

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

	Q4 2018		Q1-Q4 2018	
	(Million tonnes)	(Year-on-year percentage change)	(Million tonnes)	(Year-on-year percentage change)
<b>Port total</b>	<b>65.1</b>	<b>-13.0</b>	<b>258.5</b>	<b>-8.2</b>
<u>Inward</u>	40.0	-14.3	159.5	-8.6
Imports	22.7	-18.0	91.4	-8.9
Inward transhipment	17.3	-8.8	68.1	-8.3
<u>Outward</u>	25.1	-10.8	99.0	-7.4
Exports <sup>(1)</sup>	8.3	-22.7	33.8	-11.4
Outward transhipment	16.8	-3.3	65.3	-5.2
<b>Seaborne<sup>(2)</sup></b>	<b>41.2</b>	<b>-6.0</b>	<b>164.5</b>	<b>-7.0</b>
<u>Inward</u>	27.5	-7.6	109.9	-7.6
Imports	13.9	-8.5	56.8	-7.0
Inward transhipment	13.6	-6.7	53.1	-8.1
<u>Outward</u>	13.7	-2.7	54.7	-5.8
Exports <sup>(1)</sup>	3.1	+4.7	11.8	-1.0
Outward transhipment	10.7	-4.6	42.9	-7.0
<b>River<sup>(2)</sup></b>	<b>23.9</b>	<b>-22.8</b>	<b>94.0</b>	<b>-10.2</b>
<u>Inward</u>	12.5	-26.0	49.6	-10.9
Imports	8.8	-29.6	34.6	-11.7
Inward transhipment	3.7	-15.9	15.1	-9.0
<u>Outward</u>	11.4	-18.9	44.4	-9.4
Exports <sup>(1)</sup>	5.3	-33.0	22.0	-16.1
Outward transhipment	6.1	-1.0	22.4	-1.7

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	Q4 2018		Q1-Q4 2018	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	17 961	-11.6	71 020	-5.6
<i>Seaborne</i> <sup>(2)</sup>	5 556	-3.9	21 833	-2.7
<i>River</i> <sup>(2)</sup>	12 405	-14.7	49 186	-6.8
Singapore	2 581	-16.6	9 398	-19.1
Indonesia	1 462	-45.6	8 766	-10.2
Malaysia	2 176	+22.8	7 727	+15.2
Japan	1 787	-14.1	7 432	-19.0
USA	1 850	-18.1	7 365	-15.3
Taiwan	1 918	+19.0	6 881	+2.4
Korea	1 281	-16.9	5 002	-14.7
Thailand	1 195	+3.8	4 703	-2.8
Vietnam	861	-3.7	3 847	-1.7

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	Q4 2018		Q1-Q4 2018	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	13 691	-15.8	53 297	-5.2
<i>Seaborne</i> <sup>(2)</sup>	2 577	+0.5	10 294	+2.6
<i>River</i> <sup>(2)</sup>	11 114	-18.9	43 002	-6.9
Vietnam	1 869	-4.9	7 348	-0.8
USA	1 283	+1.7	5 018	-1.3
Japan	1 039	-1.6	4 196	-6.4
Taiwan	860	-11.7	3 531	-13.2
Philippines	947	+20.2	3 400	+13.0
Malaysia	700	-5.3	2 721	-10.6
Korea	548	-7.5	2 260	-15.3
Thailand	505	-7.0	2 131	-14.0
Macao	250	-19.2	1 358	-50.6

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	Q4 2018		Q1-Q4 2018	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
<b>Port total</b>				
Stone, sand and gravel	7 690	-27.5	28 248	-16.5
Petroleum, petroleum products and related materials	5 771	+0.4	21 783	-0.6
Artificial resins and plastic materials	3 152	+6.7	11 175	-7.7
Coal, coke and briquettes	1 459	-45.3	9 075	-13.9
Machinery	1 571	-9.9	6 706	-6.4
Logs and timber; wood, simply worked	1 284	-27.3	6 055	-8.7
<b>Seaborne<sup>(2)</sup></b>				
Petroleum, petroleum products and related materials	5 603	+2.2	20 792	+0.1
Artificial resins and plastic materials	2 728	+6.5	9 621	-10.7
Coal, coke and briquettes	1 449	-45.6	9 044	-14.2
<b>River<sup>(2)</sup></b>				
Stone, sand and gravel	5 755	-37.4	21 994	-22.1
Machinery	842	-1.9	3 432	+2.4
Bricks, ceramic tile and refractory construction materials	883	-20.1	3 325	-23.2

