

Table 1 : Summary of port cargo statistics

	Q4 2024		Q1-Q4 2024	
	(Million tonnes)	(Year-on-year percentage change)	(Million tonnes)	(Year-on-year percentage change)
Port total	44.3	+1.1	176.7	+1.0
<u>Inward</u>	27.3	-3.5	111.1	-0.5
Direct shipment ⁽¹⁾	15.2	-2.5	62.4	+4.5
Transshipment ⁽¹⁾	12.1	-4.7	48.6	-6.3
<u>Outward</u>	17.1	+9.6	65.6	+3.9
Direct shipment ⁽¹⁾	5.5	+46.2	20.4	+37.0
Transshipment ⁽¹⁾	11.5	-2.1	45.2	-6.4
Seaborne⁽²⁾	27.8	-1.8	110.5	-4.1
<u>Inward</u>	17.9	-4.8	72.5	-4.6
Direct shipment ⁽¹⁾	8.7	-0.5	34.6	-0.3
Transshipment ⁽¹⁾	9.2	-8.5	37.9	-8.2
<u>Outward</u>	9.9	+4.0	37.9	-3.0
Direct shipment ⁽¹⁾	1.7	+18.2	6.1	+7.8
Transshipment ⁽¹⁾	8.2	+1.5	31.9	-4.8
River⁽²⁾	16.5	+6.5	66.2	+10.9
<u>Inward</u>	9.4	-1.0	38.5	+8.2
Direct shipment ⁽¹⁾	6.4	-5.1	27.8	+11.2
Transshipment ⁽¹⁾	2.9	+9.4	10.7	+1.0
<u>Outward</u>	7.1	+18.4	27.7	+14.9
Direct shipment ⁽¹⁾	3.8	+63.5	14.3	+54.9
Transshipment ⁽¹⁾	3.3	-10.1	13.4	-9.9

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	Q4 2024		Q1-Q4 2024	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	13 886	+0.5	55 915	+6.5
<i>Seaborne</i> ⁽²⁾	4 545	+4.0	17 476	+2.4
<i>River</i> ⁽²⁾	9 341	-1.0	38 440	+8.4
Singapore	1 743	+18.3	6 775	+21.4
Malaysia	1 502	-24.1	6 151	-21.0
Indonesia	1 073	-42.5	4 926	-26.9
Taiwan	1 130	+6.7	4 273	+5.7
Japan	938	-13.1	3 712	-15.8
Korea	1 046	+43.4	3 625	+29.4
Vietnam	766	-17.7	3 537	-18.3
Thailand	809	-20.6	3 195	-16.0
USA	507	-31.5	2 330	-27.5

- 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	Q4 2024		Q1-Q4 2024	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	9 832	+21.4	37 596	+12.6
<i>Seaborne</i> ⁽²⁾	2 788	+24.1	10 398	+3.4
<i>River</i> ⁽²⁾	7 044	+20.4	27 198	+16.5
Vietnam	1 006	+21.6	3 709	+15.3
Taiwan	914	+29.9	3 201	+11.5
Philippines	412	-49.0	2 323	-32.2
Thailand	484	-6.5	1 799	-13.4
Malaysia	462	-21.9	1 769	-16.0
Korea	453	+20.3	1 583	-5.7
USA	337	-12.1	1 540	-10.9
Japan	382	-17.6	1 522	-19.2
Australia	355	-8.4	1 370	+9.1

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 4 : Principal commodities of inward port cargo⁽¹⁾

Commodity group	Q4 2024		Q1-Q4 2024	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
Port total				
Stone, sand and gravel	4 441	-13.2	19 640	+6.1
Petroleum, petroleum products and related materials	4 425	+22.8	16 250	+17.5
Artificial resins and plastic materials	1 670	-10.1	6 567	-8.9
Coal, coke and briquettes	840	-48.2	4 993	-15.3
Metalliferous ores and metal scrap	1 306	+26.3	4 943	+12.2
Machinery	1 196	+7.3	4 890	+3.4
Seaborne⁽²⁾				
Petroleum, petroleum products and related materials	4 301	+23.4	15 291	+14.3
Artificial resins and plastic materials	1 250	-18.0	5 106	-11.7
Coal, coke and briquettes	834	-48.4	4 974	-15.4
River⁽²⁾				
Stone, sand and gravel	4 009	-13.8	18 231	+7.5
Machinery	728	+11.4	3 009	+8.0
Cement and cement clinker	503	+28.4	1 956	+43.4

