

Table 1 : Summary of port cargo statistics

	Q4 2014 (Mn. tonnes)	Change over Q4 2013 (%)	Jan-Dec 2014 (Mn. tonnes)	Change over Jan-Dec 2013 (%)
Port total	75.2	0	297.7	+8
<u>Inward</u>	45.8	+3	184.2	+14
Imports	27.7	+18	106.7	+30
Inward transhipment	18.0	-14	77.5	-3
<u>Outward</u>	29.4	-4	113.6	0
Exports ⁽¹⁾	11.6	+9	38.1	+3
Outward transhipment	17.8	-10	75.4	-2
Seaborne⁽²⁾	47.9	0	197.3	+7
<u>Inward</u>	32.2	+7	130.5	+12
Imports	18.7	+32	71.9	+31
Inward transhipment	13.4	-15	58.6	-4
<u>Outward</u>	15.7	-11	66.8	-2
Exports ⁽¹⁾	3.4	-10	13.6	-4
Outward transhipment	12.3	-12	53.2	-1
River⁽²⁾	27.3	0	100.4	+9
<u>Inward</u>	13.6	-6	53.7	+16
Imports	9.0	-4	34.8	+27
Inward transhipment	4.6	-10	18.9	0
<u>Outward</u>	13.7	+7	46.8	+3
Exports ⁽¹⁾	8.2	+20	24.5	+7
Outward transhipment	5.5	-7	22.3	-2

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	Q4 2014 (‘000 tonnes)	Change over	Jan-Dec 2014 (‘000 tonnes)	Change over
		Q4 2013 (%)		Jan-Dec 2013 (%)
The mainland of China	24 855	+19	94 270	+40
<i>Seaborne⁽²⁾</i>	11 273	+75	40 753	+91
<i>River⁽²⁾</i>	13 582	-6	53 517	+16
Japan	2 529	+1	10 129	+7
United States of America	2 445	-3	10 028	+4
Singapore	1 871	-4	7 991	+1
Indonesia	1 575	-27	7 906	-32
Taiwan	1 726	-20	7 188	-12
Malaysia	1 469	+4	5 704	+7
Korea	1 361	-11	5 459	-5
Thailand	1 046	-16	4 802	+1
Vietnam	1 004	-14	4 503	+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.

Table 3 : Main countries/territories of discharge of outward port cargo⁽¹⁾

Country/territory of discharge	Q4 2014 (⁰ 000 tonnes)	Change over Q4 2013 (%)	Jan-Dec 2014 (⁰ 000 tonnes)	Change over Jan-Dec 2013 (%)
The mainland of China	15 231	+2	54 985	+2
<i>Seaborne</i> ⁽²⁾	2 016	-21	9 922	0
<i>River</i> ⁽²⁾	13 215	+7	45 064	+2
Vietnam	2 176	-3	8 194	0
United States of America	1 364	-6	6 011	+1
Japan	1 138	-11	5 033	+3
Taiwan	902	-14	4 172	+6
Malaysia	957	+3	3 852	0
Philippines	1 017	+21	3 532	+18
Thailand	860	-13	3 227	-9
Korea	566	-8	2 425	+20
Singapore	535	-8	2 385	+9

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	
	Q4 2014 (‘000 tonnes)	Q4 2013 (%)	Jan-Dec 2014 (‘000 tonnes)	Jan-Dec 2013 (%)
Port total				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	16 681	+34	60 513	+69
Petroleum, petroleum products and related materials; and coal, coke and briquettes	5 163	-9	23 052	-12
Artificial resins and plastic materials	2 950	-6	12 059	+2
Machinery	1 776	-13	7 508	-9
Iron and steel	1 569	-1	6 770	+5
Bricks, ceramic tile and refractory construction materials	1 582	-20	6 683	-4
Seaborne ⁽²⁾				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	9 719	+105	33 163	+127
Petroleum, petroleum products and related materials; and coal, coke and briquettes	4 946	-13	22 582	-14
Artificial resins and plastic materials	2 622	-7	10 786	+2
River ⁽²⁾				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	6 962	-10	27 350	+30
Bricks, ceramic tile and refractory construction materials	1 387	-20	5 742	-4
Machinery	842	0	3 410	-8

