

Table 1 : Summary of port cargo statistics

	Q3 2014 (Mn. tonnes)	Change over Q3 2013 (%)	Jan-Sep 2014 (Mn. tonnes)	Change over Jan-Sep 2013 (%)
Port total	76.4	+9	222.5	+11
<u>Inward</u>	47.0	+13	138.4	+18
Imports	28.0	+33	78.9	+34
Inward transshipment	19.1	-7	59.5	+1
<u>Outward</u>	29.3	+3	84.1	+1
Exports ⁽¹⁾	10.5	+21	26.5	0
Outward transshipment	18.8	-4	57.6	+1
Seaborne⁽²⁾	49.0	+3	149.5	+9
<u>Inward</u>	32.4	+8	98.4	+14
Imports	18.2	+25	53.2	+30
Inward transshipment	14.2	-8	45.2	0
<u>Outward</u>	16.6	-6	51.1	+1
Exports ⁽¹⁾	3.5	-3	10.2	-2
Outward transshipment	13.1	-6	40.8	+2
River⁽²⁾	27.3	+23	73.1	+13
<u>Inward</u>	14.6	+27	40.0	+26
Imports	9.8	+50	25.8	+44
Inward transshipment	4.9	-3	14.3	+4
<u>Outward</u>	12.7	+18	33.1	+1
Exports ⁽¹⁾	6.9	+38	16.3	+2
Outward transshipment	5.8	+1	16.8	0

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.

'0' denotes increase or decrease of less than 0.5%.

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

Country/territory of loading	Q3 2014 (^{'000 tonnes})	Change over Q3 2013 (%)	Jan-Sep 2014 (^{'000 tonnes})	Change over Jan-Sep 2013 (%)
The mainland of China	24 939	+49	69 415	+49
<i>Seaborne</i> ⁽²⁾	10 358	+98	29 481	+98
<i>River</i> ⁽²⁾	14 581	+27	39 935	+26
Japan	2 748	0	7 599	+10
United States of America	2 478	+14	7 583	+6
Indonesia	2 162	-31	6 332	-33
Singapore	1 899	-17	6 119	+3
Taiwan	1 643	-13	5 462	-9
Malaysia	1 220	-13	4 235	+8
Korea	1 307	-14	4 098	-2
Thailand	1 200	+6	3 756	+6
Vietnam	1 136	+14	3 499	+11

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' denotes increase or decrease of less than 0.5%.

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

Country/territory of discharge	Q3 2014 (^{'000 tonnes})	Change over Q3 2013 (%)	Jan-Sep 2014 (^{'000 tonnes})	Change over Jan-Sep 2013 (%)
The mainland of China	14 798	+15	39 755	+2
<i>Seaborne</i> ⁽²⁾	2 523	+4	7 906	+7
<i>River</i> ⁽²⁾	12 276	+18	31 849	0
Vietnam	1 921	-12	6 018	0
United States of America	1 517	-4	4 647	+4
Japan	1 209	-1	3 894	+8
Taiwan	1 149	+34	3 270	+13
Malaysia	836	-18	2 895	-1
Philippines	871	+14	2 514	+18
Thailand	856	-8	2 367	-7
Korea	564	+4	1 859	+32
Singapore	553	+7	1 850	+14

- 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' denotes increase or decrease of less than 0.5%.

Table 4 : Principal commodities of inward port cargo ⁽¹⁾

Commodity group	Change over		Change over	
	Q3 2014 ('000 tonnes)	Q3 2013 (%)	Jan-Sep 2014 ('000 tonnes)	Jan-Sep 2013 (%)
Port total				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	15 931	+94	43 832	+89
Petroleum, petroleum products and related materials; and coal, coke and briquettes	5 962	-21	17 889	-13
Artificial resins and plastic materials	3 023	+7	9 109	+5
Machinery	1 829	-14	5 732	-8
Iron and steel	1 674	+6	5 201	+7
Bricks, ceramic tile and refractory construction materials	1 775	-6	5 101	+3
Seaborne ⁽²⁾				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	8 270	+144	23 444	+137
Petroleum, petroleum products and related materials; and coal, coke and briquettes	5 849	-22	17 636	-14
Artificial resins and plastic materials	2 690	+6	8 164	+5
River ⁽²⁾				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	7 661	+59	20 388	+53
Bricks, ceramic tile and refractory construction materials	1 517	-6	4 355	+3
Machinery	815	-16	2 568	-10

