

**Table 1 : Summary of port cargo statistics**

	Q3 2017		Q1-Q3 2017	
	(Million tonnes)	(Year-on-year percentage change)	(Million tonnes)	(Year-on-year percentage change)
<b>Port total</b>	<b>70.9</b>	<b>+5.3</b>	<b>206.8</b>	<b>+11.3</b>
<u>Inward</u>	44.1	+10.7	128.0	+17.9
Imports	25.5	+13.7	72.6	+20.5
Inward transhipment	18.6	+6.8	55.4	+14.6
<u>Outward</u>	26.8	-2.5	78.9	+2.1
Exports <sup>(1)</sup>	9.3	-14.6	27.4	-12.1
Outward transhipment	17.5	+5.6	51.5	+11.7
<b>Seaborne<sup>(2)</sup></b>	<b>44.0</b>	<b>+2.0</b>	<b>133.1</b>	<b>+12.2</b>
<u>Inward</u>	29.5	-0.2	89.1	+12.2
Imports	15.3	-7.0	45.9	+6.0
Inward transhipment	14.2	+8.4	43.2	+19.7
<u>Outward</u>	14.5	+6.6	43.9	+12.2
Exports <sup>(1)</sup>	3.2	+7.2	9.0	+7.6
Outward transhipment	11.4	+6.4	34.9	+13.5
<b>River<sup>(2)</sup></b>	<b>26.9</b>	<b>+11.3</b>	<b>73.8</b>	<b>+9.8</b>
<u>Inward</u>	14.6	+41.7	38.8	+33.3
Imports	10.3	+70.0	26.7	+57.6
Inward transhipment	4.4	+1.7	12.1	-0.4
<u>Outward</u>	12.2	-11.4	34.9	-8.2
Exports <sup>(1)</sup>	6.1	-22.7	18.4	-19.3
Outward transhipment	6.1	+3.9	16.6	+8.1

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<sup>(1)</sup>**

Country/territory of loading	Q3 2017		Q1-Q3 2017	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	19 587	+21.6	54 933	+21.5
<i>Seaborne</i> <sup>(2)</sup>	5 341	-8.2	16 669	+2.8
<i>River</i> <sup>(2)</sup>	14 247	+38.4	38 264	+32.0
Singapore	2 550	-2.0	8 520	+16.6
Japan	2 477	+9.3	7 094	+8.1
Indonesia	2 340	-43.8	7 080	-4.2
USA	2 326	+5.3	6 439	+8.0
Taiwan	1 742	+8.0	5 105	+16.3
Malaysia	1 849	+30.0	4 932	+21.0
Korea	1 479	+11.9	4 320	+0.5
Thailand	1 129	+2.7	3 687	+16.4
Vietnam	845	-9.3	3 021	+10.3

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<sup>(1)</sup>**

Country/territory of discharge	Q3 2017		Q1-Q3 2017	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	14 248	+1.9	39 968	+1.9
<i>Seaborne</i> <sup>(2)</sup>	2 462	+33.4	7 466	+56.7
<i>River</i> <sup>(2)</sup>	11 785	-2.9	32 502	-5.7
Vietnam	1 685	-2.8	5 442	+8.8
USA	1 302	+8.2	3 821	+6.0
Japan	1 157	-9.6	3 427	+5.3
Taiwan	1 118	+33.7	3 095	+32.0
Macao	456	-72.9	2 438	-32.5
Malaysia	818	+39.8	2 304	+22.6
Philippines	734	0.0	2 222	-8.2
Korea	712	+30.2	2 075	+41.9
Thailand	599	+6.5	1 936	+4.4

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.

0.0 denotes increase or decrease of less than 0.05%.

**Table 4 : Principal commodities of inward port cargo<sup>(1)</sup>**

Commodity group	Q3 2017		Q1-Q3 2017	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
<b>Port total</b>				
Stone, sand and gravel	8 903	+97.2	23 203	+73.4
Petroleum, petroleum products and related materials	5 546	+5.7	16 159	+10.0
Artificial resins and plastic materials	2 875	-7.6	9 154	+6.8
Coal, coke and briquettes	2 887	-30.3	7 877	+2.3
Machinery	1 852	+11.5	5 420	+10.9
Logs and timber; wood, simply worked	1 677	+21.7	4 865	+39.3
<b>Seaborne<sup>(2)</sup></b>				
Petroleum, petroleum products and related materials	5 216	+7.3	15 299	+10.4
Artificial resins and plastic materials	2 539	-8.3	8 207	+8.0
Coal, coke and briquettes	2 886	-30.3	7 872	+2.2
<b>River<sup>(2)</sup></b>				
Stone, sand and gravel	7 478	+128.2	19 025	+95.0
Bricks, ceramic tile and refractory construction materials	1 194	-1.3	3 224	-18.0
Machinery	843	+10.2	2 493	+9.4

