

Table 1 : Summary of port cargo statistics

	Q1 2014 (Mn. tonnes)	Change over Q1 2013 (%)
Port total	69.0	+10
<u>Inward</u>	43.3	+22
Imports	24.4	+45
Inward transshipment	18.9	+1
<u>Outward</u>	25.7	-5
Exports ⁽¹⁾	7.0	-23
Outward transshipment	18.6	+5
Seaborne⁽²⁾	48.1	+13
<u>Inward</u>	31.7	+20
Imports	17.1	+44
Inward transshipment	14.6	0
<u>Outward</u>	16.4	+3
Exports ⁽¹⁾	3.2	-6
Outward transshipment	13.2	+5
River⁽²⁾	20.9	+4
<u>Inward</u>	11.6	+28
Imports	7.3	+46
Inward transshipment	4.3	+6
<u>Outward</u>	9.3	-15
Exports ⁽¹⁾	3.8	-33
Outward transshipment	5.5	+5

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	Q1 2014 (‘000 tonnes)	Change over Q1 2013 (%)
The mainland of China	20 773	+53
<i>Seaborne</i> ⁽²⁾	9 167	+100
<i>River</i> ⁽²⁾	11 605	+28
United States of America	2 515	0
Singapore	2 397	+35
Japan	2 325	+20
Taiwan	1 714	-10
Indonesia	1 644	-30
Malaysia	1 492	+38
Korea	1 436	+8
Thailand	1 217	+1
Vietnam	1 126	+4

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	Q1 2014 (‘000 tonnes)	Change over Q1 2013 (%)
The mainland of China	11 611	-12
<i>Seaborne</i> ⁽²⁾	2 702	+8
<i>River</i> ⁽²⁾	8 909	-16
Vietnam	1 938	+10
United States of America	1 523	+16
Japan	1 347	+14
Taiwan	982	-1
Malaysia	876	+5
Philippines	725	+9
Thailand	658	-17
Korea	646	+45
Indonesia	519	-3

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 4 : Principal commodities of inward port cargo⁽¹⁾

Commodity group	Q1 2014 (‘000 tonnes)	Change over Q1 2013 (%)
Port total		
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	13 361	+98
Petroleum, petroleum products and related materials; and coal, coke and briquettes	5 837	+7
Artificial resins and plastic materials	2 882	-4
Machinery	1 788	-5
Iron and steel	1 765	+9
Bricks, ceramic tile and refractory construction materials	1 467	+6
Seaborne⁽²⁾		
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	7 506	+138
Petroleum, petroleum products and related materials; and coal, coke and briquettes	5 792	+7
Artificial resins and plastic materials	2 562	-5
River⁽²⁾		
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	5 855	+63
Bricks, ceramic tile and refractory construction materials	1 256	+8
Machinery	792	-10

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	Q1 2014 (‘000 tonnes)	Change over Q1 2013 (%)
Port total		
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	5 034	-30
Artificial resins and plastic materials	2 256	+12
Machinery	2 148	+2
Bricks, ceramic tile and refractory construction materials	1 215	+1
Iron and steel	1 151	+2
Logs and timber; wood, simply worked	1 148	+38
Seaborne⁽²⁾		
Machinery	1 890	+3
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	1 653	+5
Bricks, ceramic tile and refractory construction materials	1 106	+6
River⁽²⁾		
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	3 381	-40
Artificial resins and plastic materials	1 353	+24
Logs and timber; wood, simply worked	705	+42

- 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

	Q1 2014 (‘000 TEUs [@])	Change over Q1 2013 (%)
Port total	5 311	+1
<u>Laden containers</u>	4 544	+1
<i>Inward</i>	2 269	-1
Imports	623	-4
Inward transhipment	1 647	0
<i>Outward</i>	2 274	+4
Exports ⁽¹⁾	622	0
Outward transhipment	1 652	+5
<u>Empty containers</u>	768	0
<i>Inward</i>	410	-2
<i>Outward</i>	358	+2
Seaborne⁽²⁾	3 818	0
<u>Laden containers</u>	3 394	0
<i>Inward</i>	1 704	-2
Imports	489	-4
Inward transhipment	1 215	-1
<i>Outward</i>	1 690	+2
Exports ⁽¹⁾	435	-6
Outward transhipment	1 255	+5
<u>Empty containers</u>	424	+1
<i>Inward</i>	269	-8
<i>Outward</i>	155	+23
River⁽²⁾	1 493	+2
<u>Laden containers</u>	1 150	+4
<i>Inward</i>	566	-1
Imports	134	-4
Inward transhipment	431	0
<i>Outward</i>	584	+9
Exports ⁽¹⁾	187	+20
Outward transhipment	397	+4
<u>Empty containers</u>	344	-2
<i>Inward</i>	141	+13
<i>Outward</i>	203	-10

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

	Q1 2014	Change over Q1 2013 (%)
Ocean		
Number of incoming vessels ⁽¹⁾	7 410	-1
Capacity (Mn. NRT [#])	101.6	0
River		
Number of incoming vessels ⁽¹⁾	37 820	-1
Capacity (Mn. NRT [#])	25.6	+1

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.

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