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 5 : Principal commodities of outward port cargo ⁽¹⁾

Commodity group	Change over		Change over	
	Q4 2014 (‘000 tonnes)	Q4 2013 (%)	Jan-Dec 2014 (‘000 tonnes)	Jan-Dec 2013 (%)
Port total				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	8 485	+6	27 278	-3
Artificial resins and plastic materials	2 285	-6	9 291	+8
Machinery	2 039	-9	8 662	-3
Bricks, ceramic tile and refractory construction materials	1 343	-25	5 436	-11
Logs and timber; wood, simply worked	1 194	+6	4 755	+20
Iron and steel	1 199	+16	4 660	+3
Seaborne ⁽²⁾				
Machinery	1 731	-11	7 509	-4
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	1 326	-18	6 152	-5
Bricks, ceramic tile and refractory construction materials	1 249	-23	5 002	-9
River ⁽²⁾				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	7 159	+12	21 126	-3
Artificial resins and plastic materials	1 419	-5	5 624	+15
Logs and timber; wood, simply worked	902	+15	3 156	+24

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

	Q4 2014 (^{'000} TEUs [@])	Change over Q4 2013 (%)	Jan-Dec 2014 (^{'000} TEUs [@])	Change over Jan-Dec 2013 (%)
Port total	5 375	-7	22 226	-1
<u>Laden containers</u>	4 567	-8	19 041	-1
<i>Inward</i>	2 286	-9	9 543	-2
Imports	711	0	2 821	+2
Inward transhipment	1 575	-12	6 722	-4
<i>Outward</i>	2 281	-8	9 499	0
Exports ⁽¹⁾	723	-2	2 838	+3
Outward transhipment	1 558	-10	6 661	-1
<u>Empty containers</u>	808	-3	3 185	+3
<i>Inward</i>	441	-8	1 728	0
<i>Outward</i>	367	+3	1 457	+6
Seaborne⁽²⁾	3 678	-11	15 591	-3
<u>Laden containers</u>	3 258	-12	13 927	-3
<i>Inward</i>	1 642	-12	6 997	-3
Imports	528	-5	2 148	0
Inward transhipment	1 115	-15	4 849	-4
<i>Outward</i>	1 616	-11	6 930	-3
Exports ⁽¹⁾	467	-10	1 917	-5
Outward transhipment	1 149	-12	5 013	-2
<u>Empty containers</u>	420	-6	1 664	+1
<i>Inward</i>	280	-13	1 099	-8
<i>Outward</i>	140	+11	565	+24
River⁽²⁾	1 697	+1	6 635	+5
<u>Laden containers</u>	1 309	+1	5 115	+4
<i>Inward</i>	644	-1	2 546	+1
Imports	183	+17	673	+10
Inward transhipment	460	-6	1 873	-2
<i>Outward</i>	665	+3	2 569	+8
Exports ⁽¹⁾	256	+18	921	+28
Outward transhipment	409	-5	1 648	0
<u>Empty containers</u>	388	0	1 521	+5
<i>Inward</i>	161	+3	629	+20
<i>Outward</i>	227	-1	892	-3

Notes : Figures may not add up to the respective totals due to rounding.

(1) Exports comprise domestic exports and re-exports.

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@ 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

	Q4 2014	Change over Q4 2013 (%)	Jan-Dec 2014	Change over Jan-Dec 2013 (%)
Ocean				
Number of incoming vessels ⁽¹⁾	7 690	0	30 180	+1
Capacity (Mn. NRT [#])	103.0	-3	404.7	-2
River				
Number of incoming vessels ⁽¹⁾	40 900	0	159 280	+1
Capacity (Mn. NRT [#])	28.7	-2	111.2	+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%.