

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

	Q1 2017	
	(Million tonnes)	(Year-on-year percentage change)
<b>Port total</b>	<b>66.2</b>	<b>+18.9</b>
<u>Inward</u>	40.0	+23.6
Imports	22.6	+23.8
Inward transhipment	17.4	+23.4
<u>Outward</u>	26.2	+12.4
Exports <sup>(1)</sup>	9.9	+7.8
Outward transhipment	16.3	+15.3
<b>Seaborne<sup>(2)</sup></b>	<b>42.7</b>	<b>+21.0</b>
<u>Inward</u>	28.7	+23.1
Imports	15.0	+15.9
Inward transhipment	13.7	+32.2
<u>Outward</u>	14.0	+16.9
Exports <sup>(1)</sup>	2.8	+10.2
Outward transhipment	11.2	+18.7
<b>River<sup>(2)</sup></b>	<b>23.5</b>	<b>+15.3</b>
<u>Inward</u>	11.3	+25.0
Imports	7.6	+43.3
Inward transhipment	3.7	-1.1
<u>Outward</u>	12.2	+7.6
Exports <sup>(1)</sup>	7.2	+7.0
Outward transhipment	5.1	+8.4

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 2017	
	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	16 325	+18.6
<i>Seaborne</i> <sup>(2)</sup>	5 123	+6.9
<i>River</i> <sup>(2)</sup>	11 202	+24.8
Singapore	3 068	+40.4
Indonesia	2 203	+13.7
Japan	2 120	+3.1
USA	1 830	+9.1
Taiwan	1 654	+31.6
Korea	1 535	-1.5
Malaysia	1 434	+22.8
Thailand	1 235	+32.7
Vietnam	1 092	+29.8

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 2017	
	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	13 392	+11.7
<i>Seaborne</i> <sup>(2)</sup>	2 451	+80.3
<i>River</i> <sup>(2)</sup>	10 941	+2.9
Vietnam	1 725	+23.1
Macao	1 270	+76.3
USA	1 215	+8.1
Japan	1 110	+13.5
Taiwan	888	+34.6
Philippines	748	-9.2
Thailand	634	+4.8
Korea	612	+43.9
Malaysia	591	-1.2

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 2017	
	('000 tonnes)	(Year-on-year percentage change)
<b>Port total</b>		
Stone, sand and gravel	6 524	+51.6
Petroleum, petroleum products and related materials	5 340	+16.0
Artificial resins and plastic materials	3 260	+36.3
Coal, coke and briquettes	2 463	+27.2
Machinery	1 680	+13.5
Iron and steel	1 564	+24.2
<b>Seaborne<sup>(2)</sup></b>		
Petroleum, petroleum products and related materials	5 048	+13.8
Artificial resins and plastic materials	2 925	+40.1
Coal, coke and briquettes	2 462	+27.2
<b>River<sup>(2)</sup></b>		
Stone, sand and gravel	5 265	+67.1
Bricks, ceramic tile and refractory construction materials	888	-30.1
Machinery	746	+5.9

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

Commodity group	Q1 2017	
	('000 tonnes)	(Year-on-year percentage change)
<b>Port total</b>		
Stone, sand and gravel	4 807	+11.8
Artificial resins and plastic materials	2 145	+25.9
Machinery	1 889	+10.0
Metalliferous ores and metal scrap	1 609	+13.7
Pulp and waste paper	1 608	+51.3
Logs and timber; wood, simply worked	1 321	+28.6
<b>Seaborne<sup>(2)</sup></b>		
Machinery	1 595	+10.8
Bricks, ceramic tile and refractory construction materials	929	-15.4
Live animals chiefly for food and edible animal products	857	+54.6
<b>River<sup>(2)</sup></b>		
Stone, sand and gravel	4 698	+11.0
Artificial resins and plastic materials	1 365	+27.4
Pulp and waste paper	1 048	+41.2

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 6 : Summary of container statistics**

	Q1 2017	
	('000 TEUs <sup>@</sup> )	(Year-on-year percentage change)
<b>Port total</b>	<b>4 878</b>	<b>+12.8</b>
<u>Laden containers</u>	4 225	+15.4
<i>Inward</i>	2 173	+17.2
Imports	653	+11.9
Inward transhipment	1 521	+19.6
<i>Outward</i>	2 051	+13.6
Exports <sup>(1)</sup>	575	+8.6
Outward transhipment	1 477	+15.8
<u>Empty containers</u>	653	-1.7
<i>Inward</i>	316	-7.2
<i>Outward</i>	337	+4.1
<b>Seaborne<sup>(2)</sup></b>	<b>3 433</b>	<b>+16.8</b>
<u>Laden containers</u>	3 093	+19.7
<i>Inward</i>	1 642	+23.2
Imports	512	+17.4
Inward transhipment	1 129	+26.0
<i>Outward</i>	1 451	+16.0
Exports <sup>(1)</sup>	363	+9.9
Outward transhipment	1 089	+18.3
<u>Empty containers</u>	340	-4.6
<i>Inward</i>	183	-15.4
<i>Outward</i>	157	+12.1
<b>River<sup>(2)</sup></b>	<b>1 445</b>	<b>+4.4</b>
<u>Laden containers</u>	1 132	+5.2
<i>Inward</i>	532	+1.9
Imports	140	-4.5
Inward transhipment	391	+4.4
<i>Outward</i>	600	+8.2
Exports <sup>(1)</sup>	212	+6.4
Outward transhipment	388	+9.3
<u>Empty containers</u>	313	+1.7
<i>Inward</i>	134	+7.1
<i>Outward</i>	180	-1.9

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.

@ 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 2017
<b>Ocean</b>	
Number of vessel arrivals	6 616 (-1.3)
Capacity (Mn. NRT <sup>#</sup> )	103.7 (+8.1)
<b>River</b>	
Number of vessel arrivals	38 808 (+2.4)
Capacity (Mn. NRT <sup>#</sup> )	29.5 (+12.5)

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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.