

Table 1 : Summary of port cargo statistics

	Q1 2024	
	(Million tonnes)	(Year-on-year percentage change)
Port total	42.8	+3.8
<u>Inward</u>	27.5	+4.9
Direct shipment ⁽¹⁾	15.3	+12.0
Transshipment ⁽¹⁾	12.2	-2.9
<u>Outward</u>	15.3	+2.0
Direct shipment ⁽¹⁾	4.2	+20.5
Transshipment ⁽¹⁾	11.2	-3.5
Seaborne⁽²⁾	26.9	-1.4
<u>Inward</u>	17.9	-1.5
Direct shipment ⁽¹⁾	8.3	+3.5
Transshipment ⁽¹⁾	9.6	-5.4
<u>Outward</u>	9.0	-1.4
Direct shipment ⁽¹⁾	1.4	+11.0
Transshipment ⁽¹⁾	7.7	-3.3
River⁽²⁾	15.9	+14.2
<u>Inward</u>	9.6	+19.2
Direct shipment ⁽¹⁾	7.0	+24.0
Transshipment ⁽¹⁾	2.6	+7.8
<u>Outward</u>	6.3	+7.3
Direct shipment ⁽¹⁾	2.8	+26.0
Transshipment ⁽¹⁾	3.5	-3.9

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	Q1 2024	
	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	13 992	+14.4
<i>Seaborne</i> ⁽²⁾	4 420	+4.3
<i>River</i> ⁽²⁾	9 572	+19.7
Singapore	1 714	+30.2
Malaysia	1 569	-17.0
Taiwan	1 151	+28.1
Indonesia	1 118	-12.5
Vietnam	1 027	-9.8
Thailand	892	+6.1
Japan	858	-13.5
Korea	744	-4.3
USA	685	-24.4

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	Q1 2024	
	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	8 385	+4.7
<i>Seaborne</i> ⁽²⁾	2 231	-6.0
<i>River</i> ⁽²⁾	6 155	+9.2
Vietnam	811	+1.9
Philippines	694	-8.6
Taiwan	660	-0.8
Malaysia	523	+16.0
Thailand	481	-0.8
USA	425	-14.8
Japan	407	-12.6
Korea	374	-15.9
Australia	329	+31.2

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	Q1 2024	
	('000 tonnes)	(Year-on-year percentage change)
Port total		
Stone, sand and gravel	5 149	+30.3
Petroleum, petroleum products and related materials	3 959	+15.8
Artificial resins and plastic materials	1 699	-5.0
Machinery	1 212	+3.9
Metalliferous ores and metal scrap	1 155	+8.6
Iron and steel	1 036	+1.4
Seaborne⁽²⁾		
Petroleum, petroleum products and related materials	3 745	+12.8
Artificial resins and plastic materials	1 376	+1.1
Coal, coke and briquettes	1 012	+6.6
River⁽²⁾		
Stone, sand and gravel	4 968	+34.0
Machinery	724	+13.1
Cement and cement clinker	490	+55.6

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(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	Q1 2024	
	('000 tonnes)	(Year-on-year percentage change)
Port total		
Stone, sand and gravel	1 560	+107.2
Artificial resins and plastic materials	1 414	-10.5
Metalliferous ores and metal scrap	1 341	+3.2
Machinery	1 091	+0.6
Pulp and waste paper	715	-11.3
Live animals chiefly for food and edible animal products	602	-19.8
Seaborne⁽²⁾		
Machinery	945	+4.4
Metalliferous ores and metal scrap	801	+0.9
Artificial resins and plastic materials	545	-3.8
River⁽²⁾		
Stone, sand and gravel	1 466	+114.3
Artificial resins and plastic materials	870	-14.3
Metalliferous ores and metal scrap	540	+6.9

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(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 2024	
	('000 TEUs [@])	(Year-on-year percentage change)
Port total	3 323	-3.2
<u>Laden containers</u>	2 666	-2.1
<i>Inward</i>	1 430	-1.9
Direct shipment ⁽¹⁾	379	-4.8
Transshipment ⁽¹⁾	1 051	-0.8
<i>Outward</i>	1 235	-2.4
Direct shipment ⁽¹⁾	253	-6.0
Transshipment ⁽¹⁾	982	-1.4
<u>Empty containers</u>	657	-7.3
<i>Inward</i>	331	+4.2
<i>Outward</i>	326	-16.6
Seaborne⁽²⁾	2 316	-4.5
<u>Laden containers</u>	1 882	-2.5
<i>Inward</i>	1 022	-3.9
Direct shipment ⁽¹⁾	255	-1.8
Transshipment ⁽¹⁾	767	-4.6
<i>Outward</i>	860	-0.7
Direct shipment ⁽¹⁾	143	+5.3
Transshipment ⁽¹⁾	717	-1.9
<u>Empty containers</u>	434	-12.5
<i>Inward</i>	275	+4.4
<i>Outward</i>	160	-31.6
River⁽²⁾	1 007	0.0
<u>Laden containers</u>	784	-1.3
<i>Inward</i>	409	+3.4
Direct shipment ⁽¹⁾	124	-10.5
Transshipment ⁽¹⁾	284	+10.9
<i>Outward</i>	375	-6.0
Direct shipment ⁽¹⁾	110	-17.5
Transshipment ⁽¹⁾	265	-0.2
<u>Empty containers</u>	223	+5.0
<i>Inward</i>	56	+3.1
<i>Outward</i>	167	+5.6

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

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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.

0.0 Increase or decrease of less than 0.05%.

Table 7 : Summary of vessel arrivals

	Q1 2024
Ocean	
Number of vessel arrivals	4 555 (+0.6)
Capacity (Mn. NT [#])	73.6 (+3.9)
River	
Number of vessel arrivals	19 935 (+35.6)
Capacity (Mn. NT [#])	18.8 (+8.6)

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.