

Embargoed until 10:45am – 20 September 2007

Overseas Cargo Statistics Year ended June 2007

Highlights

Cargo by weight:

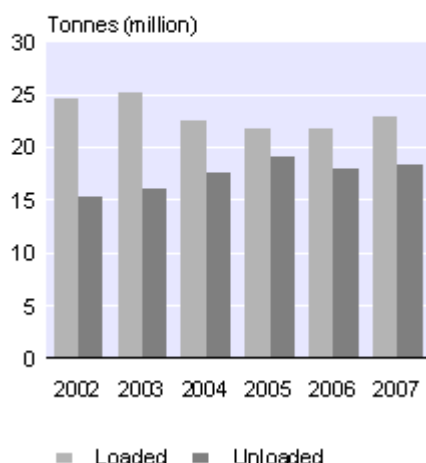
- The weight of export cargo was 23.0 million tonnes in the year ended June 2007, up 5.2 percent from the June 2006 year.
- The weight of import cargo was 18.5 million tonnes, up 2.1 percent.
- An increase in pine logs accounted for 82.4 percent of total export cargo weight increase.

Cargo by value:

- The value of export cargo was \$35.7 billion in the year ended June 2007, up 8.4 percent from the June 2006 year.
- The value of import cargo was \$39.9 billion, up 6.8 percent.
- The increase in value of import cargo was led by mineral fuels.

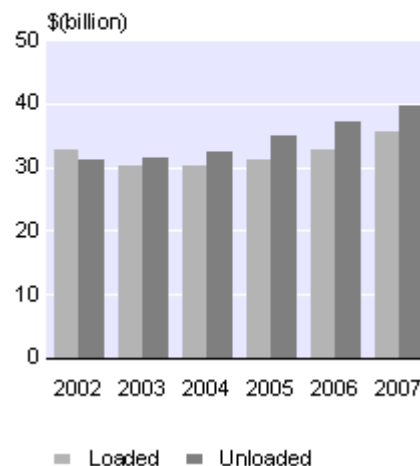
Gross Weight of Overseas Cargo

Loaded and unloaded
Year ended June



Value of Overseas Cargo

Loaded and unloaded
Year ended June



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There is a companion Media Release published – [Overseas Cargo Statistics: Year ended June 2007](#).

Commentary

Overseas cargo statistics

During the year ended June 2007, the overseas cargo loaded (exports) and unloaded (imports) at New Zealand ports increased both in weight and in value, with the value increase exceeding the weight increase for both exported and imported cargo.

Cargo loaded for export increased 5.2 percent by weight, but 8.4 percent by value, while imported cargo unloaded increased 2.1 percent by weight and 6.8 percent by value. Increases in sea-freight led all of these rises.

Export cargo loaded

Export cargo by weight

The year ended June 2007 saw the weight of cargo loaded for export in New Zealand increase by 5.2 percent to 23.0 million tonnes. This followed three consecutive annual decreases.

An increase of 1.2 million tonnes (15.3 percent) in logs, wood and wood articles more than accounted for the total increase (1.1 million tonnes) in cargo loaded. By weight, the largest component of this group is pine logs. They made up over a quarter of total cargo exports and accounted for 82.4 percent of the total increase. Dairy produce had the next largest increase from the June 2006 year, up 13.8 percent to reach a record high of 2.0 million tonnes.

Export cargo by value

By value, year ended June 2007 was the fourth consecutive year to see an increase in cargo loaded for export, reaching a new high of \$35.7 billion.

The \$2.8 billion increase in value of cargo loaded corresponds with the result published in the *Overseas Merchandise Trade: June 2007* Hot Off the Press. This increase was led by a rise in dairy produce, which increased by 12.1 percent to reach a record amount of \$6.5 billion. Other large increases since year ended June 2006 included aluminium and aluminium articles, and logs, wood and wood articles.

