

Table 1 : Summary of port cargo statistics

	Q4 2023		Q1-Q4 2023	
	(Million tonnes)	(Year-on-year percentage change)	(Million tonnes)	(Year-on-year percentage change)
Port total	43.8	-8.8	174.9	-9.0
<u>Inward</u>	28.3	-6.0	111.7	-7.7
Direct shipment ⁽¹⁾	15.5	+0.8	59.8	-2.7
Transshipment ⁽¹⁾	12.7	-13.2	51.9	-12.9
<u>Outward</u>	15.6	-13.5	63.2	-11.1
Direct shipment ⁽¹⁾	3.8	-9.7	14.9	-9.1
Transshipment ⁽¹⁾	11.8	-14.6	48.3	-11.6
Seaborne⁽²⁾	28.3	-8.2	115.1	-11.4
<u>Inward</u>	18.8	-6.2	76.1	-10.2
Direct shipment ⁽¹⁾	8.8	+1.9	34.7	-4.7
Transshipment ⁽¹⁾	10.0	-12.2	41.3	-14.3
<u>Outward</u>	9.5	-11.9	39.1	-13.8
Direct shipment ⁽¹⁾	1.4	-0.5	5.6	-6.7
Transshipment ⁽¹⁾	8.1	-13.7	33.5	-14.8
River⁽²⁾	15.5	-9.9	59.7	-3.8
<u>Inward</u>	9.5	-5.7	35.6	-2.1
Direct shipment ⁽¹⁾	6.8	-0.6	25.0	+0.2
Transshipment ⁽¹⁾	2.7	-16.5	10.6	-7.1
<u>Outward</u>	6.0	-15.9	24.1	-6.3
Direct shipment ⁽¹⁾	2.3	-14.6	9.2	-10.6
Transshipment ⁽¹⁾	3.7	-16.6	14.9	-3.5

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	Q4 2023		Q1-Q4 2023	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	13 810	-2.0	52 515	-1.4
<i>Seaborne</i> ⁽²⁾	4 371	+7.4	17 066	+0.4
<i>River</i> ⁽²⁾	9 439	-5.8	35 448	-2.3
Malaysia	1 979	-14.4	7 789	-3.9
Indonesia	1 864	+1.4	6 743	-2.2
Singapore	1 474	+1.5	5 579	-1.3
Japan	1 080	-22.8	4 406	-23.8
Vietnam	931	-28.1	4 328	-30.0
Taiwan	1 059	-10.9	4 041	-23.4
Thailand	1 018	-8.9	3 803	-8.8
USA	740	0.0	3 212	-4.7
Korea	730	-3.2	2 801	-17.8

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.

0.0 Increase or decrease of less than 0.05%.

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

Country/territory of discharge	Q4 2023		Q1-Q4 2023	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	8 099	-20.8	33 394	-9.2
<i>Seaborne</i> ⁽²⁾	2 247	-31.2	10 053	-16.6
<i>River</i> ⁽²⁾	5 852	-15.8	23 340	-5.6
Philippines	808	-8.9	3 424	-8.7
Vietnam	827	-5.9	3 215	-16.1
Taiwan	704	-17.5	2 872	-29.2
Malaysia	591	+3.3	2 105	-9.0
Thailand	518	+3.3	2 076	-2.3
Japan	463	-15.2	1 883	-20.8
USA	384	-27.7	1 728	-32.9
Korea	376	-30.8	1 679	-22.7
Australia	387	+57.4	1 256	+4.8

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	Q4 2023		Q1-Q4 2023	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
Port total				
Stone, sand and gravel	5 114	+6.2	18 510	+0.3
Petroleum, petroleum products and related materials	3 602	+15.7	13 830	+23.8
Artificial resins and plastic materials	1 858	-6.6	7 208	-6.7
Coal, coke and briquettes	1 621	+11.2	5 894	+1.1
Machinery	1 114	-15.4	4 728	-16.1
Metalliferous ores and metal scrap	1 034	-13.7	4 406	-4.4
Seaborne⁽²⁾				
Petroleum, petroleum products and related materials	3 484	+16.1	13 379	+23.0
Coal, coke and briquettes	1 617	+11.6	5 877	+1.3
Artificial resins and plastic materials	1 524	+5.9	5 781	-3.1
River⁽²⁾				
Stone, sand and gravel	4 649	+11.5	16 957	+14.0
Machinery	654	-9.1	2 787	-9.0
Bricks, ceramic tile and refractory construction materials	569	+0.5	1 961	+1.0

