

Table 1 : Summary of port cargo statistics

	Q1 2016	
	(Million tonnes)	(Year-on-year percentage change)
Port total	55.6	-18.7
<u>Inward</u>	32.3	-22.9
Imports	18.2	-29.3
Inward transhipment	14.1	-12.7
<u>Outward</u>	23.3	-12.1
Exports ⁽¹⁾	9.2	-8.1
Outward transhipment	14.1	-14.5
Seaborne⁽²⁾	35.3	-23.0
<u>Inward</u>	23.3	-24.8
Imports	12.9	-31.2
Inward transhipment	10.4	-15.0
<u>Outward</u>	12.0	-19.1
Exports ⁽¹⁾	2.5	-19.0
Outward transhipment	9.5	-19.1
River⁽²⁾	20.4	-10.1
<u>Inward</u>	9.0	-17.4
Imports	5.3	-24.2
Inward transhipment	3.7	-5.4
<u>Outward</u>	11.4	-3.2
Exports ⁽¹⁾	6.7	-3.2
Outward transhipment	4.7	-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.

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

Country/territory of loading	Q1 2016	
	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	13 770	-33.2
<i>Seaborne</i> ⁽²⁾	4 794	-50.8
<i>River</i> ⁽²⁾	8 976	-17.5
Singapore	2 185	-20.7
Japan	2 056	-20.1
Indonesia	1 938	+33.5
USA	1 677	-28.6
Korea	1 559	-13.8
Taiwan	1 257	-31.7
Malaysia	1 168	+8.6
Thailand	931	-20.1
Vietnam	842	0.0

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.
- 0.0 denotes increase or decrease of less than 0.05%.

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

Country/territory of discharge	Q1 2016	
	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	11 990	-9.8
<i>Seaborne</i> ⁽²⁾	1 359	-32.7
<i>River</i> ⁽²⁾	10 631	-5.7
Vietnam	1 402	-29.7
USA	1 123	-18.3
Japan	978	-11.3
Philippines	824	+3.4
Macao	720	+58.2
Taiwan	660	-9.0
Thailand	605	-15.6
Malaysia	599	-27.2
Indonesia	446	-1.2

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	Q1 2016	
	('000 tonnes)	(Year-on-year percentage change)
Port total		
Petroleum, petroleum products and related materials; and coal, coke and briquettes	6 543	-4.9
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	6 150	-53.2
Artificial resins and plastic materials	2 392	-15.5
Machinery	1 481	-15.6
Bricks, ceramic tile and refractory construction materials	1 404	+17.7
Iron and steel	1 260	-21.7
Seaborne⁽²⁾		
Petroleum, petroleum products and related materials; and coal, coke and briquettes	6 373	-4.9
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	2 758	-65.1
Artificial resins and plastic materials	2 088	-18.3
River⁽²⁾		
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	3 392	-35.2
Bricks, ceramic tile and refractory construction materials	1 269	+20.6
Machinery	704	-13.6

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 2016	
	('000 tonnes)	(Year-on-year percentage change)
Port total		
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	6 778	-6.5
Machinery	1 717	-16.6
Artificial resins and plastic materials	1 704	-23.4
Bricks, ceramic tile and refractory construction materials	1 166	+4.6
Logs and timber; wood, simply worked	1 027	+8.7
Iron and steel	690	-31.6
Seaborne⁽²⁾		
Machinery	1 440	-19.0
Bricks, ceramic tile and refractory construction materials	1 098	+7.4
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	903	-25.7
River⁽²⁾		
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	5 875	-2.6
Artificial resins and plastic materials	1 071	-20.4
Logs and timber; wood, simply worked	836	+21.3

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 6 : Summary of container statistics

	Q1 2016	
	('000 TEUs [@])	(Year-on-year percentage change)
Port total	4 324	-12.1
<u>Laden containers</u>	3 660	-12.7
<i>Inward</i>	1 855	-10.1
Imports	584	-8.6
Inward transhipment	1 271	-10.8
<i>Outward</i>	1 805	-15.2
Exports ⁽¹⁾	529	-16.4
Outward transhipment	1 276	-14.6
<u>Empty containers</u>	664	-9.1
<i>Inward</i>	341	-13.2
<i>Outward</i>	323	-4.3
Seaborne⁽²⁾	2 940	-15.7
<u>Laden containers</u>	2 584	-16.0
<i>Inward</i>	1 333	-12.1
Imports	437	-10.7
Inward transhipment	897	-12.8
<i>Outward</i>	1 251	-19.9
Exports ⁽¹⁾	330	-21.2
Outward transhipment	921	-19.4
<u>Empty containers</u>	356	-12.9
<i>Inward</i>	216	-16.5
<i>Outward</i>	140	-6.6
River⁽²⁾	1 384	-3.5
<u>Laden containers</u>	1 076	-3.3
<i>Inward</i>	522	-4.5
Imports	147	-1.6
Inward transhipment	375	-5.6
<i>Outward</i>	554	-2.2
Exports ⁽¹⁾	199	-7.1
Outward transhipment	355	+0.8
<u>Empty containers</u>	308	-4.2
<i>Inward</i>	125	-6.7
<i>Outward</i>	183	-2.5

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

	Q1 2016
Ocean	
Number of incoming vessels ⁽¹⁾	6 702
	(-8.9)
Capacity (Mn. NRT [#])	96.0
	(-6.7)
River	
Number of incoming vessels ⁽¹⁾	37 912
	(-3.3)
Capacity (Mn. NRT [#])	26.3
	(+2.7)

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.