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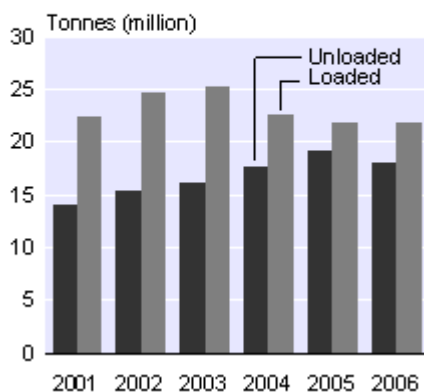
Overseas Cargo Statistics: Year ended June 2006

Highlights

- The value of export cargo loaded at New Zealand ports was \$32,955 million, up 5.4 percent from the June 2005 year.
- The weight of export cargo loaded at New Zealand ports was 21.8 million tonnes, down 0.2 percent from the June 2005 year.
- The value of import cargo unloaded at New Zealand ports was \$37,393 million, up 5.7 percent from the June 2005 year.
- The weight of import cargo unloaded at New Zealand ports was 18.1 million tonnes, down 5.5 percent from the June 2005 year.

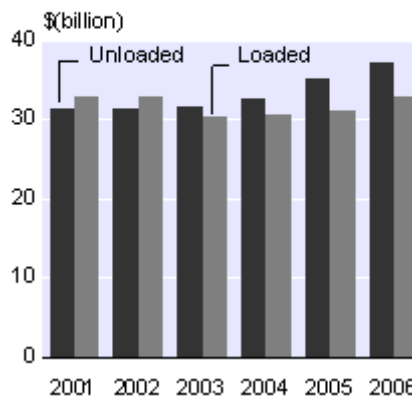
Weight of Overseas Cargo

Loaded and unloaded
Year ended June



Value of Overseas Cargo

Loaded and unloaded
Year ended June



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20 September 2006
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Commentary

Overseas cargo – year ended June 2006

Cargo loaded for export at New Zealand ports weighed 21.8 million tonnes (down 0.2 percent) and was valued at \$32,955 million (up 5.4 percent) during the year ended June 2006.

Imported cargo unloaded at New Zealand ports weighed 18.1 million tonnes (down 5.5 percent) and was valued at \$37,393 million (up 5.7 percent) over the same period.

Export cargo loaded

Overview

The weight of cargo loaded for export at New Zealand ports fell by 0.2 percent in the year ended June 2006 compared with the year ended June 2005. This follows a fall of 3.1 percent in the previous year.

The main commodities contributing to the lower export weights during the year ended June 2006 were wood pulp and waste paper, and ores, slag and ash. Partly offsetting these falls were rises for dairy products, and paper and paperboard articles.

The value of export cargo loaded rose by 5.4 percent in the year ended June 2006 compared with the year ended June 2005. This follows a rise of 2.2 percent in the previous year.

The main commodities contributing to the higher value of exports during the year ended June 2006 were dairy products, up \$843 million, aluminium and aluminium articles, up \$207 million, and crude oils, up \$157 million. Partly offsetting these rises were falls for meat and edible offal, down \$77 million, and live animals, down \$56 million.

Transport – sea and air

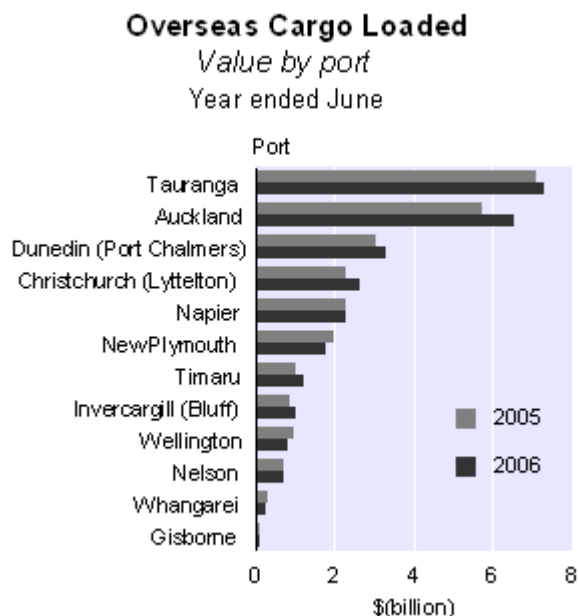
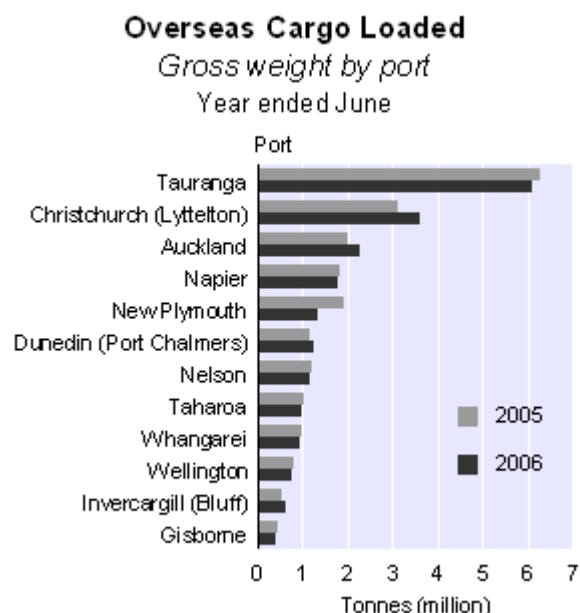
For the year ended June 2006, cargo loaded for export at seaports made up 99.5 percent of the total cargo loaded for export by weight. By value, 84.3 percent of the total was loaded at seaports.