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	Q4 2023		Q1-Q4 2023	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
Port total				
Artificial resins and plastic materials	1 451	-24.5	5 934	-14.9
Metalliferous ores and metal scrap	1 290	-10.8	5 253	+1.5
Machinery	1 016	-11.9	4 375	-17.6
Stone, sand and gravel	867	-15.1	3 570	+11.9
Pulp and waste paper	787	+4.2	3 060	-2.6
Live animals chiefly for food and edible animal products	667	-25.7	2 951	-13.1
Seaborne⁽²⁾				
Machinery	842	-11.3	3 649	-19.8
Metalliferous ores and metal scrap	732	-19.4	3 109	-12.4
Live animals chiefly for food and edible animal products	496	-32.1	2 369	-16.3
River⁽²⁾				
Artificial resins and plastic materials	931	-27.9	3 795	-14.7
Stone, sand and gravel	759	-16.1	3 187	+13.1
Metalliferous ores and metal scrap	557	+3.6	2 144	+32.0

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

	Q4 2023		Q1-Q4 2023	
	('000 TEUs [@])	(Year-on-year percentage change)	('000 TEUs [@])	(Year-on-year percentage change)
Port total	3 612	-10.8	14 401	-13.7
<u>Laden containers</u>	2 793	-12.4	11 317	-15.0
<i>Inward</i>	1 481	-14.0	6 051	-16.5
Direct shipment ⁽¹⁾	404	-19.1	1 651	-24.2
Transshipment ⁽¹⁾	1 077	-12.0	4 399	-13.2
<i>Outward</i>	1 312	-10.4	5 266	-13.3
Direct shipment ⁽¹⁾	290	-4.0	1 119	-15.1
Transshipment ⁽¹⁾	1 021	-12.1	4 148	-12.8
<u>Empty containers</u>	819	-4.9	3 084	-8.4
<i>Inward</i>	406	+11.6	1 487	+2.0
<i>Outward</i>	413	-16.9	1 597	-16.3
Seaborne⁽²⁾	2 456	-8.9	10 137	-12.5
<u>Laden containers</u>	1 956	-9.5	8 034	-14.3
<i>Inward</i>	1 059	-9.2	4 355	-13.7
Direct shipment ⁽¹⁾	254	-5.9	1 062	-11.1
Transshipment ⁽¹⁾	805	-10.2	3 293	-14.6
<i>Outward</i>	896	-9.9	3 678	-14.9
Direct shipment ⁽¹⁾	156	+1.0	624	-7.9
Transshipment ⁽¹⁾	740	-11.9	3 054	-16.2
<u>Empty containers</u>	501	-6.2	2 103	-5.1
<i>Inward</i>	312	+4.5	1 214	-0.5
<i>Outward</i>	188	-19.8	889	-10.8
River⁽²⁾	1 156	-14.6	4 264	-16.3
<u>Laden containers</u>	837	-18.5	3 283	-16.9
<i>Inward</i>	422	-24.3	1 695	-22.9
Direct shipment ⁽¹⁾	149	-34.7	589	-40.2
Transshipment ⁽¹⁾	272	-17.0	1 106	-8.8
<i>Outward</i>	415	-11.6	1 588	-9.3
Direct shipment ⁽¹⁾	134	-9.2	494	-22.7
Transshipment ⁽¹⁾	282	-12.7	1 094	-1.6
<u>Empty containers</u>	319	-2.7	981	-14.6
<i>Inward</i>	94	+43.8	273	+14.5
<i>Outward</i>	225	-14.3	708	-22.2

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

	Q4 2023	Q1-Q4 2023
Ocean		
Number of vessel arrivals ⁽¹⁾	4 841 (+4.9)	18 867 (+12.7)
Capacity (Mn. NT [#])	77.2 (+15.0)	301.5 (+24.0)
River		
Number of vessel arrivals	20 485 (+57.6)	73 331 (+46.5)
Capacity (Mn. NT [#])	20.1 (+10.8)	74.7 (+13.5)

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.

(1) The numbers of ocean vessel arrivals of the second quarter, the first half and the first nine months of 2023 were revised to 4 786, 9 312 and 14 026 respectively.