

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

	Q1 2021	
	(Million tonnes)	(Year-on-year percentage change)
<b>Port total</b>	<b>49.2</b>	<b>-14.0</b>
<u>Inward</u>	31.9	-18.1
Imports	18.0	-26.3
Inward transhipment	13.9	-4.3
<u>Outward</u>	17.2	-5.1
Exports <sup>(1)</sup>	4.2	-2.2
Outward transhipment	13.1	-5.9
<b>Seaborne<sup>(2)</sup></b>	<b>34.2</b>	<b>-4.1</b>
<u>Inward</u>	22.4	-10.0
Imports	10.8	-19.9
Inward transhipment	11.6	+1.7
<u>Outward</u>	11.8	+9.4
Exports <sup>(1)</sup>	2.0	+8.2
Outward transhipment	9.8	+9.7
<b>River<sup>(2)</sup></b>	<b>15.0</b>	<b>-30.3</b>
<u>Inward</u>	9.5	-32.4
Imports	7.2	-34.4
Inward transhipment	2.4	-25.7
<u>Outward</u>	5.4	-26.2
Exports <sup>(1)</sup>	2.2	-10.3
Outward transhipment	3.3	-33.9

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<sup>(1)</sup>**

Country/territory of loading	Q1 2021	
	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	14 429	-24.8
<i>Seaborne</i> <sup>(2)</sup>	4 985	-6.4
<i>River</i> <sup>(2)</sup>	9 445	-31.8
Malaysia	2 067	-8.3
Singapore	1 491	+12.1
Indonesia	1 396	+89.3
Vietnam	1 324	+19.0
Japan	1 284	-3.8
Taiwan	1 183	-70.8
Thailand	1 029	+4.1
USA	927	-18.5
Korea	710	-26.6

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 2021	
	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	7 370	-19.8
<i>Seaborne</i> <sup>(2)</sup>	2 755	+13.4
<i>River</i> <sup>(2)</sup>	4 615	-31.7
Vietnam	1 224	+10.3
Taiwan	948	+13.8
USA	886	+6.5
Macao	834	+33.7
Philippines	752	+2.5
Japan	730	-6.5
Korea	629	+44.3
Malaysia	463	-4.9
Thailand	463	-14.7

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 2021	
	('000 tonnes)	(Year-on-year percentage change)
<b>Port total</b>		
Stone, sand and gravel	6 437	-51.4
Petroleum, petroleum products and related materials	3 097	-28.3
Artificial resins and plastic materials	2 177	-8.9
Machinery	1 430	+3.2
Iron and steel	1 329	+39.5
Coal, coke and briquettes	1 282	+129.1
<b>Seaborne<sup>(2)</sup></b>		
Petroleum, petroleum products and related materials	2 944	-25.0
Artificial resins and plastic materials	1 840	-1.7
Coal, coke and briquettes	1 277	+129.3
<b>River<sup>(2)</sup></b>		
Stone, sand and gravel	5 196	-39.7
Machinery	676	-13.4
Cement and cement clinker	442	+59.6

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 2021	
	('000 tonnes)	(Year-on-year percentage change)
<b>Port total</b>		
Artificial resins and plastic materials	1 609	-16.3
Machinery	1 587	+8.6
Metalliferous ores and metal scrap	983	-9.9
Logs and timber; wood, simply worked	806	-32.0
Stone, sand and gravel	802	-6.9
Pulp and waste paper	768	-24.9
<b>Seaborne<sup>(2)</sup></b>		
Machinery	1 429	+22.5
Artificial resins and plastic materials	749	+3.4
Metalliferous ores and metal scrap	672	-16.3
<b>River<sup>(2)</sup></b>		
Artificial resins and plastic materials	860	-28.2
Stone, sand and gravel	704	-3.3
Logs and timber; wood, simply worked	413	-51.5

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 2021 (‘000 TEUs <sup>@</sup> )	(Year-on-year percentage change)
<b>Port total</b>	<b>4 114</b>	<b>+0.3</b>
<u>Laden containers</u>	3 368	-1.7
<i>Inward</i>	1 775	-1.3
Imports	515	-1.6
Inward transhipment	1 260	-1.2
<i>Outward</i>	1 593	-2.1
Exports <sup>(1)</sup>	389	-3.5
Outward transhipment	1 204	-1.6
<u>Empty containers</u>	746	+10.6
<i>Inward</i>	366	+11.5
<i>Outward</i>	381	+9.8
<b>Seaborne<sup>(2)</sup></b>	<b>3 190</b>	<b>+11.1</b>
<u>Laden containers</u>	2 621	+10.1
<i>Inward</i>	1 376	+6.1
Imports	384	+5.2
Inward transhipment	993	+6.4
<i>Outward</i>	1 245	+14.9
Exports <sup>(1)</sup>	272	+14.0
Outward transhipment	972	+15.2
<u>Empty containers</u>	569	+16.3
<i>Inward</i>	325	+17.9
<i>Outward</i>	243	+14.2
<b>River<sup>(2)</sup></b>	<b>924</b>	<b>-24.9</b>
<u>Laden containers</u>	747	-28.5
<i>Inward</i>	399	-20.5
Imports	131	-17.3
Inward transhipment	268	-22.0
<i>Outward</i>	348	-35.9
Exports <sup>(1)</sup>	117	-29.1
Outward transhipment	231	-38.9
<u>Empty containers</u>	177	-4.2
<i>Inward</i>	40	-22.3
<i>Outward</i>	137	+2.8

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**

		Q1 2021
<b>Ocean</b>		
Number of vessel arrivals		3 852 (-37.5)
Capacity (Mn. NT <sup>#</sup> )		58.7 (-40.8)
<b>River</b>		
Number of vessel arrivals		10 208 (-48.4)
Capacity (Mn. NT <sup>#</sup> )		12.0 (-49.7)

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.