-Dec 2009<br>(%) |
|---|--------------|------------------------------------|--------------|------------------------------------|
| <b>Ocean</b>                              |              |                                    |              |                                    |
| Number of incoming vessels <sup>(1)</sup> | 8 420        | -1                                 | 32 650       | -2                                 |
| Capacity (Mn. NRT <sup>#</sup> )          | 105.7        | +13                                | 401.8        | +6                                 |
| <b>River</b>                              |              |                                    |              |                                    |
| Number of incoming vessels <sup>(1)</sup> | 45 830       | +4                                 | 179 170      | +4                                 |
| Capacity (Mn. NRT <sup>#</sup> )          | 28.0         | +12                                | 109.0        | +12                                |

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.