

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

	Q4 2019		Q1-Q4 2019	
	(Million tonnes)	(Year-on-year percentage change)	(Million tonnes)	(Year-on-year percentage change)
<b>Port total</b>	<b>67.8</b>	<b>+4.2</b>	<b>263.3</b>	<b>+1.8</b>
<u>Inward</u>	45.8	+14.5	170.9	+7.2
Imports	29.0	+27.9	106.4	+16.4
Inward transshipment	16.8	-3.0	64.5	-5.3
<u>Outward</u>	22.0	-12.3	92.4	-6.7
Exports <sup>(1)</sup>	6.3	-24.0	30.6	-9.3
Outward transshipment	15.7	-6.5	61.8	-5.4
<b>Seaborne<sup>(2)</sup></b>	<b>41.9</b>	<b>+1.7</b>	<b>161.3</b>	<b>-2.0</b>
<u>Inward</u>	29.3	+6.6	111.2	+1.2
Imports	16.2	+16.8	60.7	+6.9
Inward transshipment	13.1	-3.8	50.4	-4.9
<u>Outward</u>	12.6	-8.0	50.2	-8.2
Exports <sup>(1)</sup>	2.5	-17.9	10.5	-10.6
Outward transshipment	10.1	-5.2	39.6	-7.6
<b>River<sup>(2)</sup></b>	<b>25.9</b>	<b>+8.4</b>	<b>102.0</b>	<b>+8.5</b>
<u>Inward</u>	16.5	+32.0	59.8	+20.5
Imports	12.8	+45.5	45.7	+32.2
Inward transshipment	3.7	-0.1	14.1	-6.5
<u>Outward</u>	9.4	-17.4	42.2	-4.8
Exports <sup>(1)</sup>	3.8	-27.6	20.1	-8.6
Outward transshipment	5.6	-8.7	22.1	-1.1

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.

**Table 2 : Main countries/territories of loading of inward port cargo<sup>(1)</sup>**

Country/territory of loading	Q4 2019		Q1-Q4 2019	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	22 125	+23.2	80 395	+13.2
<i>Seaborne</i> <sup>(2)</sup>	6 278	+13.0	22 819	+4.5
<i>River</i> <sup>(2)</sup>	15 846	+27.7	57 576	+17.1
Taiwan	3 216	+67.6	10 231	+48.7
Malaysia	2 661	+22.3	9 066	+17.3
Singapore	1 860	-27.9	8 497	-9.6
Indonesia	2 299	+57.3	7 512	-14.3
Japan	1 564	-12.5	6 168	-17.0
USA	1 398	-24.4	5 966	-19.0
Korea	1 405	+9.8	4 838	-3.3
Thailand	1 074	-10.1	4 682	-0.4
Vietnam	1 156	+34.3	4 362	+13.4

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	Q4 2019		Q1-Q4 2019	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	11 566	-15.5	49 832	-6.5
<i>Seaborne</i> <sup>(2)</sup>	2 995	+16.2	10 595	+2.9
<i>River</i> <sup>(2)</sup>	8 570	-22.9	39 237	-8.8
Vietnam	1 399	-25.1	5 780	-21.3
USA	885	-31.1	4 181	-16.7
Japan	820	-21.0	3 764	-10.3
Philippines	847	-10.6	3 410	+0.3
Taiwan	834	-3.0	3 219	-8.8
Macao	812	+224.9	2 974	+119.0
Malaysia	619	-11.6	2 561	-5.9
Thailand	621	+23.1	2 161	+1.4
Korea	583	+6.3	2 098	-7.2

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	Q4 2019		Q1-Q4 2019	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
<b>Port total</b>				
Stone, sand and gravel	14 276	+85.6	49 230	+74.3
Petroleum, petroleum products and related materials	5 291	-8.3	20 750	-4.7
Artificial resins and plastic materials	2 982	-5.4	11 214	+0.3
Coal, coke and briquettes	2 323	+59.2	7 776	-14.3
Machinery	1 495	-4.8	6 364	-5.1
Logs and timber; wood, simply worked	1 400	+9.0	5 234	-13.6
<b>Seaborne<sup>(2)</sup></b>				
Petroleum, petroleum products and related materials	4 998	-10.8	19 254	-7.4
Stone, sand and gravel	4 164	+115.2	14 154	+126.3
Artificial resins and plastic materials	2 462	-9.8	9 378	-2.5
<b>River<sup>(2)</sup></b>				
Stone, sand and gravel	10 112	+75.7	35 076	+59.5
Machinery	824	-2.1	3 438	+0.2
Bricks, ceramic tile and refractory construction materials	817	-7.5	2 971	-10.6

