

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

	Q2 2024		Q1-Q2 2024	
	(Million tonnes)	(Year-on-year percentage change)	(Million tonnes)	(Year-on-year percentage change)
<b>Port total</b>	<b>45.8</b>	<b>+2.9</b>	<b>88.6</b>	<b>+3.4</b>
<u>Inward</u>	28.6	+0.9	56.1	+2.8
Direct shipment <sup>(1)</sup>	16.3	+9.6	31.6	+10.8
Transshipment <sup>(1)</sup>	12.3	-8.7	24.5	-5.9
<u>Outward</u>	17.2	+6.5	32.5	+4.3
Direct shipment <sup>(1)</sup>	5.7	+62.3	9.9	+41.7
Transshipment <sup>(1)</sup>	11.5	-9.2	22.6	-6.5
<b>Seaborne<sup>(2)</sup></b>	<b>28.4</b>	<b>-5.9</b>	<b>55.3</b>	<b>-3.8</b>
<u>Inward</u>	18.8	-4.7	36.7	-3.2
Direct shipment <sup>(1)</sup>	9.1	+1.1	17.4	+2.2
Transshipment <sup>(1)</sup>	9.7	-9.6	19.3	-7.6
<u>Outward</u>	9.5	-8.3	18.6	-5.0
Direct shipment <sup>(1)</sup>	1.4	+2.8	2.8	+6.7
Transshipment <sup>(1)</sup>	8.1	-10.0	15.7	-6.9
<b>River<sup>(2)</sup></b>	<b>17.5</b>	<b>+21.6</b>	<b>33.3</b>	<b>+17.9</b>
<u>Inward</u>	9.8	+13.9	19.4	+16.5
Direct shipment <sup>(1)</sup>	7.2	+22.8	14.2	+23.4
Transshipment <sup>(1)</sup>	2.6	-5.1	5.2	+0.9
<u>Outward</u>	7.7	+33.0	14.0	+20.1
Direct shipment <sup>(1)</sup>	4.3	+101.2	7.1	+63.0
Transshipment <sup>(1)</sup>	3.4	-7.2	6.9	-5.6

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

Country/territory of loading	Q2 2024		Q1-Q2 2024	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	14 049	+10.6	28 041	+12.5
<i>Seaborne</i> <sup>(2)</sup>	4 306	+3.2	8 726	+3.8
<i>River</i> <sup>(2)</sup>	9 743	+14.2	19 315	+16.9
Singapore	1 503	+15.3	3 217	+22.8
Malaysia	1 619	-19.3	3 188	-18.2
Indonesia	1 701	-2.7	2 819	-6.9
Taiwan	1 024	+3.2	2 176	+15.1
Vietnam	944	-24.3	1 971	-17.4
Japan	971	-18.5	1 828	-16.2
Thailand	826	-13.7	1 718	-4.5
Korea	863	+28.0	1 607	+10.7
USA	643	-25.9	1 328	-25.2

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

Country/territory of discharge	Q2 2024		Q1-Q2 2024	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	10 168	+21.4	18 553	+13.2
<i>Seaborne</i> <sup>(2)</sup>	2 632	-5.5	4 862	-5.8
<i>River</i> <sup>(2)</sup>	7 536	+34.8	13 691	+21.9
Vietnam	983	+20.2	1 795	+11.1
Taiwan	794	-3.6	1 453	-2.4
Philippines	673	-28.6	1 367	-19.7
Malaysia	438	-19.0	962	-3.1
Thailand	389	-31.3	870	-17.3
USA	410	-8.9	834	-12.0
Japan	378	-20.3	785	-16.5
Korea	383	-18.4	757	-17.2
Australia	355	+30.4	684	+30.8

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

Commodity group	Q2 2024		Q1-Q2 2024	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
<b>Port total</b>				
Stone, sand and gravel	5 127	+19.7	10 275	+24.8
Petroleum, petroleum products and related materials	3 809	+10.6	7 768	+13.2
Artificial resins and plastic materials	1 601	-2.2	3 300	-3.7
Coal, coke and briquettes	1 979	+26.4	2 993	+18.7
Machinery	1 235	-3.3	2 447	+0.1
Metalliferous ores and metal scrap	1 143	-1.8	2 299	+3.2
<b>Seaborne<sup>(2)</sup></b>				
Petroleum, petroleum products and related materials	3 484	+5.3	7 228	+9.1
Coal, coke and briquettes	1 974	+26.2	2 985	+18.8
Artificial resins and plastic materials	1 277	-3.8	2 653	-1.3
<b>River<sup>(2)</sup></b>				
Stone, sand and gravel	4 721	+22.2	9 689	+28.0
Machinery	778	-0.2	1 502	+5.8
Cement and cement clinker	452	+41.2	942	+48.3