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 5 : Principal commodities of outward port cargo<sup>(1)</sup>**

Commodity group	Q3 2017		Q1-Q3 2017	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
<b>Port total</b>				
Stone, sand and gravel	3 915	-25.3	11 744	-23.0
Artificial resins and plastic materials	1 928	-9.7	6 017	+3.8
Machinery	1 902	+5.0	5 813	+6.1
Metalliferous ores and metal scrap	2 147	+34.5	5 528	+23.8
Pulp and waste paper	1 784	+31.1	4 944	+38.3
Logs and timber; wood, simply worked	1 672	+12.9	4 613	+25.9
<b>Seaborne<sup>(2)</sup></b>				
Machinery	1 568	+5.4	4 838	+5.7
Bricks, ceramic tile and refractory construction materials	1 094	-5.4	3 196	-10.1
Metalliferous ores and metal scrap	1 026	+57.8	2 647	+49.2
<b>River<sup>(2)</sup></b>				
Stone, sand and gravel	3 836	-25.7	11 419	-24.0
Artificial resins and plastic materials	1 149	-18.3	3 620	-0.7
Logs and timber; wood, simply worked	1 239	+10.0	3 264	+13.8

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**

	Q3 2017	(Year-on-year percentage change)	Q1-Q3 2017	(Year-on-year percentage change)
	('000 TEUs <sup>@</sup> )		('000 TEUs <sup>@</sup> )	
<b>Port total</b>	<b>5 306</b>	<b>+3.4</b>	<b>15 557</b>	<b>+8.6</b>
<u>Laden containers</u>	4 487	+1.7	13 299	+8.5
<i>Inward</i>	2 295	+0.3	6 866	+8.4
Imports	665	-10.9	2 032	-0.6
Inward transhipment	1 630	+5.8	4 834	+12.7
<i>Outward</i>	2 192	+3.1	6 433	+8.6
Exports <sup>(1)</sup>	639	-2.7	1 824	+1.4
Outward transhipment	1 553	+5.7	4 609	+11.7
<u>Empty containers</u>	819	+13.9	2 258	+9.0
<i>Inward</i>	442	+12.0	1 168	+6.6
<i>Outward</i>	376	+16.1	1 091	+11.8
<b>Seaborne<sup>(2)</sup></b>	<b>3 695</b>	<b>+6.8</b>	<b>10 985</b>	<b>+12.0</b>
<u>Laden containers</u>	3 207	+3.1	9 692	+10.9
<i>Inward</i>	1 676	+0.9	5 131	+11.0
Imports	498	-11.7	1 580	+0.2
Inward transhipment	1 177	+7.4	3 551	+16.6
<i>Outward</i>	1 531	+5.6	4 561	+10.8
Exports <sup>(1)</sup>	443	+5.9	1 223	+6.7
Outward transhipment	1 088	+5.5	3 338	+12.4
<u>Empty containers</u>	488	+40.3	1 293	+21.6
<i>Inward</i>	335	+45.6	798	+19.9
<i>Outward</i>	153	+29.9	495	+24.3
<b>River<sup>(2)</sup></b>	<b>1 611</b>	<b>-3.7</b>	<b>4 572</b>	<b>+1.1</b>
<u>Laden containers</u>	1 281	-1.7	3 607	+2.6
<i>Inward</i>	619	-1.1	1 735	+1.5
Imports	166	-8.2	452	-3.3
Inward transhipment	453	+1.8	1 283	+3.4
<i>Outward</i>	661	-2.2	1 872	+3.6
Exports <sup>(1)</sup>	196	-17.7	600	-7.9
Outward transhipment	465	+6.2	1 272	+10.0
<u>Empty containers</u>	331	-10.9	965	-4.2
<i>Inward</i>	107	-34.9	369	-14.1
<i>Outward</i>	223	+8.3	596	+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.

@ 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**

	Q3 2017	Q1-Q3 2017
<b>Ocean</b>		
Number of vessel arrivals	6 784 (-3.5)	20 206 (-3.0)
Capacity (Mn. NRT <sup>#</sup> )	107.7 (+1.0)	319.0 (+5.0)
<b>River</b>		
Number of vessel arrivals	39 109 (-2.0)	118 049 (+0.8)
Capacity (Mn. NRT <sup>#</sup> )	29.4 (+3.0)	89.6 (+8.2)

Notes : 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.