

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

	Q1 2020	
	(Million tonnes)	(Year-on-year percentage change)
<b>Port total</b>	<b>57.2</b>	<b>-3.2</b>
<u>Inward</u>	39.0	+5.5
Imports	24.5	+12.1
Inward transshipment	14.5	-4.1
<u>Outward</u>	18.1	-17.8
Exports <sup>(1)</sup>	4.3	-40.0
Outward transshipment	13.9	-7.2
<b>Seaborne<sup>(2)</sup></b>	<b>35.7</b>	<b>-4.5</b>
<u>Inward</u>	24.9	-0.7
Imports	13.5	+2.4
Inward transshipment	11.4	-4.3
<u>Outward</u>	10.8	-12.3
Exports <sup>(1)</sup>	1.9	-30.4
Outward transshipment	8.9	-7.2
<b>River<sup>(2)</sup></b>	<b>21.5</b>	<b>-0.9</b>
<u>Inward</u>	14.1	+18.6
Imports	11.0	+27.0
Inward transshipment	3.2	-3.6
<u>Outward</u>	7.4	-24.7
Exports <sup>(1)</sup>	2.4	-45.8
Outward transshipment	5.0	-7.1

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	Q1 2020	
	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	19 177	+10.9
<i>Seaborne</i> <sup>(2)</sup>	5 328	-3.8
<i>River</i> <sup>(2)</sup>	13 849	+17.8
Taiwan	4 057	+181.3
Malaysia	2 253	+18.7
Japan	1 334	-1.4
Singapore	1 330	-46.2
USA	1 138	-26.7
Vietnam	1 113	+15.0
Thailand	988	-12.6
Korea	968	-10.3
Indonesia	737	-46.9

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 2020	
	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	9 189	-21.8
<i>Seaborne</i> <sup>(2)</sup>	2 430	+11.0
<i>River</i> <sup>(2)</sup>	6 759	-29.3
Vietnam	1 110	-25.8
Taiwan	833	+8.1
USA	832	-24.8
Japan	781	-18.5
Philippines	734	-13.9
Macao	624	+153.2
Thailand	542	+11.6
Malaysia	487	-26.7
Korea	436	-21.0

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 2020	
	('000 tonnes)	(Year-on-year percentage change)
<b>Port total</b>		
Stone, sand and gravel	13 236	+58.4
Petroleum, petroleum products and related materials	4 321	-20.6
Artificial resins and plastic materials	2 390	-11.5
Machinery	1 385	-11.3
Live animals chiefly for food and edible animal products	1 235	+4.4
Logs and timber; wood, simply worked	1 160	+4.0
<b>Seaborne<sup>(2)</sup></b>		
Stone, sand and gravel	4 620	+118.9
Petroleum, petroleum products and related materials	3 923	-23.4
Artificial resins and plastic materials	1 871	-18.7
<b>River<sup>(2)</sup></b>		
Stone, sand and gravel	8 616	+37.9
Machinery	780	-8.0
Bricks, ceramic tile and refractory construction materials	590	-2.4

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

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

Commodity group	Q1 2020	
	('000 tonnes)	(Year-on-year percentage change)
<b>Port total</b>		
Artificial resins and plastic materials	1 922	-10.2
Machinery	1 462	-13.8
Logs and timber; wood, simply worked	1 185	-6.1
Metalliferous ores and metal scrap	1 090	-11.9
Pulp and waste paper	1 022	-12.7
Stone, sand and gravel	861	-71.1
<b>Seaborne<sup>(2)</sup></b>		
Machinery	1 166	-18.1
Metalliferous ores and metal scrap	803	+0.2
Artificial resins and plastic materials	725	-11.7
<b>River<sup>(2)</sup></b>		
Artificial resins and plastic materials	1 197	-9.2
Logs and timber; wood, simply worked	851	-11.2
Stone, sand and gravel	728	-74.3

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 2020	
	('000 TEUs <sup>@</sup> )	(Year-on-year percentage change)
<b>Port total</b>	<b>4 100</b>	<b>-7.3</b>
<u>Laden containers</u>	3 425	-8.9
<i>Inward</i>	1 799	-7.6
Imports	523	-11.0
Inward transhipment	1 276	-6.1
<i>Outward</i>	1 626	-10.4
Exports <sup>(1)</sup>	403	-15.1
Outward transhipment	1 223	-8.8
<u>Empty containers</u>	674	+1.9
<i>Inward</i>	328	-5.9
<i>Outward</i>	347	+10.6
<b>Seaborne<sup>(2)</sup></b>	<b>2 870</b>	<b>-7.2</b>
<u>Laden containers</u>	2 381	-10.2
<i>Inward</i>	1 298	-6.6
Imports	365	-12.0
Inward transhipment	933	-4.4
<i>Outward</i>	1 083	-14.2
Exports <sup>(1)</sup>	239	-27.5
Outward transhipment	844	-9.5
<u>Empty containers</u>	489	+10.7
<i>Inward</i>	276	-3.6
<i>Outward</i>	213	+36.9
<b>River<sup>(2)</sup></b>	<b>1 230</b>	<b>-7.5</b>
<u>Laden containers</u>	1 045	-5.9
<i>Inward</i>	501	-9.9
Imports	158	-8.7
Inward transhipment	343	-10.4
<i>Outward</i>	543	-1.8
Exports <sup>(1)</sup>	164	+13.0
Outward transhipment	379	-7.1
<u>Empty containers</u>	185	-15.7
<i>Inward</i>	52	-16.7
<i>Outward</i>	134	-15.4

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**

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	Q1 2020
<b>Ocean</b>	
Number of vessel arrivals	6 165 (+2.1)
Capacity (Mn. NT <sup>#</sup> )	99.1 (+3.5)
<b>River</b>	
Number of vessel arrivals	19 794 (-42.5)
Capacity (Mn. NT <sup>#</sup> )	23.8 (-13.3)

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

# Net ton (NT) is a unit measure in volume terms of the space of a vessel available for carrying passengers or goods. One NT is equivalent to 100 cubic feet.