The total overseas cargo loaded at seaports for the year ended June 2006 weighed 21.7 million tonnes and was valued at \$27,814 million. This was down 0.2 percent in weight and up 6.3 percent in value compared with the year ended June 2005.

New Zealand airports loaded 107,000 tonnes of cargo for export in the year ended June 2006, up 2.4 percent compared with the year ended June 2005. The value of overseas cargo loaded at New Zealand airports was \$5,160 million, up 1.2 percent over the same period.

Port summary

New Plymouth recorded the largest fall in weight loaded during the year ended June 2006, down 585,000 tonnes compared with the year ended June 2005. Tauranga also recorded a fall in weight loaded, down 204,000 tonnes. Partly offsetting these falls was a rise in weight loaded for Christchurch (Lyttelton), up 496,000 tonnes over the same period.



Auckland recorded the largest rise in the value loaded during the year ended June 2006, up \$830 million compared with the year ended June 2005. Christchurch (Lyttelton) also recorded a rise, up \$345 million. Partly offsetting these rises was a fall in the value loaded for New Plymouth, down \$187 million over the same period.

Wood pulp and waste paper

The loaded weight of wood pulp and waste paper showed the largest fall in weight loaded, down 54,000 tonnes for the June 2006 year compared with the June 2005 year. The loaded value of wood pulp and waste paper also fell \$3 million over the same period.

Mechanical wood pulp of softwood was the main contributor to the fall in weight loaded for the June 2006 year. The weight of mechanical wood pulp of softwood fell 122,000 tonnes, and the loaded value fell \$47 million.

The largest falls in the weight of wood pulp and waste paper loaded were recorded for Taiwan and Japan, down 50,000 tonnes and 24,000 tonnes, respectively, for the June 2006 year.

The port of Napier recorded the largest fall in weight and value loaded for the June 2006 year compared with the June 2005 year. Napier was down 62,000 tonnes and \$22 million. Wellington also recorded a fall in weight loaded, down 13,000 tonnes. This fall in value loaded was partly offset by a rise in value loaded for Tauranga, up \$11.3 million over the same period.

Ores, slag and ash

Also contributing to the overall fall in weight loaded was ores, slag and ash, which fell 49,000 tonnes for the June 2006 year compared with the June 2005 year. The main contributor to the fall in weight loaded was iron ores, down 48,000 tonnes.

The major destinations to record falls in weight loaded for the June 2006 year were Taiwan and Japan. The People's Republic of China and Taiwan also recorded falls in the loaded value of ores, slag and ash. This was partly offset by rises in the loaded value for the United Kingdom and Fiji over the same period.

The port of Taharoa recorded the largest fall in weight loaded, down 48,000 tonnes for the June 2006 year compared with the June 2005 year. Dunedin and Tauranga also recorded falls in weight loaded, over the same period.

Import cargo unloaded

Overview

The weight of cargo unloaded at New Zealand ports fell by 5.6 percent in the year ended June 2006 compared with the year ended June 2005. This follows a rise of 8.2 percent in the previous year.

The main commodities contributing to the lower import weights during the year ended June 2005 were phosphate and cement, and fertilisers.

The value of import cargo unloaded rose by 5.7 percent in the year ended June 2006 compared with the year ended June 2005. This follows a rise of 8.4 percent in the previous year.

The main commodities contributing to the higher value of imports during the year ended June 2005 were crude oils and mechanical machinery.