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 2024		Q1-Q4 2024	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
Port total				
Stone, sand and gravel	2 333	+169.0	8 668	+142.8
Metalliferous ores and metal scrap	1 678	+30.1	5 971	+13.7
Artificial resins and plastic materials	1 424	-1.9	5 501	-7.3
Machinery	1 066	+4.9	4 342	-0.7
Pulp and waste paper	815	+3.6	3 030	-1.0
Live animals chiefly for food and edible animal products	745	+11.8	2 622	-11.2
Seaborne⁽²⁾				
Metalliferous ores and metal scrap	1 096	+49.7	3 785	+21.8
Machinery	874	+3.8	3 632	-0.5
Artificial resins and plastic materials	571	+9.9	2 137	-0.1
River⁽²⁾				
Stone, sand and gravel	2 227	+193.5	8 261	+159.2
Artificial resins and plastic materials	853	-8.4	3 363	-11.4
Metalliferous ores and metal scrap	582	+4.4	2 186	+1.9

Notes : (1) Outward port cargo comprises direct shipment and transhipment (i.e. exports (domestic exports and re-exports) and outward 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 6 : Summary of container statistics

	Q4 2024	(Year-on-year percentage change)	Q1-Q4 2024	(Year-on-year percentage change)
	('000 TEUs [@])		('000 TEUs [@])	
Port total	3 511	-2.8	13 688	-5.0
<u>Laden containers</u>	2 788	-0.2	10 931	-3.4
<i>Inward</i>	1 481	0.0	5 850	-3.3
Direct shipment ⁽¹⁾	446	+10.6	1 666	+0.9
Transshipment ⁽¹⁾	1 035	-4.0	4 184	-4.9
<i>Outward</i>	1 307	-0.4	5 081	-3.5
Direct shipment ⁽¹⁾	313	+7.8	1 143	+2.2
Transshipment ⁽¹⁾	994	-2.7	3 938	-5.1
<u>Empty containers</u>	723	-11.7	2 757	-10.6
<i>Inward</i>	385	-5.2	1 429	-3.9
<i>Outward</i>	338	-18.1	1 328	-16.8
 Seaborne⁽²⁾	 2 428	 -1.2	 9 492	 -6.4
<u>Laden containers</u>	1 929	-1.4	7 629	-5.0
<i>Inward</i>	1 003	-5.3	4 058	-6.8
Direct shipment ⁽¹⁾	271	+6.8	1 030	-3.0
Transshipment ⁽¹⁾	732	-9.1	3 028	-8.1
<i>Outward</i>	925	+3.2	3 571	-2.9
Direct shipment ⁽¹⁾	183	+17.2	654	+4.7
Transshipment ⁽¹⁾	742	+0.3	2 917	-4.5
<u>Empty containers</u>	499	-0.3	1 863	-11.4
<i>Inward</i>	323	+3.3	1 203	-0.9
<i>Outward</i>	176	-6.4	660	-25.7
 River⁽²⁾	 1 083	 -6.3	 4 196	 -1.6
<u>Laden containers</u>	859	+2.6	3 302	+0.6
<i>Inward</i>	478	+13.2	1 792	+5.7
Direct shipment ⁽¹⁾	175	+17.0	637	+8.0
Transshipment ⁽¹⁾	303	+11.2	1 156	+4.5
<i>Outward</i>	381	-8.2	1 510	-4.9
Direct shipment ⁽¹⁾	130	-3.1	489	-1.1
Transshipment ⁽¹⁾	252	-10.6	1 021	-6.6
<u>Empty containers</u>	224	-29.6	894	-8.9
<i>Inward</i>	63	-33.3	226	-17.2
<i>Outward</i>	162	-28.0	668	-5.7

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.
- 0.0 Increase or decrease of less than 0.05%.

Table 7 : Summary of vessel arrivals

	Q4 2024	Q1-Q4 2024
Ocean		
Number of vessel arrivals	4 772 (-1.4)	18 395 (-2.5)
Capacity (Mn. NT [#])	76.4 (-1.1)	291.9 (-3.2)
River		
Number of vessel arrivals	20 685 (+1.0)	82 194 (+12.1)
Capacity (Mn. NT [#])	23.4 (+16.7)	84.8 (+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.