

Table 1 : Summary of port cargo statistics

	Q3 2019		Q1-Q3 2019	
	(Million tonnes)	(Year-on-year percentage change)	(Million tonnes)	(Year-on-year percentage change)
Port total	67.2	+8.9	195.5	+1.1
<u>Inward</u>	43.7	+17.1	125.2	+4.7
Imports	27.7	+33.0	77.4	+12.6
Inward transshipment	16.1	-2.9	47.8	-6.0
<u>Outward</u>	23.5	-3.7	70.4	-4.8
Exports ⁽¹⁾	8.2	-1.9	24.3	-4.5
Outward transshipment	15.3	-4.7	46.1	-5.0
Seaborne⁽²⁾	39.8	-1.7	119.4	-3.2
<u>Inward</u>	27.2	+2.0	81.9	-0.7
Imports	14.8	+6.7	44.5	+3.6
Inward transshipment	12.5	-3.1	37.4	-5.3
<u>Outward</u>	12.5	-8.9	37.6	-8.3
Exports ⁽¹⁾	2.8	-7.7	8.0	-8.1
Outward transshipment	9.8	-9.2	29.5	-8.3
River⁽²⁾	27.4	+29.0	76.1	+8.5
<u>Inward</u>	16.5	+55.1	43.3	+16.6
Imports	12.9	+85.2	32.9	+27.6
Inward transshipment	3.6	-2.2	10.4	-8.5
<u>Outward</u>	10.9	+3.0	32.8	-0.5
Exports ⁽¹⁾	5.4	+1.4	16.3	-2.7
Outward transshipment	5.5	+4.6	16.6	+1.7

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 2019		Q1-Q3 2019	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	20 500	+28.1	58 270	+9.8
<i>Seaborne</i> ⁽²⁾	4 965	-9.4	16 541	+1.6
<i>River</i> ⁽²⁾	15 534	+47.6	41 729	+13.5
Taiwan	3 041	+97.1	7 015	+41.3
Singapore	2 154	-2.2	6 637	-2.6
Malaysia	2 139	+17.2	6 405	+15.4
Indonesia	1 399	-45.2	5 213	-28.6
Japan	1 627	-7.6	4 605	-18.4
USA	1 487	-5.0	4 568	-17.2
Thailand	1 224	+3.9	3 609	+2.9
Korea	1 148	+5.0	3 432	-7.8
Vietnam	1 139	+15.2	3 206	+7.3

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

Country/territory of discharge	Q3 2019		Q1-Q3 2019	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	12 625	-3.0	38 266	-3.4
<i>Seaborne</i> ⁽²⁾	2 851	+6.7	7 599	-1.5
<i>River</i> ⁽²⁾	9 774	-5.5	30 666	-3.8
Vietnam	1 349	-26.5	4 381	-20.0
USA	1 046	-23.2	3 296	-11.7
Japan	910	-10.2	2 943	-6.8
Philippines	913	-4.2	2 563	+4.5
Taiwan	774	+10.5	2 385	-10.7
Macao	1 161	+329.1	2 161	+95.1
Malaysia	630	-0.4	1 942	-3.9
Thailand	526	+3.4	1 539	-5.3
Korea	408	-28.0	1 516	-11.5

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 4 : Principal commodities of inward port cargo⁽¹⁾

Commodity group	Q3 2019		Q1-Q3 2019	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
Port total				
Stone, sand and gravel	13 608	+144.7	34 954	+70.0
Petroleum, petroleum products and related materials	4 819	-8.9	15 459	-3.5
Artificial resins and plastic materials	2 773	+4.3	8 232	+2.6
Coal, coke and briquettes	1 803	-29.3	5 453	-28.4
Machinery	1 564	-2.4	4 869	-5.2
Logs and timber; wood, simply worked	1 359	-5.7	3 834	-19.6
Seaborne⁽²⁾				
Petroleum, petroleum products and related materials	4 332	-14.2	14 256	-6.1
Stone, sand and gravel	3 655	+179.6	9 990	+131.3
Artificial resins and plastic materials	2 276	-0.3	6 915	+0.3
River⁽²⁾				
Stone, sand and gravel	9 953	+134.0	24 964	+53.7
Machinery	832	+4.5	2 614	+0.9
Bricks, ceramic tile and refractory construction materials	853	-2.0	2 154	-11.8