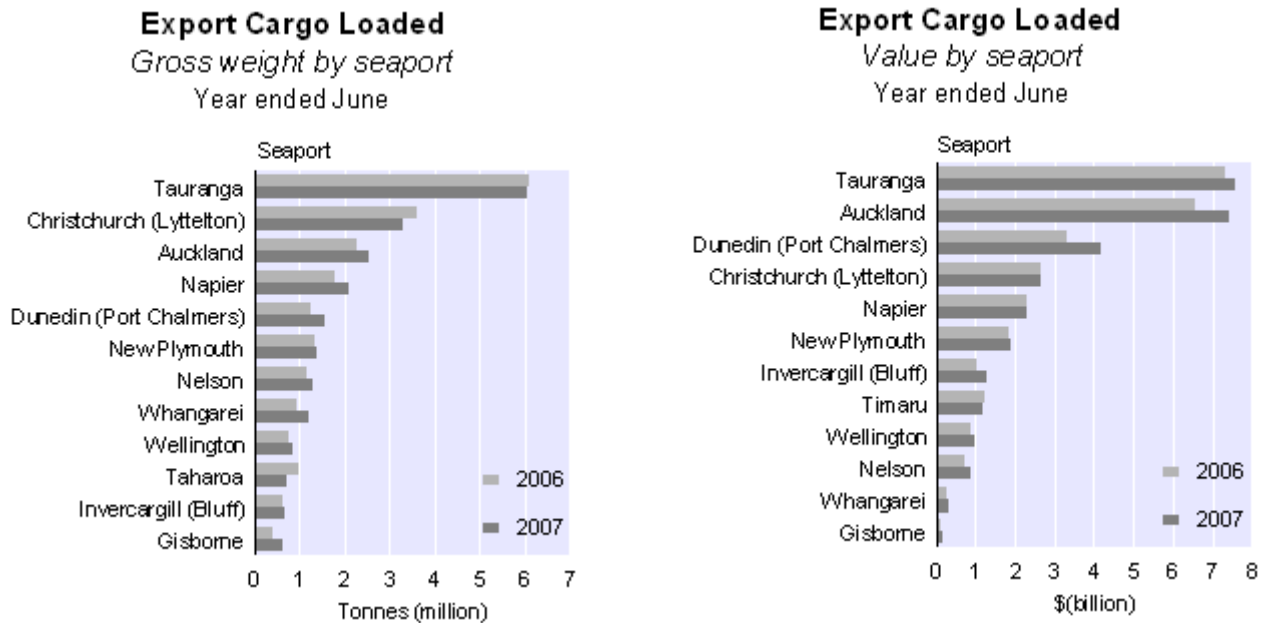
Export cargo by port location (sea and air)

By weight, Tauranga remained the port to load the most export cargo, but Napier and Dunedin had the largest increases from year ended June 2006, both up about a third of a million tonnes. The two commodity groups leading these respective increases were logs, wood and wood articles, and dairy produce.

Auckland and Dunedin were the two port cities leading the increase in value of export cargo for the year ended June 2007. Dairy produce provided the majority of both increases. Despite the large weight increase in Napier's export cargo mentioned above, the value of cargo dropped slightly (down 0.6 percent).

Export cargo by sea

In the year ended June 2007, cargo loaded for export at seaports increased both in weight (5.3 percent) and value (9.1 percent). Of annual cargo exports, sea-freighted cargo made up 99.5 percent of the total weight in the June 2007 year. Since current records began, sea-freighted cargo has accounted for 99.4 to 99.6 percent of total weight in every year. By weight, logs, wood and wood articles was by far the largest commodity group to be loaded for export by sea, more than four times the weight of the next largest group, dairy produce, which was the largest by value. By value, sea-freighted cargo made up 84.9 percent of the total, back up to the level seen in 2002 (having fallen below 84 percent in three of the four intervening years).



Export cargo by air

Cargo loaded for export at airports fell 2.3 percent by weight in the year ended June 2007. In contrast, the value of air-freighted cargo increased by almost 5 percent. By weight, the most air-freighted commodity group was fish, crustaceans and molluscs. The largest contributor to this was salmon – two-thirds of all salmon exports were air-freighted. Air-freight accounted for only 6.6 percent of fish, crustacean and mollusc exports by weight, but 22.4 percent by value.