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	Change over		Change over	
	Q3 2014 ('000 tonnes)	Q3 2013 (%)	Jan-Sep 2014 ('000 tonnes)	Jan-Sep 2013 (%)
Port total				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	7 417	+16	18 793	-7
Artificial resins and plastic materials	2 329	+9	7 006	+14
Machinery	2 162	-6	6 622	-1
Bricks, ceramic tile and refractory construction materials	1 406	-16	4 093	-5
Logs and timber; wood, simply worked	1 162	+12	3 561	+25
Iron and steel	1 157	+1	3 461	-1
Seaborne⁽²⁾				
Machinery	1 867	-8	5 778	-1
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	1 489	-7	4 826	-1
Bricks, ceramic tile and refractory construction materials	1 282	-14	3 753	-2
River⁽²⁾				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	5 928	+24	13 967	-9
Artificial resins and plastic materials	1 442	+23	4 205	+24
Logs and timber; wood, simply worked	804	+19	2 254	+28

- 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 2014 (‘000 TEUs [@])	Change over Q3 2013 (%)	Jan-Sep 2014 (‘000 TEUs [@])	Change over Jan-Sep 2013 (%)
Port total	5 652	-3	16 851	+2
<u>Laden containers</u>	4 851	-3	14 474	+1
<i>Inward</i>	2 397	-5	7 257	0
Imports	742	+4	2 110	+3
Inward transhipment	1 655	-8	5 147	-1
<i>Outward</i>	2 454	-1	7 218	+3
Exports ⁽¹⁾	778	+7	2 115	+5
Outward transhipment	1 676	-4	5 102	+2
<u>Empty containers</u>	801	-1	2 377	+5
<i>Inward</i>	442	-6	1 287	+4
<i>Outward</i>	359	+5	1 089	+7
Seaborne⁽²⁾	3 922	-6	11 912	0
<u>Laden containers</u>	3 507	-6	10 668	0
<i>Inward</i>	1 735	-6	5 354	0
Imports	554	+2	1 621	+1
Inward transhipment	1 180	-9	3 734	-1
<i>Outward</i>	1 772	-6	5 314	0
Exports ⁽¹⁾	526	-5	1 450	-4
Outward transhipment	1 246	-7	3 863	+2
<u>Empty containers</u>	415	-7	1 244	+3
<i>Inward</i>	275	-20	819	-6
<i>Outward</i>	141	+38	425	+29
River⁽²⁾	1 730	+6	4 939	+6
<u>Laden containers</u>	1 344	+7	3 806	+6
<i>Inward</i>	662	-2	1 902	+1
Imports	188	+11	489	+7
Inward transhipment	474	-6	1 413	-1
<i>Outward</i>	682	+16	1 904	+10
Exports ⁽¹⁾	253	+45	665	+32
Outward transhipment	429	+4	1 239	+2
<u>Empty containers</u>	386	+6	1 133	+7
<i>Inward</i>	167	+33	468	+27
<i>Outward</i>	218	-9	665	-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.

'0' denotes increase or decrease of less than 0.5%.

Table 7 : Summary of vessel arrivals

	Q3 2014	Change over Q3 2013 (%)	Jan-Sep 2014	Change over Jan-Sep 2013 (%)
Ocean				
Number of incoming vessels ⁽¹⁾	7 430	+2	22 480	+1
Capacity (Mn. NRT [#])	97.3	-7	301.6	-2
River				
Number of incoming vessels ⁽¹⁾	40 850	+3	118 380	+2
Capacity (Mn. NRT [#])	28.2	+6	82.5	+2

Notes : (1) The number of vessels is rounded to the nearest ten.

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.