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 5 : Principal commodities of outward port cargo⁽¹⁾

Commodity group	Q3 2019		Q1-Q3 2019	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
Port total				
Stone, sand and gravel	3 743	+2.4	11 572	+1.5
Artificial resins and plastic materials	2 093	+6.4	6 239	+7.6
Machinery	1 716	-6.2	5 210	-7.2
Metalliferous ores and metal scrap	1 490	+14.0	4 277	+6.6
Logs and timber; wood, simply worked	1 463	+1.1	4 175	-13.7
Pulp and waste paper	1 223	-12.7	3 552	-19.7
Seaborne⁽²⁾				
Machinery	1 430	-6.1	4 335	-5.8
Metalliferous ores and metal scrap	980	+26.8	2 727	+17.9
Artificial resins and plastic materials	832	+2.7	2 440	-1.4
River⁽²⁾				
Stone, sand and gravel	3 644	+6.0	11 185	+2.5
Artificial resins and plastic materials	1 261	+9.0	3 799	+14.3
Logs and timber; wood, simply worked	1 071	+13.9	3 100	-6.5

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

	Q3 2019		Q1-Q3 2019	
	('000 TEUs [@])	(Year-on-year percentage change)	('000 TEUs [@])	(Year-on-year percentage change)
Port total	4 617	-3.2	13 714	-6.3
<u>Laden containers</u>	3 946	-4.7	11 739	-6.1
<i>Inward</i>	2 030	-4.3	6 098	-5.7
Imports	628	-1.4	1 871	-3.1
Inward transhipment	1 403	-5.6	4 228	-6.9
<i>Outward</i>	1 915	-5.1	5 641	-6.5
Exports ⁽¹⁾	560	-1.8	1 554	-7.7
Outward transhipment	1 355	-6.4	4 087	-6.1
<u>Empty containers</u>	672	+6.8	1 975	-7.4
<i>Inward</i>	349	+1.6	1 018	-7.9
<i>Outward</i>	322	+13.2	956	-6.8
Seaborne⁽²⁾	3 227	-5.1	9 553	-7.1
<u>Laden containers</u>	2 767	-7.5	8 238	-7.7
<i>Inward</i>	1 446	-5.9	4 347	-6.4
Imports	422	-8.0	1 295	-4.8
Inward transhipment	1 024	-5.0	3 052	-7.1
<i>Outward</i>	1 320	-9.2	3 891	-9.1
Exports ⁽¹⁾	386	-5.6	1 062	-8.7
Outward transhipment	934	-10.6	2 829	-9.2
<u>Empty containers</u>	460	+12.3	1 316	-3.5
<i>Inward</i>	292	+6.0	831	-4.9
<i>Outward</i>	167	+25.3	485	-1.0
River⁽²⁾	1 391	+1.7	4 161	-4.4
<u>Laden containers</u>	1 179	+2.6	3 501	-2.2
<i>Inward</i>	584	-0.1	1 751	-4.0
Imports	205	+15.5	576	+1.0
Inward transhipment	379	-6.9	1 175	-6.3
<i>Outward</i>	595	+5.5	1 750	-0.4
Exports ⁽¹⁾	174	+7.9	492	-5.3
Outward transhipment	421	+4.5	1 258	+1.7
<u>Empty containers</u>	212	-3.3	659	-14.3
<i>Inward</i>	57	-16.3	188	-19.3
<i>Outward</i>	155	+2.5	471	-12.1

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 2019	Q1-Q3 2019
Ocean		
Number of vessel arrivals	6 395 (+2.7)	18 742 (-1.3)
Capacity (Mn. NT [#])	100.0 (+2.5)	294.4 (-1.4)
River		
Number of vessel arrivals	33 752 (-6.7)	103 185 (-8.0)
Capacity (Mn. NT [#])	29.3 (+11.1)	85.7 (+4.5)

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.