

Table 1 : Summary of port cargo statistics

	Q3 2015		Jan-Sep 2015	
	(Mn. tonnes)	(Year-on-year percentage change)	(Mn. tonnes)	(Year-on-year percentage change)
Port total	63.8	-16.5	200.6	-9.9
<u>Inward</u>	36.9	-21.5	119.4	-13.8
Imports	19.6	-30.0	67.6	-14.4
Inward transshipment	17.3	-9.0	51.7	-13.0
<u>Outward</u>	26.9	-8.4	81.2	-3.5
Exports ⁽¹⁾	10.5	+0.4	31.1	+17.4
Outward transshipment	16.3	-13.3	50.1	-13.1
Seaborne⁽²⁾	41.2	-16.0	131.6	-12.0
<u>Inward</u>	27	-16.7	88	-10.5
Imports	14.1	-22.9	49.2	-7.5
Inward transshipment	13	-8.8	38.8	-14.1
<u>Outward</u>	14.2	-14.6	43.6	-14.7
Exports ⁽¹⁾	3	-14.3	9.1	-10.8
Outward transshipment	11.1	-14.7	34.4	-15.7
River⁽²⁾	22.6	-17.3	69	-5.6
<u>Inward</u>	9.9	-32.2	31.4	-21.7
Imports	5.5	-43.4	18.4	-28.5
Inward transshipment	4.4	-9.6	12.9	-9.4
<u>Outward</u>	12.7	-0.2	37.6	+13.8
Exports ⁽¹⁾	7.5	+8.0	22	+35.1
Outward transshipment	5.2	-10.1	15.6	-6.9

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⁽¹⁾

Country/territory of loading	Q3 2015		Jan-Sep 2015	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	15 936	-36.1	54 859	-21.0
<i>Seaborne</i> ⁽²⁾	6 062	-41.5	23 617	-19.9
<i>River</i> ⁽²⁾	9 874	-32.3	31 243	-21.8
Japan	2 883	+4.9	7 863	+3.5
Singapore	2 108	+11.0	7 316	+19.6
United States of America	2 085	-15.9	6 975	-8.0
Taiwan	1 413	-14.0	5 098	-6.7
Indonesia	1 698	-21.5	5 021	-20.7
Korea	1 488	+13.9	4 706	+14.9
Thailand	1 150	-4.2	3 602	-4.1
Malaysia	1 083	-11.2	3 440	-18.8
Vietnam	888	-21.8	2 691	-23.1

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⁽¹⁾

Country/territory of discharge	Q3 2015		Jan-Sep 2015	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	13 946	-5.8	42 174	+6.1
<i>Seaborne</i> ⁽²⁾	1 782	-29.4	5 947	-24.8
<i>River</i> ⁽²⁾	12 164	-0.9	36 227	+13.7
Vietnam	1 818	-5.4	5 658	-6.0
United States of America	1 266	-16.5	3 937	-15.3
Japan	1 141	-5.6	3 370	-13.5
Malaysia	734	-12.1	2 416	-16.5
Philippines	738	-15.3	2 370	-5.7
Taiwan	688	-40.1	2 187	-33.1
Thailand	619	-27.7	2 023	-14.5
Korea	575	+1.9	1 602	-13.8
Singapore	408	-26.3	1 436	-22.4

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.

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

Commodity group	Q3 2015		Jan-Sep 2015	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
Port total				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	7 107	-55.4	29 802	-32.0
Petroleum, petroleum products and related materials; and coal, coke and briquettes	6 643	+11.4	19 896	+11.2
Artificial resins and plastic materials	2 988	-1.1	8 949	-1.8
Machinery	1 752	-4.2	5 525	-3.6
Iron and steel	1 511	-9.8	4 614	-11.3
Bricks, ceramic tile and refractory construction materials	1 552	-12.6	4 348	-14.8
Seaborne⁽²⁾				
Petroleum, petroleum products and related materials; and coal, coke and briquettes	6 419	+9.8	19 291	+9.4
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	3 630	-56.1	17 334	-26.1
Artificial resins and plastic materials	2 695	+0.2	8 093	-0.9
River⁽²⁾				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	3 477	-54.6	12 468	-38.8
Bricks, ceramic tile and refractory construction materials	1 378	-9.2	3 860	-11.4
Machinery	780	-4.2	2 560	-0.3