Transport – sea and air

Overseas cargo weighing 18 million tonnes, valued at \$29,335 million, was unloaded at New Zealand seaports for the June 2006 year. This was down 5.6 percent in weight and up 5.7 percent in value compared with the June 2005 year.

Cargo unloaded at seaports made up 99.4 percent of total overseas cargo unloaded by weight, and 78.5 percent unloaded by value, for the year ended June 2006.

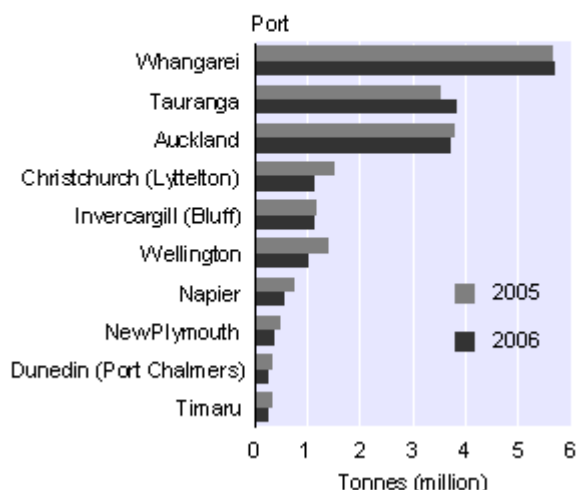
The weight of overseas cargo unloaded at New Zealand airports in the year ended June 2006 was 106,000 tonnes, up 0.1 percent compared with the year ended June 2005. The value of overseas cargo unloaded at New Zealand airports was \$8,037 million, up 5.9 percent for the same period.

Port summary

In the year ended June 2006, Wellington seaport recorded the largest fall in weight of cargo unloaded, down 385,000 tonnes compared with the previous June year. Christchurch (Lyttelton) also recorded a fall in weight of 361,000 tonnes. Partly offsetting these falls was a rise in weight unloaded for Tauranga, up 295,000 tonnes over the same period.

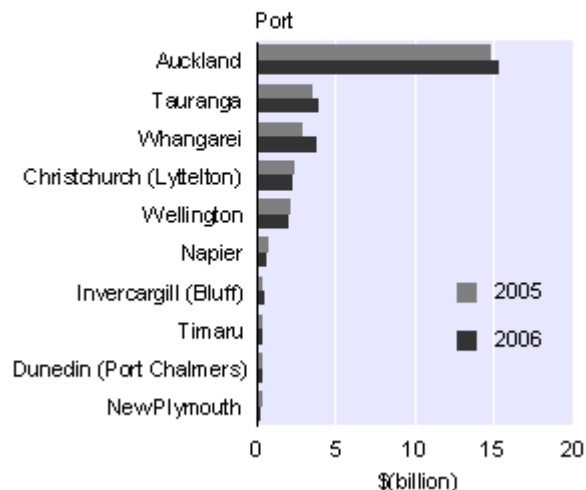
Overseas Cargo Unloaded

Gross weight by port
Year ended June



Overseas Cargo Unloaded

Value by port
Year ended June



Whangarei recorded the largest rise in the value unloaded during the year ended June 2006, up \$872 million compared with the year ended June 2005. Auckland also recorded a rise in the value unloaded, up \$564 million. Partly offsetting these rises was a fall in the value unloaded for Wellington, down \$157 million over the same period.

Phosphate and cement

The unloaded weight of phosphate and cement fell by 760,000 tonnes and contributed 71.9 percent of the total decrease to unloaded weight in the June 2006 year. This was mainly due to decreased loads of unground natural phosphate and white portland cement.

The largest falls in the weight of phosphate and cement unloaded were seen for cargo from Indonesia, the People's Republic of China, Togo and Morocco. Partly offsetting these falls were rises in the weight of cargo unloaded from Tunisia, Taiwan, Malaysia and India.

Napier, Whangarei and Tauranga recorded falls in the weight of phosphate and cement unloaded in the June 2006 year compared with the June 2005 year.

The unloaded value of phosphate and cement fell by \$62 million in the June 2006 year. This was mainly due to decreased values of unground natural phosphate and white portland cement.

The largest falls in the value of phosphate and cement unloaded were seen for cargo from Indonesia and the People's Republic of China. Partly offsetting these falls was a rise in the value of cargo unloaded from Tunisia.

Whangarei and Tauranga recorded falls in the value of phosphate and cement unloaded in the June 2006 year compared with the June 2005 year.

