

Table 1 : Summary of port cargo statistics

	Q1 2025	
	(Million tonnes)	(Year-on-year percentage change)
Port total	41.1	-3.9
<u>Inward</u>	24.5	-10.8
Direct shipment ⁽¹⁾	13.2	-13.9
Transshipment ⁽¹⁾	11.3	-6.9
<u>Outward</u>	16.6	+8.6
Direct shipment ⁽¹⁾	6.1	+46.3
Transshipment ⁽¹⁾	10.5	-5.5
Seaborne⁽²⁾	25.9	-3.7
<u>Inward</u>	17.1	-4.4
Direct shipment ⁽¹⁾	8.0	-3.2
Transshipment ⁽¹⁾	9.1	-5.5
<u>Outward</u>	8.8	-2.3
Direct shipment ⁽¹⁾	1.4	+0.1
Transshipment ⁽¹⁾	7.4	-2.8
River⁽²⁾	15.2	-4.2
<u>Inward</u>	7.4	-22.7
Direct shipment ⁽¹⁾	5.1	-26.6
Transshipment ⁽¹⁾	2.3	-12.4
<u>Outward</u>	7.8	+24.2
Direct shipment ⁽¹⁾	4.7	+69.4
Transshipment ⁽¹⁾	3.1	-11.6

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⁽¹⁾

Country/territory of loading	Q1 2025	
	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	12 147	-13.2
<i>Seaborne</i> ⁽²⁾	4 756	+7.6
<i>River</i> ⁽²⁾	7 391	-22.8
Singapore	1 602	-6.5
Malaysia	1 231	-21.6
Indonesia	1 028	-8.0
Taiwan	876	-23.9
Chile	809	+33.3
Japan	740	-13.8
Vietnam	712	-30.6
Thailand	701	-21.4
Korea	606	-18.5

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	Q1 2025	
	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	10 274	+22.5
<i>Seaborne</i> ⁽²⁾	2 603	+16.7
<i>River</i> ⁽²⁾	7 671	+24.6
Taiwan	810	+22.8
Vietnam	664	-18.1
Philippines	481	-30.6
Australia	422	+28.3
Malaysia	378	-27.8
Thailand	356	-25.9
Korea	349	-6.6
Japan	319	-21.5
USA	289	-31.9

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 2025	
	('000 tonnes)	(Year-on-year percentage change)
Port total		
Petroleum, petroleum products and related materials	3 822	-3.5
Stone, sand and gravel	3 208	-37.7
Artificial resins and plastic materials	1 444	-15.0
Metalliferous ores and metal scrap	1 443	+24.9
Machinery	1 156	-4.6
Coal, coke and briquettes	1 041	+2.6
Seaborne⁽²⁾		
Petroleum, petroleum products and related materials	3 641	-2.8
Metalliferous ores and metal scrap	1 220	+23.0
Artificial resins and plastic materials	1 066	-22.5
River⁽²⁾		
Stone, sand and gravel	2 908	-41.5
Machinery	719	-0.6
Cement and cement clinker	464	-5.4

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 5 : Principal commodities of outward port cargo⁽¹⁾

Commodity group	Q1 2025	
	('000 tonnes)	(Year-on-year percentage change)
Port total		
Stone, sand and gravel	3 476	+122.9
Metalliferous ores and metal scrap	1 550	+15.6
Artificial resins and plastic materials	1 123	-20.6
Machinery	1 117	+2.4
Pulp and waste paper	734	+2.7
Live animals chiefly for food and edible animal products	645	+7.1
Seaborne⁽²⁾		
Metalliferous ores and metal scrap	992	+23.8
Machinery	897	-5.0
Live animals chiefly for food and edible animal products	480	+3.7
River⁽²⁾		
Stone, sand and gravel	3 381	+130.6
Artificial resins and plastic materials	705	-18.9
Metalliferous ores and metal scrap	559	+3.4

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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 2025	
	(‘000 TEUs [@])	(Year-on-year percentage change)
Port total	3 375	+1.6
<u>Laden containers</u>	2 579	-3.3
<i>Inward</i>	1 388	-2.9
Direct shipment ⁽¹⁾	413	+8.9
Transshipment ⁽¹⁾	976	-7.2
<i>Outward</i>	1 190	-3.6
Direct shipment ⁽¹⁾	264	+4.4
Transshipment ⁽¹⁾	926	-5.7
<u>Empty containers</u>	796	+21.2
<i>Inward</i>	416	+25.8
<i>Outward</i>	380	+16.4
Seaborne⁽²⁾	2 397	+3.5
<u>Laden containers</u>	1 820	-3.3
<i>Inward</i>	979	-4.1
Direct shipment ⁽¹⁾	259	+1.7
Transshipment ⁽¹⁾	721	-6.1
<i>Outward</i>	840	-2.3
Direct shipment ⁽¹⁾	151	+5.5
Transshipment ⁽¹⁾	689	-3.9
<u>Empty containers</u>	578	+33.0
<i>Inward</i>	369	+34.4
<i>Outward</i>	208	+30.6
River⁽²⁾	977	-2.9
<u>Laden containers</u>	759	-3.2
<i>Inward</i>	409	+0.1
Direct shipment ⁽¹⁾	154	+23.7
Transshipment ⁽¹⁾	255	-10.3
<i>Outward</i>	350	-6.7
Direct shipment ⁽¹⁾	113	+3.0
Transshipment ⁽¹⁾	237	-10.7
<u>Empty containers</u>	218	-1.9
<i>Inward</i>	47	-16.2
<i>Outward</i>	172	+2.8

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.
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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.

Table 7 : Summary of vessel arrivals

		Q1 2025	
Ocean			
Number of vessel arrivals		4 506	(-1.1)
Capacity (Mn. NT [#])		70.8	(-3.8)
River			
Number of vessel arrivals		19 800	(-0.7)
Capacity (Mn. NT [#])		23.1	(+22.6)

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.