

Table 1 : Summary of port cargo statistics

	Q3 2012 (Mn. tonnes)	Change over Q3 2011 (%)	Jan-Sep 2012 (Mn. tonnes)	Change over Jan-Sep 2011 (%)
Port total	69.4	-2	203.0	-2
<u>Inward</u>	40.3	0	117.1	-1
Imports	19.9	-1	56.5	-5
Inward transshipment	20.3	+1	60.6	+2
<u>Outward</u>	29.1	-4	85.9	-2
Exports ⁽¹⁾	9.4	0	27.0	-8
Outward transshipment	19.7	-6	58.9	+1
Seaborne⁽²⁾	48.4	-5	143.0	-2
<u>Inward</u>	30.2	-2	88.9	-2
Imports	14.9	-4	42.8	-6
Inward transshipment	15.3	+1	46.1	+3
<u>Outward</u>	18.2	-10	54.2	-2
Exports ⁽¹⁾	4.1	-11	11.6	-10
Outward transshipment	14.1	-10	42.6	+1
River⁽²⁾	21.0	+6	60.0	-2
<u>Inward</u>	10.0	+3	28.2	-1
Imports	5.0	+7	13.7	+2
Inward transshipment	5.0	0	14.5	-4
<u>Outward</u>	10.9	+7	31.7	-4
Exports ⁽¹⁾	5.4	+10	15.4	-7
Outward transshipment	5.6	+5	16.3	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	Q3 2012 (^{'000 tonnes})	Change over Q3 2011 (%)	Jan-Sep 2012 (^{'000 tonnes})	Change over Jan-Sep 2011 (%)
The mainland of China	14 534	-2	42 053	-5
<i>Seaborne</i> ⁽²⁾	4 539	-13	13 949	-12
<i>River</i> ⁽²⁾	9 994	+4	28 103	-1
Indonesia	3 265	-11	9 880	+2
United States of America	2 439	+6	7 321	+3
Japan	2 520	-14	7 309	-8
Singapore	2 790	+11	6 955	-10
Taiwan	2 121	+3	6 301	0
Korea	2 327	+11	6 163	+3
Malaysia	1 074	-12	3 485	+1
Vietnam	1 195	+30	3 427	+28
Thailand	1 165	-16	3 404	-6

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	Q3 2012 (^{'000 tonnes})	Change over Q3 2011 (%)	Jan-Sep 2012 (^{'000 tonnes})	Change over Jan-Sep 2011 (%)
The mainland of China	13 462	0	39 676	-3
<i>Seaborne</i> ⁽²⁾	2 859	-19	9 054	+3
<i>River</i> ⁽²⁾	10 603	+7	30 623	-5
Vietnam	1 769	-10	5 613	+2
United States of America	1 546	-8	4 623	-4
Japan	1 216	-5	3 631	-5
Taiwan	1 031	-15	3 000	-19
Malaysia	967	-11	2 920	+3
Thailand	873	-7	2 760	+16
Philippines	918	+32	2 265	+17
Singapore	666	+22	1 831	+44
Indonesia	560	-11	1 794	+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.
- '0' denotes increase or decrease of less than 0.5%.

Table 4 : Principal commodities of inward port cargo ⁽¹⁾

Commodity group	Change over		Change over	
	Q3 2012 ('000 tonnes)	Q3 2011 (%)	Jan-Sep 2012 ('000 tonnes)	Jan-Sep 2011 (%)
Port total				
Petroleum, petroleum products and related materials; and coal, coke and briquettes	8 198	+3	21 984	-5
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	6 246	-2	19 081	+4
Artificial resins and plastic materials	3 492	-1	9 966	-6
Machinery	2 062	-10	6 344	-9
Iron and steel	1 761	+7	5 029	-5
Bricks, ceramic tile and refractory construction materials	1 905	+22	4 838	+16
Seaborne ⁽²⁾				
Petroleum, petroleum products and related materials; and coal, coke and briquettes	8 129	+4	21 837	-3
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	2 800	-14	9 336	-5
Artificial resins and plastic materials	3 169	-1	8 994	-6
River ⁽²⁾				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	3 446	+11	9 745	+14
Bricks, ceramic tile and refractory construction materials	1 597	+30	4 005	+20
Machinery	950	-5	2 827	-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 5 : Principal commodities of outward port cargo ⁽¹⁾