Import cargo unloaded

Import cargo by weight

The year ended June 2007 saw the weight of import cargo unloaded in New Zealand increase by 2.1 percent to 18.5 million tonnes. This follows a 5.4 percent drop in the previous year, which was the first annual decrease since year ended June 1997.

The 380 thousand tonne (2.1 percent) total increase in import cargo unloaded was led by a 130 thousand tonne (13.9 percent) increase in fertilisers. The next largest increases came from animal feeds (primarily oil cake), and inorganic chemicals. It was the sixth consecutive annual increase for animal feeds.

Import cargo by value

By value, every trade year in the last decade has seen an increase in import cargo unloaded. At \$39.9 billion, cargo imports have increased 91.4 percent since year ended June 1997.

The \$2.5 billion increase in value of cargo loaded corresponds with the result published in the *Overseas Merchandise Trade: June 2007* Hot Off the Press. This increase was led by a rise in mineral fuels, which increased by \$530 million (9.9 percent) to reach a record amount of \$5.9 billion. Other large increases since year ended June 2006 included electrical machinery and equipment, and iron and steel and articles.

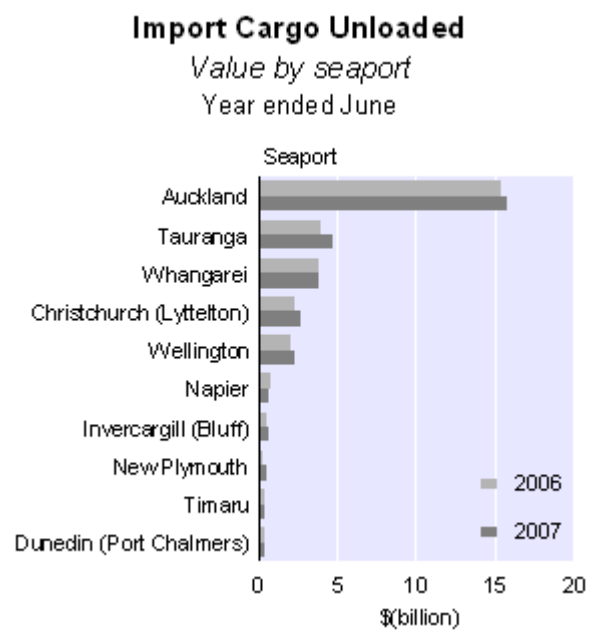
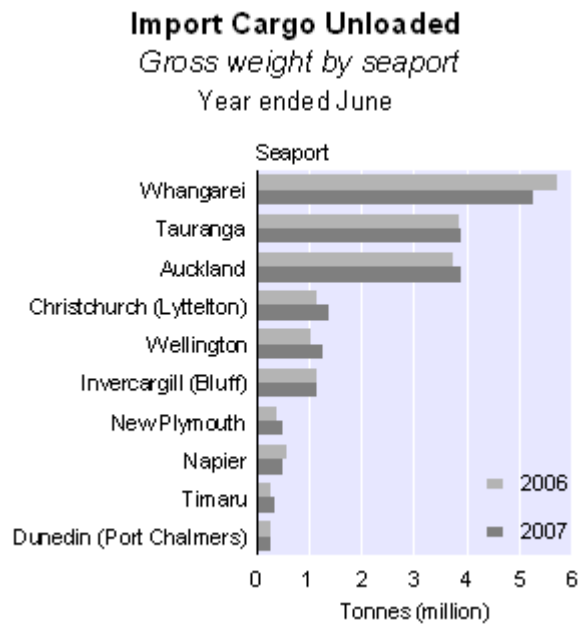
Import cargo by port location (sea and air)

By weight, Whangarei remained the port to unload the most import cargo (5.2 million tonnes) but Wellington and Christchurch (including Lyttelton) had the largest increases from year ended June 2006, both up over 200 thousand tonnes. However, both of these increases followed a decrease in the previous year, and neither regained year ended June 2005 levels. Mineral fuels was the commodity group leading both increases.

