

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

	1st qtr 2012 (Mn. tonnes)	Change over 1st qtr 2011 (%)
<b>Port total</b>	<b>64.5</b>	<b>+3</b>
<u>Inward</u>	35.9	0
Imports	16.6	-9
Inward transshipment	19.3	+10
<u>Outward</u>	28.6	+7
Exports <sup>(1)</sup>	9.3	+1
Outward transshipment	19.3	+10
<b>Seaborne<sup>(2)</sup></b>	<b>44.9</b>	<b>+4</b>
<u>Inward</u>	27.2	0
Imports	12.4	-12
Inward transshipment	14.8	+13
<u>Outward</u>	17.7	+11
Exports <sup>(1)</sup>	3.7	0
Outward transshipment	14.0	+14
<b>River<sup>(2)</sup></b>	<b>19.7</b>	<b>+1</b>
<u>Inward</u>	8.7	+1
Imports	4.3	0
Inward transshipment	4.5	+2
<u>Outward</u>	10.9	+1
Exports <sup>(1)</sup>	5.6	+2
Outward transshipment	5.3	-1

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	1st qtr 2012 (‘000 tonnes)	Change over 1st qtr 2011 (%)
The mainland of China	13 311	+2
<i>Seaborne</i> <sup>(2)</sup>	4 601	+4
<i>River</i> <sup>(2)</sup>	8 710	+1
Indonesia	2 629	+1
United States of America	2 366	+10
Japan	2 264	-7
Singapore	1 987	-25
Taiwan	1 901	-5
Korea	1 744	-4
Malaysia	1 172	+14
Thailand	1 043	+5
Vietnam	962	+20

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	1st qtr 2012 (‘000 tonnes)	Change over 1st qtr 2011 (%)
The mainland of China	13 650	+4
<i>Seaborne</i> <sup>(2)</sup>	3 146	+28
<i>River</i> <sup>(2)</sup>	10 504	-1
Vietnam	1 960	+30
United States of America	1 521	+12
Japan	1 154	0
Thailand	959	+60
Taiwan	948	-23
Malaysia	882	+20
Philippines	630	+9
Indonesia	534	+17
Singapore	521	+46

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	1st qtr 2012 (‘000 tonnes)	Change over 1st qtr 2011 (%)
<b>Port total</b>		
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	6 291	+15
Petroleum, petroleum products and related materials; and coal, coke and briquettes	5 753	-20
Artificial resins and plastic materials	3 306	-1
Machinery	2 025	-3
Iron and steel	1 458	-15
Bricks, ceramic tile and refractory construction materials	1 265	+13
<b>Seaborne<sup>(2)</sup></b>		
Petroleum, petroleum products and related materials; and coal, coke and briquettes	5 730	-18
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	3 280	+14
Artificial resins and plastic materials	2 932	-4
<b>River<sup>(2)</sup></b>		
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	3 011	+16
Bricks, ceramic tile and refractory construction materials	1 009	+12
Machinery	920	-9

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

Commodity group	1st qtr 2012 (‘000 tonnes)	Change over 1st qtr 2011 (%)
<b>Port total</b>		
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	7 330	+9
Artificial resins and plastic materials	2 351	-1
Machinery	2 306	-1
Iron and steel	1 279	-9
Bricks, ceramic tile and refractory construction materials	1 077	+15
Live animals chiefly for food and edible animal products	998	-14
<b>Seaborne<sup>(2)</sup></b>		
Machinery	2 059	0
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	1 970	+16
Artificial resins and plastic materials	1 313	+23
<b>River<sup>(2)</sup></b>		
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	5 360	+6
Artificial resins and plastic materials	1 038	-21
Iron and steel	624	-16

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**

	1st qtr 2012 (‘000 TEUs <sup>@</sup> )	Change over 1st qtr 2011 (%)
<b>Port total</b>	<b>5 695</b>	<b>+4</b>
<u>Laden containers</u>	4 871	+7
<i>Inward</i>	2 432	+6
Imports	699	-4
Inward transhipment	1 733	+11
<i>Outward</i>	2 439	+7
Exports <sup>(1)</sup>	683	-7
Outward transhipment	1 756	+13
<u>Empty containers</u>	824	-8
<i>Inward</i>	433	-6
<i>Outward</i>	391	-10
<b>Seaborne<sup>(2)</sup></b>	<b>4 126</b>	<b>+9</b>
<u>Laden containers</u>	3 681	+10
<i>Inward</i>	1 799	+8
Imports	538	-4
Inward transhipment	1 261	+15
<i>Outward</i>	1 882	+11
Exports <sup>(1)</sup>	511	-3
Outward transhipment	1 371	+18
<u>Empty containers</u>	445	0
<i>Inward</i>	296	+5
<i>Outward</i>	149	-9
<b>River<sup>(2)</sup></b>	<b>1 569</b>	<b>-6</b>
<u>Laden containers</u>	1 190	-2
<i>Inward</i>	633	0
Imports	162	-6
Inward transhipment	471	+3
<i>Outward</i>	557	-5
Exports <sup>(1)</sup>	172	-16
Outward transhipment	385	0
<u>Empty containers</u>	379	-16
<i>Inward</i>	137	-24
<i>Outward</i>	242	-11

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**

	1st qtr 2012	Change over 1st qtr 2011 (%)
<b>Ocean</b>		
Number of incoming vessels <sup>(1)</sup>	7 400	-8
Capacity (Mn. NRT <sup>#</sup> )	104.0	+2
<b>River</b>		
Number of incoming vessels <sup>(1)</sup>	39 450	-9
Capacity (Mn. NRT <sup>#</sup> )	25.1	-4

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.