

Table 1 : Summary of port cargo statistics

	Q4 2015	(Year-on-year percentage change)	2015	(Year-on-year percentage change)
	(Million tonnes)		(Million tonnes)	
Port total	56.0	-25.5	256.6	-13.8
<u>Inward</u>	33.4	-26.9	152.8	-17.0
Imports	17.8	-35.8	85.4	-19.9
Inward transhipment	15.7	-13.3	67.4	-13.0
<u>Outward</u>	22.5	-23.3	103.8	-8.6
Exports ⁽¹⁾	7.0	-39.2	38.2	+0.2
Outward transhipment	15.5	-13.0	65.6	-13.1
Seaborne⁽²⁾	37.0	-22.7	168.6	-14.6
<u>Inward</u>	24.2	-24.8	112.2	-14.1
Imports	12.7	-32.3	61.9	-14.0
Inward transhipment	11.5	-14.3	50.3	-14.2
<u>Outward</u>	12.8	-18.4	56.4	-15.6
Exports ⁽¹⁾	2.7	-21.2	11.8	-13.3
Outward transhipment	10.2	-17.7	44.6	-16.1
River⁽²⁾	19.0	-30.5	88.0	-12.4
<u>Inward</u>	9.3	-32.0	40.6	-24.3
Imports	5.1	-43.2	23.5	-32.3
Inward transhipment	4.2	-10.1	17.1	-9.6
<u>Outward</u>	9.7	-29.0	47.3	+1.3
Exports ⁽¹⁾	4.4	-46.7	26.4	+7.7
Outward transhipment	5.3	-2.6	21.0	-5.8

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.

Table 2 : Main countries/territories of loading of inward port cargo⁽¹⁾

Country/territory of loading	Q4 2015		2015	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	14 509	-41.6	69 368	-26.4
<i>Seaborne</i> ⁽²⁾	5 290	-53.1	28 907	-29.1
<i>River</i> ⁽²⁾	9 218	-32.1	40 461	-24.4
Japan	2 523	-0.2	10 386	+2.5
Singapore	2 124	+13.5	9 439	+18.1
USA	1 756	-28.2	8 731	-12.9
Taiwan	1 339	-22.4	6 437	-10.5
Indonesia	1 333	-15.4	6 353	-19.6
Korea	1 135	-16.6	5 842	+7.0
Malaysia	1 429	-2.7	4 869	-14.6
Thailand	1 028	-1.8	4 630	-3.6
Vietnam	898	-10.6	3 589	-20.3

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 2015		2015	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	10 575	-30.6	52 749	-4.1
<i>Seaborne</i> ⁽²⁾	1 528	-24.2	7 475	-24.7
<i>River</i> ⁽²⁾	9 047	-31.5	45 274	+0.5
Vietnam	1 766	-18.8	7 425	-9.4
USA	1 103	-19.1	5 041	-16.1
Japan	1 084	-4.8	4 454	-11.5
Philippines	807	-20.7	3 177	-10.1
Malaysia	637	-33.4	3 054	-20.7
Taiwan	646	-28.4	2 833	-32.1
Thailand	619	-28.0	2 642	-18.1
Korea	562	-0.6	2 165	-10.7
Macao	679	+40.6	2 071	+22.2

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	Q4 2015		2015	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
Port total				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	6 118	-63.3	35 920	-40.6
Petroleum, petroleum products and related materials; and coal, coke and briquettes	5 798	+12.3	25 695	+11.5
Artificial resins and plastic materials	2 591	-12.2	11 540	-4.3
Machinery	1 551	-12.6	7 077	-5.7
Bricks, ceramic tile and refractory construction materials	1 762	+11.4	6 110	-8.6
Iron and steel	1 378	-12.2	5 991	-11.5
Seaborne⁽²⁾				
Petroleum, petroleum products and related materials; and coal, coke and briquettes	5 585	+12.9	24 876	+10.2
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	3 119	-67.9	20 453	-38.3
Artificial resins and plastic materials	2 332	-11.1	10 424	-3.4
River⁽²⁾				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	2 999	-56.9	15 467	-43.4
Bricks, ceramic tile and refractory construction materials	1 591	+14.7	5 451	-5.1
Machinery	695	-17.4	3 255	-4.5

Notes : (1) Inward port cargo comprises imports and inward transshipment.