By value, Auckland ports unloaded more than half (\$23.5 billion) of all import cargo during the year ended June 2007, up 3.1 percent on the previous year. Up \$810 million (21.0 percent), Tauranga was the port to show the largest increase from year ended June 2006. However, a lesser increase of \$233 million from New Plymouth was the most notable, more than doubling the value of import cargo unloaded, and exceeding New Plymouth’s previous high by almost two-thirds. Tauranga’s increase was spread across many commodity groups but was led by mineral fuels. New Plymouth’s increase was led by mechanical machinery and equipment, particularly well sinking and boring machinery.

Import cargo by sea

Of annual cargo imports, sea-freighted cargo made up 99.4 percent of the total weight in the June 2007 year. Since current records began, sea-freighted cargo has accounted for 99.1 to 99.5 percent of total weight in every year. The 2.1 percent increase in weight of sea-freighted import cargo was exceeded by a 7.4 percent rise in value. In line with comments above, fertilisers and mineral fuels led the increases in weight and value, respectively. Mineral fuels is the largest component of sea-freighted cargo imports by both weight and value.



Import cargo by air

The weight of import cargo unloaded at airports decreased slightly in the year ended June 2007, and made up 0.6 percent of total cargo by weight. In contrast, the value of air-freighted import cargo increased by almost 5 percent, although air-freight's proportion of total import cargo by value decreased to 21.1 percent from 21.5 percent the year before. Mechanical machinery and equipment is the largest component of air-freighted cargo imports by both weight and value. The drop in weight was led by vegetables, primarily tomatoes, while electrical machinery and equipment contributed the most to the increase by value.

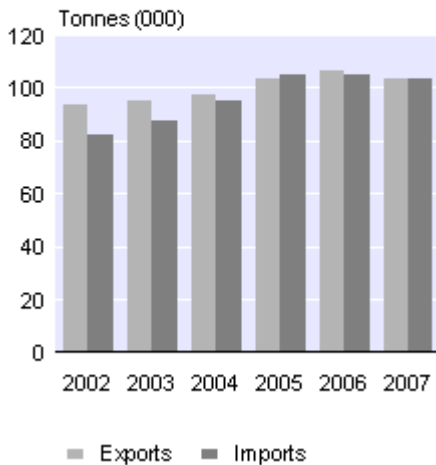
Air-freighted overseas cargo

As mentioned above, in the year ended June 2007, the weight of air-freighted overseas cargo decreased for both exports and imports from the June 2006 year. Over the same period, the value of air-freight increased for both exports and imports. The graphs below show how these figures have changed in recent years.

Air-freighted Overseas Cargo

By gross weight

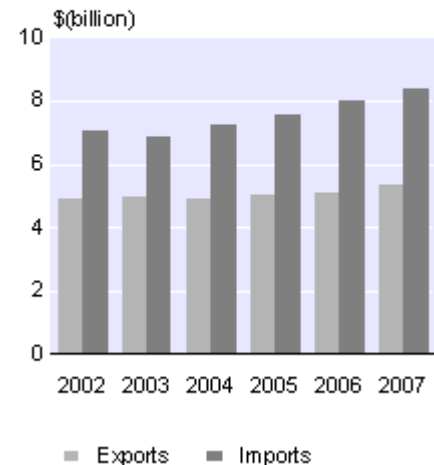
Year ended June



Air-freighted Overseas Cargo

By value

Year ended June



Cargo and merchandise trade

Items of export cargo that are not considered merchandise trade accounted for less than 0.1 percent of total cargo by weight, but 4.2 percent of total cargo value during year ended June 2007. In the same period, items of import cargo that are not considered merchandise trade also accounted for less than 0.1 percent of total cargo by weight, and 0.4 percent of total cargo value.

Cargo data corresponds strongly with merchandise trade data but there are differences. For example, items for loan, lease or hire are included in cargo figures but excluded from merchandise trade, while aircraft and vessels that have travelled to or from New Zealand under their own propulsion are excluded from cargo but included in merchandise trade figures. For a complete set of inclusions and exclusions for cargo figures see the technical notes of this release.

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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.

List of tables

1. Overseas cargo – loaded and unloaded, year ended June
2. Overseas cargo loaded by port, year ended June
3. Overseas cargo unloaded by port, year ended June