

Table 1 : Summary of port cargo statistics

| | Q3 2018 | | Q1-Q3 2018 | |
|-------------------------------|------------------|----------------------------------|------------------|----------------------------------|
| | (Million tonnes) | (Year-on-year percentage change) | (Million tonnes) | (Year-on-year percentage change) |
| Port total | 61.7 | -13.0 | 193.5 | -6.4 |
| <u>Inward</u> | 37.3 | -15.4 | 119.5 | -6.6 |
| Imports | 20.8 | -18.6 | 68.7 | -5.4 |
| Inward transshipment | 16.5 | -11.0 | 50.8 | -8.2 |
| <u>Outward</u> | 24.4 | -9.0 | 73.9 | -6.2 |
| Exports ⁽¹⁾ | 8.3 | -10.7 | 25.5 | -6.9 |
| Outward transshipment | 16.1 | -8.1 | 48.5 | -5.9 |
| Seaborne⁽²⁾ | 40.5 | -8.1 | 123.4 | -7.3 |
| <u>Inward</u> | 26.7 | -9.4 | 82.4 | -7.6 |
| Imports | 13.8 | -9.4 | 42.9 | -6.5 |
| Inward transshipment | 12.9 | -9.5 | 39.5 | -8.6 |
| <u>Outward</u> | 13.8 | -5.4 | 41.0 | -6.8 |
| Exports ⁽¹⁾ | 3.0 | -5.5 | 8.7 | -2.9 |
| Outward transshipment | 10.8 | -5.4 | 32.2 | -7.7 |
| River⁽²⁾ | 21.2 | -21.0 | 70.1 | -4.9 |
| <u>Inward</u> | 10.6 | -27.5 | 37.1 | -4.3 |
| Imports | 7.0 | -32.3 | 25.8 | -3.3 |
| Inward transshipment | 3.7 | -16.2 | 11.3 | -6.6 |
| <u>Outward</u> | 10.6 | -13.3 | 33.0 | -5.6 |
| Exports ⁽¹⁾ | 5.3 | -13.4 | 16.7 | -8.9 |
| Outward transshipment | 5.3 | -13.1 | 16.3 | -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.

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

| Country/territory of loading | Q3 2018 | | Q1-Q3 2018 | |
|--------------------------------|---------------|----------------------------------|---------------|----------------------------------|
| | ('000 tonnes) | (Year-on-year percentage change) | ('000 tonnes) | (Year-on-year percentage change) |
| The mainland of China | 16 001 | -18.3 | 53 059 | -3.4 |
| <i>Seaborne</i> ⁽²⁾ | 5 478 | +2.6 | 16 278 | -2.3 |
| <i>River</i> ⁽²⁾ | 10 523 | -26.1 | 36 781 | -3.9 |
| Indonesia | 2 552 | +9.1 | 7 304 | +3.2 |
| Singapore | 2 201 | -13.7 | 6 817 | -20.0 |
| Japan | 1 760 | -28.9 | 5 645 | -20.4 |
| Malaysia | 1 825 | -1.3 | 5 550 | +12.5 |
| USA | 1 565 | -32.7 | 5 515 | -14.3 |
| Taiwan | 1 543 | -11.4 | 4 963 | -2.8 |
| Korea | 1 093 | -26.1 | 3 722 | -13.9 |
| Thailand | 1 178 | +4.4 | 3 508 | -4.9 |
| Vietnam | 989 | +17.1 | 2 986 | -1.2 |

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

| Country/territory of discharge | Q3 2018 | | Q1-Q3 2018 | |
|--------------------------------|---------------|----------------------------------|---------------|----------------------------------|
| | ('000 tonnes) | (Year-on-year percentage change) | ('000 tonnes) | (Year-on-year percentage change) |
| The mainland of China | 13 018 | -8.6 | 39 605 | -0.9 |
| <i>Seaborne</i> ⁽²⁾ | 2 672 | +8.5 | 7 717 | +3.4 |
| <i>River</i> ⁽²⁾ | 10 346 | -12.2 | 31 888 | -1.9 |
| Vietnam | 1 834 | +8.9 | 5 479 | +0.7 |
| USA | 1 361 | +4.5 | 3 734 | -2.3 |
| Japan | 1 013 | -12.5 | 3 157 | -7.9 |
| Taiwan | 701 | -37.3 | 2 671 | -13.7 |
| Philippines | 953 | +29.7 | 2 453 | +10.4 |
| Malaysia | 633 | -22.7 | 2 021 | -12.3 |
| Korea | 567 | -20.3 | 1 712 | -17.5 |
| Thailand | 509 | -15.0 | 1 626 | -16.0 |
| Macao | 271 | -40.7 | 1 108 | -54.6 |

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⁽¹⁾

| Commodity group | Q3 2018 | | Q1-Q3 2018 | |
|--|---------------|----------------------------------|---------------|----------------------------------|
| | ('000 tonnes) | (Year-on-year percentage change) | ('000 tonnes) | (Year-on-year percentage change) |
| Port total | | | | |
| Stone, sand and gravel | 5 560 | -37.5 | 20 557 | -11.4 |
| Petroleum, petroleum products and related materials | 5 291 | -4.6 | 16 012 | -0.9 |
| Artificial resins and plastic materials | 2 658 | -7.6 | 8 024 | -12.4 |
| Coal, coke and briquettes | 2 549 | -11.7 | 7 616 | -3.3 |
| Machinery | 1 603 | -13.5 | 5 135 | -5.3 |
| Logs and timber; wood, simply worked | 1 441 | -14.1 | 4 770 | -1.9 |
| Seaborne⁽²⁾ | | | | |
| Petroleum, petroleum products and related materials | 5 051 | -3.2 | 15 189 | -0.7 |
| Coal, coke and briquettes | 2 541 | -11.9 | 7 595 | -3.5 |
| Artificial resins and plastic materials | 2 283 | -10.1 | 6 892 | -16.0 |
| River⁽²⁾ | | | | |
| Stone, sand and gravel | 4 253 | -43.1 | 16 239 | -14.6 |
| Machinery | 796 | -5.6 | 2 591 | +3.9 |
| Bricks, ceramic tile and refractory construction materials | 871 | -27.0 | 2 441 | -24.3 |