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

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Table 5 : Principal commodities of outward port cargo⁽¹⁾

Commodity group	Q3 2015		Jan-Sep 2015	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
Port total				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	7 665	+3.3	22 995	+22.4
Artificial resins and plastic materials	2 243	-3.7	6 705	-4.3
Machinery	1 942	-10.2	6 033	-8.9
Bricks, ceramic tile and refractory construction materials	1 402	-0.3	3 863	-5.6
Logs and timber; wood, simply worked	1 066	-8.3	3 105	-12.8
Iron and steel	851	-26.4	2 842	-17.9
Seaborne⁽²⁾				
Machinery	1 626	-12.9	5 096	-11.8
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	1 085	-27.1	3 556	-26.3
Bricks, ceramic tile and refractory construction materials	1 277	-0.4	3 546	-5.5
River⁽²⁾				
Stone, sand and gravel; metalliferous ores and metal scrap; and pulp and waste paper	6 580	+11.0	19 440	+39.2
Artificial resins and plastic materials	1 488	+3.2	4 284	+1.9
Logs and timber; wood, simply worked	805	+0.1	2 271	+0.8

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 2015		Jan-Sep 2015	
	('000 TEUs [@])	(Year-on-year percentage change)	('000 TEUs [@])	(Year-on-year percentage change)
Port total	5 181	-8.3	15 414	-8.5
<u>Laden containers</u>	4 436	-8.6	13 159	-9.1
<i>Inward</i>	2 258	-5.8	6 667	-8.1
Imports	716	-3.5	2 118	+0.4
Inward transhipment	1 542	-6.8	4 548	-11.6
<i>Outward</i>	2 178	-11.3	6 492	-10.1
Exports ⁽¹⁾	683	-12.2	1 981	-6.3
Outward transhipment	1 495	-10.8	4 511	-11.6
<u>Empty containers</u>	745	-7.0	2 255	-5.1
<i>Inward</i>	421	-4.7	1 217	-5.4
<i>Outward</i>	324	-9.8	1 038	-4.8
Seaborne⁽²⁾	3 583	-8.6	10 703	-10.2
<u>Laden containers</u>	3 201	-8.7	9 513	-10.8
<i>Inward</i>	1 645	-5.2	4 867	-9.1
Imports	543	-2.1	1 615	-0.3
Inward transhipment	1 102	-6.6	3 252	-12.9
<i>Outward</i>	1 556	-12.2	4 646	-12.6
Exports ⁽¹⁾	452	-14.0	1 292	-10.9
Outward transhipment	1 104	-11.5	3 354	-13.2
<u>Empty containers</u>	383	-7.9	1 190	-4.3
<i>Inward</i>	258	-5.9	757	-7.6
<i>Outward</i>	124	-11.7	433	+1.9
River⁽²⁾	1 598	-7.6	4 711	-4.6
<u>Laden containers</u>	1 236	-8.1	3 646	-4.2
<i>Inward</i>	613	-7.4	1 800	-5.4
Imports	173	-7.9	503	+2.8
Inward transhipment	440	-7.2	1 297	-8.2
<i>Outward</i>	622	-8.8	1 846	-3.0
Exports ⁽¹⁾	231	-8.5	689	+3.7
Outward transhipment	391	-8.9	1 157	-6.6
<u>Empty containers</u>	363	-6.0	1 065	-6.0
<i>Inward</i>	163	-2.6	460	-1.7
<i>Outward</i>	200	-8.5	605	-9.0

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.

@ 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 2015	Jan-Sep 2015
Ocean		
Number of incoming vessels ⁽¹⁾	7 130	21 990
	(-4.0)	(-2.2)
Capacity (Mn. NRT [#])	103.4	310.8
	(+6.3)	(+3.0)
River		
Number of incoming vessels ⁽¹⁾	40 330	119 900
	(-1.3)	(+1.3)
Capacity (Mn. NRT [#])	26.1	78.3
	(-7.3)	(-5.1)

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

(2) 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.