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

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

Commodity group	Q4 2019		Q1-Q4 2019	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
<b>Port total</b>				
Stone, sand and gravel	2 281	-37.6	13 853	-8.0
Artificial resins and plastic materials	2 278	+0.6	8 517	+5.6
Machinery	1 568	-7.7	6 778	-7.3
Logs and timber; wood, simply worked	1 393	-4.0	5 568	-11.5
Metalliferous ores and metal scrap	1 260	-9.6	5 537	+2.4
Pulp and waste paper	1 205	-26.3	4 758	-21.5
<b>Seaborne<sup>(2)</sup></b>				
Machinery	1 323	-7.5	5 658	-6.2
Metalliferous ores and metal scrap	966	+11.7	3 693	+16.2
Artificial resins and plastic materials	811	-6.3	3 251	-2.7
<b>River<sup>(2)</sup></b>				
Stone, sand and gravel	2 118	-39.1	13 304	-7.6
Artificial resins and plastic materials	1 467	+4.9	5 266	+11.5
Logs and timber; wood, simply worked	999	-5.2	4 099	-6.2

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**

	Q4 2019		Q1-Q4 2019	
	('000 TEUs <sup>@</sup> )	(Year-on-year percentage change)	('000 TEUs <sup>@</sup> )	(Year-on-year percentage change)
<b>Port total</b>	<b>4 589</b>	<b>-7.5</b>	<b>18 303</b>	<b>-6.6</b>
<u>Laden containers</u>	3 915	-6.6	15 654	-6.3
<i>Inward</i>	2 061	-4.6	8 159	-5.4
Imports	605	-4.9	2 475	-3.6
Inward transhipment	1 456	-4.4	5 684	-6.2
<i>Outward</i>	1 854	-8.9	7 495	-7.1
Exports <sup>(1)</sup>	490	-14.4	2 043	-9.4
Outward transhipment	1 365	-6.7	5 452	-6.3
<u>Empty containers</u>	674	-11.9	2 648	-8.6
<i>Inward</i>	350	-14.4	1 369	-9.7
<i>Outward</i>	324	-9.1	1 280	-7.4
<b>Seaborne<sup>(2)</sup></b>	<b>3 197</b>	<b>-8.0</b>	<b>12 751</b>	<b>-7.4</b>
<u>Laden containers</u>	2 747	-7.0	10 984	-7.5
<i>Inward</i>	1 472	-5.3	5 818	-6.1
Imports	414	-4.4	1 708	-4.7
Inward transhipment	1 058	-5.7	4 110	-6.7
<i>Outward</i>	1 275	-8.8	5 166	-9.0
Exports <sup>(1)</sup>	328	-16.9	1 390	-10.8
Outward transhipment	947	-5.6	3 776	-8.3
<u>Empty containers</u>	451	-14.0	1 766	-6.4
<i>Inward</i>	296	-13.3	1 127	-7.3
<i>Outward</i>	154	-15.2	639	-4.9
<b>River<sup>(2)</sup></b>	<b>1 392</b>	<b>-6.1</b>	<b>5 552</b>	<b>-4.8</b>
<u>Laden containers</u>	1 169	-5.9	4 670	-3.2
<i>Inward</i>	589	-2.5	2 341	-3.6
Imports	191	-6.0	767	-0.8
Inward transhipment	398	-0.8	1 574	-4.9
<i>Outward</i>	579	-9.1	2 329	-2.7
Exports <sup>(1)</sup>	161	-9.1	653	-6.2
Outward transhipment	418	-9.1	1 676	-1.2
<u>Empty containers</u>	223	-7.4	882	-12.6
<i>Inward</i>	54	-19.8	242	-19.5
<i>Outward</i>	169	-2.6	640	-9.8

Notes : Figures may not add up to the respective totals due to rounding.

(1) Exports comprise domestic exports and re-exports.

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@ 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**

	Q4 2019	Q1-Q4 2019
<b>Ocean</b>		
Number of vessel arrivals <sup>(1)</sup>	6 643 (+3.4)	25 388 (-0.1)
Capacity (Mn. NT <sup>#</sup> )	104.0 (+3.9)	398.4 (-0.1)
<b>River</b>		
Number of vessel arrivals	32 679 (-11.7)	135 864 (-8.9)
Capacity (Mn. NT <sup>#</sup> )	29.8 (+4.0)	115.5 (+4.4)

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.

(1) The numbers of ocean vessel arrivals of the second quarter, the first half, the third quarter and the first nine months of 2019 were revised to 6 312, 12 349, 6 396 and 18 745 respectively.