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

(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	Q2 2024		Q1-Q2 2024	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
<b>Port total</b>				
Stone, sand and gravel	2 919	+388.5	4 478	+231.6
Artificial resins and plastic materials	1 353	+2.6	2 767	-4.5
Metalliferous ores and metal scrap	1 398	+5.9	2 739	+4.6
Machinery	1 093	-9.1	2 184	-4.5
Pulp and waste paper	753	+1.7	1 467	-5.0
Live animals chiefly for food and edible animal products	667	-17.6	1 269	-18.7
<b>Seaborne<sup>(2)</sup></b>				
Machinery	903	-9.7	1 848	-3.0
Metalliferous ores and metal scrap	870	+10.2	1 671	+5.5
Artificial resins and plastic materials	528	+1.1	1 073	-1.4
<b>River<sup>(2)</sup></b>				
Stone, sand and gravel	2 820	+463.9	4 286	+261.9
Artificial resins and plastic materials	825	+3.6	1 695	-6.4
Metalliferous ores and metal scrap	528	-0.5	1 068	+3.1

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**

	Q2 2024		Q1-Q2 2024	
	('000 TEUs <sup>@</sup> )	(Year-on-year percentage change)	('000 TEUs <sup>@</sup> )	(Year-on-year percentage change)
<b>Port total</b>	<b>3 444</b>	<b>-6.6</b>	<b>6 766</b>	<b>-5.0</b>
<u>Laden containers</u>	2 732	-5.9	5 397	-4.1
<i>Inward</i>	1 468	-6.1	2 898	-4.1
Direct shipment <sup>(1)</sup>	413	-3.2	792	-4.0
Transshipment <sup>(1)</sup>	1 054	-7.1	2 106	-4.1
<i>Outward</i>	1 264	-5.8	2 499	-4.1
Direct shipment <sup>(1)</sup>	275	+1.5	528	-2.2
Transshipment <sup>(1)</sup>	989	-7.6	1 971	-4.6
<u>Empty containers</u>	712	-9.3	1 369	-8.3
<i>Inward</i>	364	-1.0	695	+1.4
<i>Outward</i>	348	-16.6	674	-16.6
<b>Seaborne<sup>(2)</sup></b>	<b>2 402</b>	<b>-9.6</b>	<b>4 718</b>	<b>-7.2</b>
<u>Laden containers</u>	1 915	-8.4	3 797	-5.6
<i>Inward</i>	1 024	-9.2	2 046	-6.6
Direct shipment <sup>(1)</sup>	255	-8.6	510	-5.3
Transshipment <sup>(1)</sup>	769	-9.4	1 536	-7.0
<i>Outward</i>	891	-7.5	1 751	-4.3
Direct shipment <sup>(1)</sup>	158	+1.8	301	+3.4
Transshipment <sup>(1)</sup>	733	-9.2	1 450	-5.7
<u>Empty containers</u>	487	-14.2	922	-13.4
<i>Inward</i>	315	-0.4	590	+1.7
<i>Outward</i>	172	-31.5	332	-31.5
<b>River<sup>(2)</sup></b>	<b>1 041</b>	<b>+1.1</b>	<b>2 048</b>	<b>+0.6</b>
<u>Laden containers</u>	817	+0.5	1 601	-0.4
<i>Inward</i>	443	+2.1	852	+2.7
Direct shipment <sup>(1)</sup>	158	+7.1	282	-1.5
Transshipment <sup>(1)</sup>	285	-0.4	570	+4.9
<i>Outward</i>	373	-1.4	749	-3.8
Direct shipment <sup>(1)</sup>	117	+1.2	227	-8.8
Transshipment <sup>(1)</sup>	256	-2.6	522	-1.4
<u>Empty containers</u>	225	+3.5	447	+4.3
<i>Inward</i>	49	-4.6	105	-0.7
<i>Outward</i>	175	+6.1	342	+5.9

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

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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.

@ 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**

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	Q2 2024	Q1-Q2 2024
<b>Ocean</b>		
Number of vessel arrivals	4 565	9 120
	(-4.6)	(-2.1)
Capacity (Mn. NT <sup>#</sup> )	70.8	144.4
	(-8.2)	(-2.4)
<b>River</b>		
Number of vessel arrivals	20 850	40 785
	(+13.0)	(+23.0)
Capacity (Mn. NT <sup>#</sup> )	21.2	40.0
	(+15.4)	(+12.1)

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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.