Commodity group	Change over		Change over	
	Q3 2012 ('000 tonnes)	Q3 2011 (%)	Jan-Sep 2012 ('000 tonnes)	Jan-Sep 2011 (%)
Port total				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	6 679	-3	19 945	-7
Machinery	2 309	-12	7 231	-6
Artificial resins and plastic materials	2 474	-2	7 025	-7
Bricks, ceramic tile and refractory construction materials	1 554	+6	4 025	+10
Iron and steel	1 266	-9	3 900	-8
Live animals chiefly for food and edible animal products	832	-16	2 688	-15
Seaborne ⁽²⁾				
Machinery	2 066	-11	6 462	-5
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	1 611	-20	5 252	-4
Artificial resins and plastic materials	1 216	-18	3 691	-4
River ⁽²⁾				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	5 069	+5	14 692	-8
Artificial resins and plastic materials	1 258	+21	3 333	-10
Iron and steel	607	+2	1 868	-7

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

	Q3 2012 (‘000 TEUs [@])	Change over Q3 2011 (%)	Jan-Sep 2012 (‘000 TEUs [@])	Change over Jan-Sep 2011 (%)
Port total	5 890	-7	17 503	-4
<u>Laden containers</u>	4 994	-8	14 877	-4
<i>Inward</i>	2 469	-6	7 443	-4
Imports	704	-14	2 129	-12
Inward transhipment	1 766	-3	5 314	0
<i>Outward</i>	2 525	-9	7 434	-4
Exports ⁽¹⁾	781	-9	2 169	-11
Outward transhipment	1 744	-9	5 266	0
<u>Empty containers</u>	895	-6	2 626	-5
<i>Inward</i>	513	-6	1 416	-5
<i>Outward</i>	383	-5	1 210	-5
Seaborne⁽²⁾	4 223	-8	12 646	-2
<u>Laden containers</u>	3 749	-9	11 249	-3
<i>Inward</i>	1 797	-6	5 491	-3
Imports	548	-13	1 673	-11
Inward transhipment	1 249	-3	3 818	+2
<i>Outward</i>	1 952	-11	5 757	-3
Exports ⁽¹⁾	602	-10	1 652	-10
Outward transhipment	1 349	-12	4 105	+1
<u>Empty containers</u>	474	-2	1 397	+2
<i>Inward</i>	372	-2	1 000	+3
<i>Outward</i>	102	-3	398	-3
River⁽²⁾	1 666	-5	4 857	-8
<u>Laden containers</u>	1 245	-4	3 628	-7
<i>Inward</i>	672	-7	1 952	-7
Imports	156	-18	456	-16
Inward transhipment	516	-2	1 496	-4
<i>Outward</i>	573	0	1 677	-6
Exports ⁽¹⁾	179	-4	516	-15
Outward transhipment	394	+2	1 161	-2
<u>Empty containers</u>	421	-10	1 228	-12
<i>Inward</i>	140	-17	416	-21
<i>Outward</i>	281	-6	813	-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.

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

Table 7 : Summary of vessel arrivals

	Q3 2012	Change over Q3 2011 (%)	Jan-Sep 2012	Change over Jan-Sep 2011 (%)
Ocean				
Number of incoming vessels ⁽¹⁾	7 710	-7	22 910	-6
Capacity (Mn. NRT [#])	102.0	-6	308.5	-2
River				
Number of incoming vessels ⁽¹⁾	40 590	-5	120 170	-7
Capacity (Mn. NRT [#])	28.3	+5	79.6	-2

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.