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Table 5 : Principal commodities of outward port cargo⁽¹⁾

Commodity group	Q4 2015		2015	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
Port total				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	4 359	-48.6	27 354	+0.3
Artificial resins and plastic materials	1 886	-17.5	8 591	-7.5
Machinery	1 753	-14.1	7 786	-10.1
Bricks, ceramic tile and refractory construction materials	1 423	+6.0	5 285	-2.8
Logs and timber; wood, simply worked	1 106	-7.3	4 212	-11.4
Iron and steel	799	-33.4	3 641	-21.9
Seaborne⁽²⁾				
Machinery	1 392	-19.6	6 488	-13.6
Bricks, ceramic tile and refractory construction materials	1 322	+5.8	4 868	-2.7
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	918	-30.8	4 474	-27.3
River⁽²⁾				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	3 441	-51.9	22 880	+8.3
Artificial resins and plastic materials	1 234	-13.0	5 518	-1.9
Logs and timber; wood, simply worked	883	-2.2	3 153	-0.1

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

	Q4 2015 (‘000 TEUs [@])	(Year-on-year percentage change)	2015 (‘000 TEUs [@])	(Year-on-year percentage change)
Port total	4 659	-13.3	20 073	-9.7
<u>Laden containers</u>	3 949	-13.5	17 108	-10.2
<i>Inward</i>	2 001	-12.5	8 668	-9.2
Imports	632	-11.1	2 751	-2.5
Inward transhipment	1 369	-13.1	5 917	-12.0
<i>Outward</i>	1 948	-14.6	8 440	-11.1
Exports ⁽¹⁾	583	-19.3	2 565	-9.6
Outward transhipment	1 365	-12.4	5 875	-11.8
<u>Empty containers</u>	710	-12.1	2 965	-6.9
<i>Inward</i>	394	-10.6	1 611	-6.8
<i>Outward</i>	316	-13.9	1 354	-7.1
 Seaborne⁽²⁾	 3 165	 -14.0	 13 867	 -11.1
<u>Laden containers</u>	2 786	-14.5	12 299	-11.7
<i>Inward</i>	1 436	-12.5	6 303	-9.9
Imports	475	-9.9	2 091	-2.7
Inward transhipment	961	-13.8	4 212	-13.1
<i>Outward</i>	1 350	-16.5	5 996	-13.5
Exports ⁽¹⁾	380	-18.6	1 672	-12.8
Outward transhipment	970	-15.6	4 324	-13.7
<u>Empty containers</u>	378	-9.9	1 568	-5.7
<i>Inward</i>	255	-8.7	1 013	-7.8
<i>Outward</i>	123	-12.4	556	-1.7
 River⁽²⁾	 1 494	 -11.9	 6 205	 -6.5
<u>Laden containers</u>	1 163	-11.2	4 809	-6.0
<i>Inward</i>	565	-12.3	2 365	-7.1
Imports	157	-14.4	660	-1.9
Inward transhipment	408	-11.4	1 704	-9.0
<i>Outward</i>	598	-10.1	2 444	-4.9
Exports ⁽¹⁾	203	-20.6	893	-3.1
Outward transhipment	395	-3.5	1 552	-5.8
<u>Empty containers</u>	332	-14.5	1 397	-8.2
<i>Inward</i>	139	-14.1	599	-4.9
<i>Outward</i>	193	-14.8	798	-10.5

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.

@ TEU stands for twenty-foot equivalent unit which is a unit measure in capacity terms for different sizes of containers for moving the cargo.

Table 7 : Summary of vessel arrivals

	Q4 2015	2015
Ocean		
Number of incoming vessels ⁽¹⁾	7 024	29 011
	(-8.7)	(-3.9)
Capacity (Mn. NRT [#])	101.1	411.8
	(-1.9)	(+1.8)
River		
Number of incoming vessels ⁽¹⁾	38 607	158 508
	(-5.6)	(-0.5)
Capacity (Mn. NRT [#])	25.5	103.7
	(-11.2)	(-6.7)

Notes : (1) Figures in brackets are percentage changes compared with preceding year.

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.