

Table 1 : Summary of port cargo statistics

	Q1 2019	
	(Million tonnes)	(Year-on-year percentage change)
Port total	59.1	-10.1
<u>Inward</u>	37.0	-8.9
Imports	21.8	-8.9
Inward transhipment	15.2	-8.9
<u>Outward</u>	22.1	-12.0
Exports ⁽¹⁾	7.1	-19.5
Outward transhipment	15.0	-7.9
Seaborne⁽²⁾	37.4	-8.1
<u>Inward</u>	25.1	-7.3
Imports	13.2	-6.6
Inward transhipment	11.9	-8.1
<u>Outward</u>	12.3	-9.7
Exports ⁽¹⁾	2.7	-8.7
Outward transhipment	9.6	-10.0
River⁽²⁾	21.7	-13.4
<u>Inward</u>	11.9	-12.2
Imports	8.6	-12.4
Inward transhipment	3.3	-11.8
<u>Outward</u>	9.8	-14.7
Exports ⁽¹⁾	4.4	-24.8
Outward transhipment	5.4	-4.0

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.

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

Country/territory of loading	Q1 2019	
	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	17 294	-7.7
<i>Seaborne</i> ⁽²⁾	5 541	+4.2
<i>River</i> ⁽²⁾	11 753	-12.4
Singapore	2 470	+5.0
Malaysia	1 898	+0.5
USA	1 552	-17.0
Taiwan	1 442	-15.0
Indonesia	1 389	-34.7
Japan	1 353	-26.6
Thailand	1 131	+0.3
Korea	1 078	-11.7
Vietnam	968	-1.5

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	Q1 2019	
	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	11 744	-14.0
<i>Seaborne</i> ⁽²⁾	2 190	-15.2
<i>River</i> ⁽²⁾	9 554	-13.7
Vietnam	1 495	-15.1
USA	1 107	-5.8
Japan	958	-13.6
Philippines	853	+14.4
Taiwan	771	-29.8
Malaysia	665	+0.3
Korea	552	+0.6
Thailand	486	-14.4
Singapore	255	-23.8

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 4 : Principal commodities of inward port cargo⁽¹⁾

Commodity group	Q1 2019	
	('000 tonnes)	(Year-on-year percentage change)
Port total		
Stone, sand and gravel	8 358	+7.5
Petroleum, petroleum products and related materials	5 441	+4.5
Artificial resins and plastic materials	2 699	+2.8
Machinery	1 561	-7.2
Coal, coke and briquettes	1 287	-37.6
Live animals chiefly for food and edible animal products	1 182	-10.4
Seaborne⁽²⁾		
Petroleum, petroleum products and related materials	5 120	+3.3
Artificial resins and plastic materials	2 301	+3.4
Stone, sand and gravel	2 110	+30.9
River⁽²⁾		
Stone, sand and gravel	6 248	+1.4
Machinery	848	-2.3
Bricks, ceramic tile and refractory construction materials	604	-12.6

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	Q1 2019	
	('000 tonnes)	(Year-on-year percentage change)
Port total		
Stone, sand and gravel	2 977	-27.8
Artificial resins and plastic materials	2 140	+9.9
Machinery	1 696	-11.7
Logs and timber; wood, simply worked	1 263	-27.3
Metalliferous ores and metal scrap	1 238	-12.6
Pulp and waste paper	1 171	-23.9
Seaborne⁽²⁾		
Machinery	1 424	-8.5
Artificial resins and plastic materials	821	-5.4
Metalliferous ores and metal scrap	802	+3.0
River⁽²⁾		
Stone, sand and gravel	2 836	-28.9
Artificial resins and plastic materials	1 319	+22.1
Logs and timber; wood, simply worked	958	-24.5

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 2019	
	('000 TEUs [@])	(Year-on-year percentage change)
Port total	4 424	-9.5
<u>Laden containers</u>	3 762	-9.1
<i>Inward</i>	1 946	-8.4
Imports	588	-7.4
Inward transhipment	1 358	-8.8
<i>Outward</i>	1 815	-10.0
Exports ⁽¹⁾	475	-14.6
Outward transhipment	1 340	-8.2
<u>Empty containers</u>	662	-11.4
<i>Inward</i>	348	-9.2
<i>Outward</i>	313	-13.7
Seaborne⁽²⁾	3 094	-8.5
<u>Laden containers</u>	2 652	-9.1
<i>Inward</i>	1 390	-7.8
Imports	414	-4.0
Inward transhipment	976	-9.4
<i>Outward</i>	1 262	-10.5
Exports ⁽¹⁾	330	-12.0
Outward transhipment	933	-9.9
<u>Empty containers</u>	442	-4.9
<i>Inward</i>	286	-2.8
<i>Outward</i>	156	-8.4
River⁽²⁾	1 329	-11.7
<u>Laden containers</u>	1 110	-9.2
<i>Inward</i>	556	-9.7
Imports	174	-14.8
Inward transhipment	383	-7.3
<i>Outward</i>	553	-8.7
Exports ⁽¹⁾	145	-19.9
Outward transhipment	408	-3.9
<u>Empty containers</u>	220	-22.2
<i>Inward</i>	62	-30.5
<i>Outward</i>	158	-18.4

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.

@ 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

	Q1 2019
Ocean	
Number of vessel arrivals	6 037 (-3.6)
Capacity (Mn. NT [#])	95.8 (-3.3)
River	
Number of vessel arrivals	34 417 (-9.3)
Capacity (Mn. NT [#])	27.4 (-3.9)

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.