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	Q4 2018		Q1-Q4 2018	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
<b>Port total</b>				
Stone, sand and gravel	3 658	-36.7	15 063	-14.1
Artificial resins and plastic materials	2 264	+18.8	8 063	+1.8
Machinery	1 700	-8.0	7 315	-4.5
Logs and timber; wood, simply worked	1 451	-20.0	6 290	-2.1
Pulp and waste paper	1 636	+6.9	6 062	-6.4
Metalliferous ores and metal scrap	1 394	-28.0	5 405	-27.6
<b>Seaborne<sup>(2)</sup></b>				
Machinery	1 431	-6.4	6 031	-5.3
Artificial resins and plastic materials	865	+13.7	3 341	+5.8
Metalliferous ores and metal scrap	864	-16.0	3 178	-13.5
<b>River<sup>(2)</sup></b>				
Stone, sand and gravel	3 481	-38.5	14 393	-15.7
Artificial resins and plastic materials	1 399	+22.2	4 722	-0.9
Logs and timber; wood, simply worked	1 055	-19.9	4 370	-4.6

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 2018		Q1-Q4 2018	
	('000 TEUs <sup>@</sup> )	(Year-on-year percentage change)	('000 TEUs <sup>@</sup> )	(Year-on-year percentage change)
<b>Port total</b>	<b>4 959</b>	<b>-4.9</b>	<b>19 596</b>	<b>-5.7</b>
<u>Laden containers</u>	4 194	-5.8	16 699	-5.9
<i>Inward</i>	2 159	-7.8	8 628	-6.3
Imports	636	-7.1	2 567	-5.5
Inward transhipment	1 523	-8.1	6 062	-6.6
<i>Outward</i>	2 035	-3.6	8 071	-5.5
Exports <sup>(1)</sup>	572	-0.2	2 255	-5.9
Outward transhipment	1 463	-4.9	5 816	-5.4
<u>Empty containers</u>	765	+0.6	2 897	-4.0
<i>Inward</i>	409	+4.1	1 515	-2.9
<i>Outward</i>	356	-3.1	1 382	-5.2
<b>Seaborne<sup>(2)</sup></b>	<b>3 476</b>	<b>-4.4</b>	<b>13 764</b>	<b>-5.9</b>
<u>Laden containers</u>	2 952	-6.9	11 876	-7.7
<i>Inward</i>	1 554	-9.2	6 200	-9.4
Imports	433	-15.2	1 793	-14.2
Inward transhipment	1 122	-6.6	4 406	-7.3
<i>Outward</i>	1 398	-4.3	5 677	-5.7
Exports <sup>(1)</sup>	395	+0.1	1 558	-3.7
Outward transhipment	1 003	-6.0	4 118	-6.5
<u>Empty containers</u>	524	+12.9	1 887	+7.4
<i>Inward</i>	342	+17.6	1 215	+11.6
<i>Outward</i>	182	+5.2	672	+0.6
<b>River<sup>(2)</sup></b>	<b>1 483</b>	<b>-6.0</b>	<b>5 833</b>	<b>-5.1</b>
<u>Laden containers</u>	1 242	-3.0	4 823	-1.3
<i>Inward</i>	605	-4.0	2 429	+2.7
Imports	203	+16.7	773	+23.5
Inward transhipment	402	-11.9	1 656	-4.8
<i>Outward</i>	637	-2.1	2 394	-5.1
Exports <sup>(1)</sup>	177	-0.9	696	-10.6
Outward transhipment	460	-2.5	1 697	-2.6
<u>Empty containers</u>	241	-18.6	1 010	-19.9
<i>Inward</i>	67	-34.2	300	-36.3
<i>Outward</i>	174	-10.5	710	-10.1

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.

@ 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 2018	Q1-Q4 2018
<b>Ocean</b>		
Number of vessel arrivals <sup>(1)</sup>	6 425 (-2.5)	25 410 (-5.2)
Capacity (Mn. NRT <sup>#</sup> )	100.1 (-1.3)	398.7 (-5.2)
<b>River</b>		
Number of vessel arrivals	36 997 (-8.8)	149 200 (-5.9)
Capacity (Mn. NRT <sup>#</sup> )	28.6 (-4.9)	110.7 (-7.5)

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.

(1) The number of ocean vessel arrivals of the first quarter of 2018 was revised to 6 263.