

Table 1 : Summary of port cargo statistics

	Q2 2015 (Mn. tonnes)	Change over Q2 2014 (%)	Jan-Jun 2015 (Mn. tonnes)	Change over Jan-Jun 2014 (%)
Port total	68.4	-11	136.8	-6
<u>Inward</u>	40.5	-16	82.4	-10
Imports	22.2	-16	48.0	-6
Inward transhipment	18.3	-15	34.4	-15
<u>Outward</u>	27.8	-5	54.3	-1
Exports ⁽¹⁾	10.6	+18	20.6	+28
Outward transhipment	17.2	-15	33.7	-13
 Seaborne⁽²⁾	 44.6	 -15	 90.4	 -10
<u>Inward</u>	30.0	-12	61.0	-8
Imports	16.3	-9	35.1	0
Inward transhipment	13.6	-17	25.9	-17
<u>Outward</u>	14.6	-19	29.4	-15
Exports ⁽¹⁾	3.0	-14	6.1	-9
Outward transhipment	11.6	-21	23.3	-16
 River⁽²⁾	 23.8	 -4	 46.4	 +1
<u>Inward</u>	10.5	-24	21.4	-16
Imports	5.9	-32	12.9	-19
Inward transhipment	4.6	-10	8.6	-9
<u>Outward</u>	13.2	+20	25.0	+23
Exports ⁽¹⁾	7.6	+37	14.5	+55
Outward transhipment	5.6	+2	10.4	-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	Q2 2015 (^{'000 tonnes})	Change over Q2 2014 (%)	Jan-Jun 2015 (^{'000 tonnes})	Change over Jan-Jun 2014 (%)
The mainland of China	18 297	-23	38 924	-12
<i>Seaborne⁽²⁾</i>	7 811	-22	17 555	-8
<i>River⁽²⁾</i>	10 486	-24	21 369	-16
Singapore	2 450	+34	5 207	+23
Japan	2 408	-5	4 980	+3
United States of America	2 543	-2	4 890	-4
Taiwan	1 844	-12	3 685	-4
Indonesia	1 871	-26	3 323	-20
Korea	1 410	+4	3 218	+15
Thailand	1 287	-4	2 452	-4
Malaysia	1 281	-16	2 357	-22
Vietnam	961	-22	1 803	-24

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	Q2 2015 (‘000 tonnes)	Change over Q2 2014 (%)	Jan-Jun 2015 (‘000 tonnes)	Change over Jan-Jun 2014 (%)
The mainland of China	14 935	+12	28 227	+13
<i>Seaborne</i> ⁽²⁾	2 144	-20	4 165	-23
<i>River</i> ⁽²⁾	12 791	+20	24 062	+23
Vietnam	1 846	-14	3 840	-6
United States of America	1 297	-19	2 672	-15
Japan	1 126	-16	2 229	-17
Malaysia	860	-27	1 682	-18
Philippines	835	-9	1 632	-1
Taiwan	774	-32	1 499	-29
Thailand	688	-19	1 404	-7
Singapore	504	-36	1 028	-21
Korea	550	-15	1 027	-21

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	Change over		Change over	
	Q2 2015 (‘000 tonnes)	Q2 2014 (%)	Jan-Jun 2015 (‘000 tonnes)	Jan-Jun 2014 (%)
Port total				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	9 558	-34	22 695	-19
Petroleum, petroleum products and related materials; and coal, coke and briquettes	6 375	+5	13 254	+11
Artificial resins and plastic materials	3 129	-2	5 961	-2
Machinery	2 020	-5	3 773	-3
Iron and steel	1 495	-15	3 103	-12
Bricks, ceramic tile and refractory construction materials	1 603	-14	2 796	-16
Seaborne ⁽²⁾				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	5 805	-24	13 704	-10
Petroleum, petroleum products and related materials; and coal, coke and briquettes	6 168	+3	12 872	+9
Artificial resins and plastic materials	2 843	-2	5 398	-1
River ⁽²⁾				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	3 753	-45	8 991	-29
Bricks, ceramic tile and refractory construction materials	1 430	-10	2 482	-13
Machinery	964	0	1 780	+1

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	
	Q2 2015 (‘000 tonnes)	Q2 2014 (%)	Jan-Jun 2015 (‘000 tonnes)	Jan-Jun 2014 (%)
Port total				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	8 081	+27	15 331	+35
Artificial resins and plastic materials	2 238	-8	4 463	-5
Machinery	2 031	-12	4 091	-8
Bricks, ceramic tile and refractory construction materials	1 346	-9	2 461	-8
Logs and timber; wood, simply worked	1 095	-12	2 040	-15
Iron and steel	982	-15	1 991	-14
Seaborne ⁽²⁾				
Machinery	1 692	-16	3 470	-11
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	1 255	-25	2 471	-26
Bricks, ceramic tile and refractory construction materials	1 248	-9	2 270	-8
River ⁽²⁾				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	6 826	+47	12 860	+60
Artificial resins and plastic materials	1 449	+3	2 796	+1
Logs and timber; wood, simply worked	777	+4	1 466	+1

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

	Q2 2015 (‘000 TEUs@)	Change over Q2 2014 (%)	Jan-Jun 2015 (‘000 TEUs@)	Change over Jan-Jun 2014 (%)
Port total	5 311	-10	10 232	-9
<u>Laden containers</u>	4 532	-11	8 722	-9
<i>Inward</i>	2 346	-9	4 408	-9
Imports	764	+3	1 402	+3
Inward transhipment	1 582	-14	3 006	-14
<i>Outward</i>	2 187	-12	4 314	-9
Exports ⁽¹⁾	665	-7	1 298	-3
Outward transhipment	1 522	-14	3 016	-12
<u>Empty containers</u>	779	-4	1 510	-4
<i>Inward</i>	403	-7	796	-6
<i>Outward</i>	376	+1	714	-2
 Seaborne⁽²⁾	 3 633	 -13	 7 119	 -11
<u>Laden containers</u>	3 235	-14	6 312	-12
<i>Inward</i>	1 705	-11	3 222	-11
Imports	583	+1	1 072	+1
Inward transhipment	1 122	-16	2 149	-16
<i>Outward</i>	1 529	-17	3 090	-13
Exports ⁽¹⁾	421	-14	840	-9
Outward transhipment	1 109	-19	2 250	-14
<u>Empty containers</u>	398	-2	807	-3
<i>Inward</i>	240	-13	499	-8
<i>Outward</i>	159	+23	309	+9
 River⁽²⁾	 1 678	 -2	 3 113	 -3
<u>Laden containers</u>	1 298	-1	2 410	-2
<i>Inward</i>	641	-5	1 187	-4
Imports	181	+8	330	+10
Inward transhipment	460	-9	857	-9
<i>Outward</i>	657	+3	1 224	0
Exports ⁽¹⁾	244	+8	458	+11
Outward transhipment	413	0	766	-5
<u>Empty containers</u>	381	-6	702	-6
<i>Inward</i>	163	+2	297	-1
<i>Outward</i>	217	-11	405	-9

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

	Q2 2015	Change over Q2 2014 (%)	Jan-Jun 2015	Change over Jan-Jun 2014 (%)
Ocean				
Number of incoming vessels ⁽¹⁾	7 500	-2	14 860	-1
Capacity (Mn. NRT [#])	104.5	+2	207.3	+1
River				
Number of incoming vessels ⁽¹⁾	40 370	+2	79 570	+3
Capacity (Mn. NRT [#])	26.5	-8	52.1	-4

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.