

Table 1 : Summary of port cargo statistics

	Q3 2023		Q1-Q3 2023	
	(Million tonnes)	(Year-on-year percentage change)	(Million tonnes)	(Year-on-year percentage change)
Port total	45.3	-8.2	131.0	-9.0
<u>Inward</u>	28.9	-5.9	83.4	-8.3
Direct shipment ⁽¹⁾	15.7	+1.4	44.2	-3.9
Transshipment ⁽¹⁾	13.2	-13.4	39.2	-12.9
<u>Outward</u>	16.4	-11.9	47.6	-10.2
Direct shipment ⁽¹⁾	4.1	-12.0	11.1	-8.9
Transshipment ⁽¹⁾	12.3	-11.9	36.5	-10.6
Seaborne⁽²⁾	29.3	-12.0	86.8	-12.4
<u>Inward</u>	19.3	-10.7	57.3	-11.4
Direct shipment ⁽¹⁾	8.9	-4.1	26.0	-6.7
Transshipment ⁽¹⁾	10.4	-15.7	31.3	-15.0
<u>Outward</u>	10.0	-14.3	29.5	-14.3
Direct shipment ⁽¹⁾	1.5	+1.9	4.2	-8.7
Transshipment ⁽¹⁾	8.5	-16.7	25.4	-15.2
River⁽²⁾	16.0	-0.4	44.2	-1.5
<u>Inward</u>	9.5	+5.4	26.2	-0.7
Direct shipment ⁽¹⁾	6.7	+9.6	18.2	+0.5
Transshipment ⁽¹⁾	2.8	-3.6	7.9	-3.4
<u>Outward</u>	6.4	-7.8	18.1	-2.6
Direct shipment ⁽¹⁾	2.6	-18.7	6.9	-9.1
Transshipment ⁽¹⁾	3.9	+1.0	11.2	+1.9

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

- (1) For inward direction, direct shipment and transshipment refer to imports and inward transshipment respectively. For outward direction, direct shipment and transshipment refer to exports (comprising domestic exports and re-exports) and outward transshipment respectively.
- (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 2023		Q1-Q3 2023	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	13 770	+4.4	38 705	-1.2
<i>Seaborne</i> ⁽²⁾	4 289	+2.8	12 696	-1.8
<i>River</i> ⁽²⁾	9 482	+5.1	26 009	-0.9
Malaysia	1 913	-6.1	5 809	+0.4
Indonesia	1 852	-8.5	4 879	-3.5
Singapore	1 485	+6.9	4 105	-2.3
Vietnam	1 012	-22.9	3 397	-30.5
Japan	1 144	-26.1	3 326	-24.1
Taiwan	1 092	-15.4	2 982	-27.0
Thailand	986	-5.4	2 785	-8.7
USA	697	-22.7	2 472	-6.0
Korea	621	-28.2	2 072	-21.9

Notes : (1) Inward port cargo comprises direct shipment and transshipment (i.e. 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 2023		Q1-Q3 2023	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	8 906	-9.8	25 295	-4.8
<i>Seaborne</i> ⁽²⁾	2 646	-14.0	7 806	-11.2
<i>River</i> ⁽²⁾	6 261	-7.9	17 489	-1.6
Philippines	914	-14.1	2 616	-8.7
Vietnam	774	-21.6	2 388	-19.1
Taiwan	680	-32.6	2 168	-32.3
Thailand	507	-6.7	1 558	-4.1
Malaysia	521	-14.5	1 514	-13.0
Japan	480	-25.0	1 420	-22.5
USA	396	-28.4	1 344	-34.3
Korea	389	-28.2	1 303	-20.0
Australia	345	+24.8	868	-8.8

- Notes : (1) Outward port cargo comprises direct shipment and transshipment (i.e. 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 2023		Q1-Q3 2023	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
Port total				
Stone, sand and gravel	5 162	+16.5	13 396	-1.8
Petroleum, petroleum products and related materials	3 363	+21.9	10 227	+26.9
Artificial resins and plastic materials	1 923	+3.6	5 350	-6.8
Coal, coke and briquettes	1 752	-12.6	4 273	-2.2
Machinery	1 170	-16.3	3 613	-16.3
Metalliferous ores and metal scrap	1 144	-6.6	3 372	-1.2
Seaborne⁽²⁾				
Petroleum, petroleum products and related materials	3 267	+22.3	9 895	+25.7
Coal, coke and briquettes	1 748	-12.5	4 261	-2.1
Artificial resins and plastic materials	1 570	+13.4	4 258	-6.0
River⁽²⁾				
Stone, sand and gravel	4 736	+34.5	12 308	+15.0
Machinery	714	-5.8	2 133	-8.9
Bricks, ceramic tile and refractory construction materials	561	+1.6	1 393	+1.2

Notes : (1) Inward port cargo comprises direct shipment and transshipment (i.e. imports and inward transshipment).