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Technical notes

Introduction

Overseas cargo statistics, like overseas merchandise trade statistics, are sourced from export and import entry documents lodged with the New Zealand Customs Service (NZCS). The data is processed and passed to Statistics New Zealand for further editing and compilation. Overseas cargo statistics record the value and gross weight of all goods loaded or unloaded at New Zealand seaports and airports.

Overseas cargo loaded (exports) statistics

Inclusions:

- all goods and material grown, produced or manufactured in New Zealand (also included as part of merchandise trade)
- articles, wholly or partially manufactured in New Zealand from imported materials, which have changed in character as a result of the production process (also included as part of merchandise trade)
- goods re-exported in the same condition in which they were imported, and which, after having undergone operations such as repacking, remain essentially unchanged (also included as part of merchandise trade)
- goods for foreign aid projects (also included as part of merchandise trade)
- goods being returned after repair or modification in New Zealand
- goods on short-term loan or lease
- goods consigned for modification or repair
- replacements
- returnable containers
- returnable samples
- short shipped goods
- aircraft spares being consigned overseas for use in New Zealand aircraft, and unserviceable parts that have been removed from foreign aircraft being returned overseas.

Exclusions:

- large one-off exports and re-exports of transport equipment, for example aircraft, shipping vessels, oil rigs etc, that arrive in or depart from the country under their own power (included as part of merchandise trade)
- goods consigned to New Zealand forces
- goods consigned to New Zealand diplomatic representatives overseas (other than motor vehicles)
- currency transactions in gold, silver and current coin
- consignments valued under \$1,000
- goods in transit or trans-shipment goods
- ships and aircraft on commercial visits
- passengers' baggage (other than duty-free exports).

Overseas cargo unloaded (imports) statistics

Inclusions:

- goods that add to the stock of material resources in New Zealand as a result of their movement into the country (also included as part of merchandise trade)
- goods being returned after repair or modification from overseas
- goods on short-term loan or lease
- replacements
- returnable containers
- returnable samples
- short shipped goods.

Exclusions:

- large one-off imports of transport equipment, for example aircraft, shipping vessels, oil rigs etc, that arrive in or depart from the country under their own power (included as part of merchandise trade)
- goods imported for use by foreign armed forces
- goods imported for official representatives of overseas countries (other than motor vehicles)
- consignments valued under \$1,000
- goods in transit or trans-shipment goods
- ships and aircraft on commercial visits
- currency transactions in gold, silver and current coin
- passengers' baggage (other than dutiable imports)
- fish and other sea products landed in New Zealand
- temporary imports into New Zealand (eg yachts visiting New Zealand) for which goods and services tax (GST) is not payable.

Valuations

Cargo loaded (exports)

Exports (including re-exports) are valued FOB (free on board) and are shown in New Zealand dollars. In some cases, goods are sent on consignment and the selling prices are not known until goods are disposed of at their destination. In these cases, FOB values are based on prices current at the time of export. Values given in foreign currencies are converted by Statistics NZ into New Zealand dollars using weekly exchange rates when the statistics are compiled.

Cargo unloaded (imports)

Imports are valued at CIF (cost including insurance and freight) and are shown in New Zealand dollars. These values are converted from foreign currencies when import documents are processed by the NZCS. The exchange rates used are set by the NZCS each fortnight.

Time of recording

Cargo loaded (exports)

From the August 1997 reference month, exports are compiled by date of export. Previously, exports were generally compiled according to date of clearance at the NZCS. This meant that some goods were allocated to the month following their actual month of export. Exports up to July 1997 that were not cleared until August 1997 were assigned to the month of August 1997.

From 1 March 2004, the NZCS does not allow goods to be loaded for export until an export entry has been lodged and cleared. A study undertaken in 2001/02 indicated that export entries not being lodged might account for between 1 and 3 percent of exports at that time. The changed NZCS processes may have reduced this undercoverage, although this has not been quantified.

Cargo unloaded (imports)

Imports are generally compiled by date of entry clearance at the NZCS. Entries are normally required from up to five days before to 20 working days after arrival of the goods in New Zealand. Entries for crude oil are lodged later than this. Crude oil values for the latest month are calculated using actual quantities and country of origin data, together with estimated prices. The estimated prices are replaced by actual prices a month later.

More information

For more information, follow the [*link*](#) from the Technical Notes of this release on the Statistics NZ website.

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Tables

The following tables can be downloaded from the Statistics New Zealand website in Excel 97 format. If you do not have access to Excel 97 or higher, you may use the [*Excel file viewer*](#) to view, print and export the contents of the file.

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