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 | Q3 2018 | | Q1-Q3 2018 | |
|--|---------------|----------------------------------|---------------|----------------------------------|
| | ('000 tonnes) | (Year-on-year percentage change) | ('000 tonnes) | (Year-on-year percentage change) |
| Port total | | | | |
| Stone, sand and gravel | 3 655 | -6.6 | 11 405 | -2.9 |
| Artificial resins and plastic materials | 1 968 | +2.1 | 5 799 | -3.6 |
| Machinery | 1 830 | -3.8 | 5 615 | -3.4 |
| Logs and timber; wood, simply worked | 1 448 | -13.4 | 4 839 | +4.9 |
| Pulp and waste paper | 1 401 | -21.5 | 4 426 | -10.5 |
| Metalliferous ores and metal scrap | 1 307 | -39.1 | 4 011 | -27.4 |
| Seaborne⁽²⁾ | | | | |
| Machinery | 1 523 | -2.9 | 4 600 | -4.9 |
| Artificial resins and plastic materials | 810 | +4.1 | 2 476 | +3.3 |
| Bricks, ceramic tile and refractory construction materials | 844 | -22.9 | 2 360 | -26.2 |
| River⁽²⁾ | | | | |
| Stone, sand and gravel | 3 439 | -10.4 | 10 912 | -4.4 |
| Artificial resins and plastic materials | 1 157 | +0.7 | 3 323 | -8.2 |
| Logs and timber; wood, simply worked | 940 | -24.1 | 3 315 | +1.6 |

Notes : (1) Outward port cargo comprises exports (domestic exports and re-exports) and outward transhipment.

(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 2018 | | Q1-Q3 2018 | |
|-------------------------------|---------------------------|----------------------------------|---------------------------|----------------------------------|
| | ('000 TEUs [@]) | (Year-on-year percentage change) | ('000 TEUs [@]) | (Year-on-year percentage change) |
| Port total | 4 769 | -10.1 | 14 637 | -5.9 |
| <u>Laden containers</u> | 4 140 | -7.7 | 12 505 | -6.0 |
| <i>Inward</i> | 2 122 | -7.5 | 6 469 | -5.8 |
| Imports | 637 | -4.2 | 1 931 | -5.0 |
| Inward transhipment | 1 485 | -8.9 | 4 539 | -6.1 |
| <i>Outward</i> | 2 018 | -7.9 | 6 036 | -6.2 |
| Exports ⁽¹⁾ | 570 | -10.8 | 1 683 | -7.7 |
| Outward transhipment | 1 448 | -6.8 | 4 353 | -5.6 |
| <u>Empty containers</u> | 629 | -23.2 | 2 132 | -5.6 |
| <i>Inward</i> | 344 | -22.2 | 1 106 | -5.2 |
| <i>Outward</i> | 285 | -24.4 | 1 026 | -5.9 |
| Seaborne⁽²⁾ | 3 401 | -8.0 | 10 288 | -6.4 |
| <u>Laden containers</u> | 2 992 | -6.7 | 8 924 | -7.9 |
| <i>Inward</i> | 1 537 | -8.3 | 4 645 | -9.5 |
| Imports | 459 | -7.9 | 1 360 | -13.9 |
| Inward transhipment | 1 079 | -8.4 | 3 285 | -7.5 |
| <i>Outward</i> | 1 454 | -5.0 | 4 279 | -6.2 |
| Exports ⁽¹⁾ | 409 | -7.7 | 1 163 | -4.9 |
| Outward transhipment | 1 045 | -3.9 | 3 116 | -6.7 |
| <u>Empty containers</u> | 410 | -16.1 | 1 363 | +5.4 |
| <i>Inward</i> | 276 | -17.6 | 873 | +9.4 |
| <i>Outward</i> | 134 | -12.8 | 490 | -1.0 |
| River⁽²⁾ | 1 368 | -15.1 | 4 350 | -4.9 |
| <u>Laden containers</u> | 1 149 | -10.3 | 3 581 | -0.7 |
| <i>Inward</i> | 585 | -5.6 | 1 824 | +5.1 |
| Imports | 178 | +7.1 | 570 | +26.2 |
| Inward transhipment | 407 | -10.2 | 1 254 | -2.3 |
| <i>Outward</i> | 564 | -14.7 | 1 757 | -6.2 |
| Exports ⁽¹⁾ | 161 | -17.9 | 519 | -13.5 |
| Outward transhipment | 403 | -13.4 | 1 237 | -2.7 |
| <u>Empty containers</u> | 219 | -33.7 | 769 | -20.3 |
| <i>Inward</i> | 68 | -36.5 | 233 | -36.9 |
| <i>Outward</i> | 151 | -32.3 | 536 | -10.0 |

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 2018 | Q1-Q3 2018 |
|----------------------------------|---------|------------|
| Ocean | | |
| Number of vessel arrivals | 6 227 | 18 983 |
| | (-8.2) | (-6.1) |
| Capacity (Mn. NRT [#]) | 97.5 | 298.6 |
| | (-9.4) | (-6.4) |
| River | | |
| Number of vessel arrivals | 36 187 | 112 203 |
| | (-7.5) | (-5.0) |
| Capacity (Mn. NRT [#]) | 26.4 | 82.0 |
| | (-10.3) | (-8.4) |

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.