

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

	Q1 2018	
	(Million tonnes)	(Year-on-year percentage change)
<b>Port total</b>	<b>65.7</b>	<b>-0.7</b>
<u>Inward</u>	40.6	+1.6
Imports	24.0	+6.2
Inward transhipment	16.6	-4.3
<u>Outward</u>	25.1	-4.3
Exports <sup>(1)</sup>	8.8	-10.9
Outward transhipment	16.2	-0.3
<b>Seaborne<sup>(2)</sup></b>	<b>40.6</b>	<b>-4.8</b>
<u>Inward</u>	27.1	-5.8
Imports	14.1	-5.7
Inward transhipment	12.9	-5.8
<u>Outward</u>	13.6	-2.9
Exports <sup>(1)</sup>	2.9	+5.8
Outward transhipment	10.7	-5.0
<b>River<sup>(2)</sup></b>	<b>25.0</b>	<b>+6.7</b>
<u>Inward</u>	13.6	+20.4
Imports	9.8	+29.5
Inward transhipment	3.7	+1.4
<u>Outward</u>	11.5	-5.9
Exports <sup>(1)</sup>	5.9	-17.4
Outward transhipment	5.6	+10.3

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	Q1 2018	
	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	18 735	+14.8
<i>Seaborne</i> <sup>(2)</sup>	5 318	3.8
<i>River</i> <sup>(2)</sup>	13 417	+19.8
Singapore	2 353	-23.3
Indonesia	2 128	-3.4
Malaysia	1 889	+31.7
USA	1 869	+2.2
Japan	1 844	-13.0
Taiwan	1 698	+2.6
Korea	1 221	-20.5
Thailand	1 127	-8.7
Vietnam	983	-10.1

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.

**Table 3 : Main countries/territories of discharge of outward port cargo<sup>(1)</sup>**

Country/territory of discharge	Q1 2018	
	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	13 655	+2.0
<i>Seaborne</i> <sup>(2)</sup>	2 583	+5.4
<i>River</i> <sup>(2)</sup>	11 073	+1.2
Vietnam	1 761	+2.1
USA	1 175	-3.3
Japan	1 108	-0.2
Taiwan	1 098	+23.6
Philippines	746	-0.3
Malaysia	663	+12.1
Thailand	567	-10.5
Korea	548	-10.4
Macao	416	-67.2

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

Commodity group	Q1 2018	
	('000 tonnes)	(Year-on-year percentage change)
<b>Port total</b>		
Stone, sand and gravel	7 775	+19.2
Petroleum, petroleum products and related materials	5 208	-2.5
Artificial resins and plastic materials	2 625	-19.5
Coal, coke and briquettes	2 061	-16.3
Logs and timber; wood, simply worked	1 727	+21.6
Machinery	1 683	+0.1
<b>Seaborne<sup>(2)</sup></b>		
Petroleum, petroleum products and related materials	4 955	-1.8
Artificial resins and plastic materials	2 225	-24.0
Coal, coke and briquettes	2 056	-16.5
<b>River<sup>(2)</sup></b>		
Stone, sand and gravel	6 163	+17.1
Cement and cement clinker	906	+167.8
Machinery	869	+16.4

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	Q1 2018	
	('000 tonnes)	(Year-on-year percentage change)
<b>Port total</b>		
Stone, sand and gravel	4 122	-14.3
Artificial resins and plastic materials	1 947	-9.2
Machinery	1 920	+1.7
Logs and timber; wood, simply worked	1 736	+31.5
Pulp and waste paper	1 538	-4.4
Metalliferous ores and metal scrap	1 416	-12.0
<b>Seaborne<sup>(2)</sup></b>		
Machinery	1 555	-2.5
Live animals chiefly for food and edible animal products	903	+5.4
Artificial resins and plastic materials	867	+11.2
<b>River<sup>(2)</sup></b>		
Stone, sand and gravel	3 988	-15.1
Logs and timber; wood, simply worked	1 270	+37.2
Artificial resins and plastic materials	1 080	-20.9

Notes : (1) Outward port cargo comprises exports (domestic exports and re-exports) and outward transshipment.

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**Table 6 : Summary of container statistics**

	Q1 2018	
	('000 TEUs <sup>@</sup> )	(Year-on-year percentage change)
<b>Port total</b>	<b>4 888</b>	<b>+0.2</b>
<u>Laden containers</u>	4 140	-2.0
<i>Inward</i>	2 124	-2.3
Imports	635	-2.7
Inward transhipment	1 489	-2.1
<i>Outward</i>	2 016	-1.7
Exports <sup>(1)</sup>	556	-3.2
Outward transhipment	1 460	-1.1
<u>Empty containers</u>	747	+14.4
<i>Inward</i>	384	+21.4
<i>Outward</i>	363	+7.9
<b>Seaborne<sup>(2)</sup></b>	<b>3 383</b>	<b>-1.5</b>
<u>Laden containers</u>	2 918	-5.7
<i>Inward</i>	1 508	-8.2
Imports	431	-15.8
Inward transhipment	1 076	-4.7
<i>Outward</i>	1 410	-2.8
Exports <sup>(1)</sup>	375	+3.3
Outward transhipment	1 036	-4.9
<u>Empty containers</u>	465	+36.8
<i>Inward</i>	295	+61.3
<i>Outward</i>	170	+8.2
<b>River<sup>(2)</sup></b>	<b>1 505</b>	<b>+4.1</b>
<u>Laden containers</u>	1 222	+8.0
<i>Inward</i>	616	+15.9
Imports	204	+44.9
Inward transhipment	413	+5.5
<i>Outward</i>	606	+1.0
Exports <sup>(1)</sup>	182	-14.2
Outward transhipment	424	+9.3
<u>Empty containers</u>	283	-9.8
<i>Inward</i>	89	-33.2
<i>Outward</i>	193	+7.6

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.

**Table 7 : Summary of vessel arrivals**

		Q1 2018
<b>Ocean</b>		
Number of vessel arrivals		6 261 (-5.4)
Capacity (Mn. NRT <sup>#</sup> )		99.0 (-4.5)
<b>River</b>		
Number of vessel arrivals		37 960 (-2.2)
Capacity (Mn. NRT <sup>#</sup> )		28.5 (-3.4)

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.