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Table 5 : Principal commodities of outward port cargo⁽¹⁾

Commodity group	Q3 2023		Q1-Q3 2023	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
Port total				
Artificial resins and plastic materials	1 585	-11.9	4 483	-11.2
Metalliferous ores and metal scrap	1 344	-0.6	3 963	+6.3
Machinery	1 072	-19.9	3 358	-19.2
Stone, sand and gravel	1 352	+12.0	2 703	+24.6
Live animals chiefly for food and edible animal products	723	-16.3	2 284	-8.5
Pulp and waste paper	728	-15.2	2 273	-4.7
Seaborne⁽²⁾				
Machinery	903	-20.7	2 807	-22.0
Metalliferous ores and metal scrap	793	-12.2	2 377	-10.0
Live animals chiefly for food and edible animal products	598	-16.2	1 873	-10.9
River⁽²⁾				
Artificial resins and plastic materials	1 053	-10.5	2 864	-9.3
Stone, sand and gravel	1 244	+13.2	2 428	+27.0
Metalliferous ores and metal scrap	551	+22.9	1 586	+46.0

Notes : (1) Outward port cargo comprises direct shipment and transshipment (i.e. 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 2023		Q1-Q3 2023	
	('000 TEUs [@])	(Year-on-year percentage change)	('000 TEUs [@])	(Year-on-year percentage change)
Port total	3 668	-12.8	10 789	-14.6
<u>Laden containers</u>	2 897	-13.8	8 524	-15.9
<i>Inward</i>	1 549	-14.9	4 570	-17.3
Direct shipment ⁽¹⁾	422	-22.1	1 248	-25.8
Transshipment ⁽¹⁾	1 127	-11.8	3 322	-13.6
<i>Outward</i>	1 348	-12.5	3 955	-14.2
Direct shipment ⁽¹⁾	288	-14.0	828	-18.4
Transshipment ⁽¹⁾	1 059	-12.1	3 126	-13.0
<u>Empty containers</u>	772	-9.1	2 265	-9.6
<i>Inward</i>	395	+5.3	1 081	-1.2
<i>Outward</i>	376	-20.5	1 184	-16.0
Seaborne⁽²⁾	2 597	-9.8	7 681	-13.6
<u>Laden containers</u>	2 058	-11.6	6 078	-15.7
<i>Inward</i>	1 105	-11.3	3 296	-15.1
Direct shipment ⁽¹⁾	269	-2.8	808	-12.6
Transshipment ⁽¹⁾	836	-13.7	2 488	-15.9
<i>Outward</i>	953	-12.0	2 782	-16.4
Direct shipment ⁽¹⁾	177	+12.0	468	-10.6
Transshipment ⁽¹⁾	776	-16.1	2 314	-17.5
<u>Empty containers</u>	538	-2.0	1 603	-4.8
<i>Inward</i>	322	+4.2	902	-2.1
<i>Outward</i>	216	-9.9	701	-8.0
River⁽²⁾	1 072	-19.4	3 108	-17.0
<u>Laden containers</u>	838	-18.6	2 446	-16.3
<i>Inward</i>	444	-22.5	1 273	-22.4
Direct shipment ⁽¹⁾	153	-42.2	440	-41.9
Transshipment ⁽¹⁾	291	-5.5	834	-5.7
<i>Outward</i>	394	-13.7	1 172	-8.5
Direct shipment ⁽¹⁾	111	-37.1	360	-26.8
Transshipment ⁽¹⁾	283	+1.0	812	+2.9
<u>Empty containers</u>	233	-22.1	662	-19.3
<i>Inward</i>	73	+10.2	179	+3.4
<i>Outward</i>	160	-31.3	483	-25.4

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

(1) For inward direction, direct shipment and transshipment refer to imports and inward transshipment respectively. For outward direction, direct shipment and transshipment refer to exports (comprising domestic exports and re-exports) and outward transshipment respectively.

(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 2023	Q1-Q3 2023
Ocean		
Number of vessel arrivals	4 714 (+8.1)	14 025 (+15.7)
Capacity (Mn. NT [#])	76.4 (+23.0)	224.3 (+27.4)
River		
Number of vessel arrivals	19 686 (+44.2)	52 846 (+42.6)
Capacity (Mn. NT [#])	19.0 (+9.2)	54.7 (+14.5)

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.