

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

	Q2 2025		Q1-Q2 2025	
	(Million tonnes)	(Year-on-year percentage change)	(Million tonnes)	(Year-on-year percentage change)
<b>Port total</b>	<b>42.4</b>	<b>-7.5</b>	<b>83.5</b>	<b>-5.7</b>
<u>Inward</u>	25.3	-11.7	49.8	-11.3
Direct shipment <sup>(1)</sup>	13.7	-16.0	26.9	-15.0
Transshipment <sup>(1)</sup>	11.6	-5.9	22.9	-6.4
<u>Outward</u>	17.1	-0.4	33.8	+3.8
Direct shipment <sup>(1)</sup>	6.3	+10.1	12.4	+25.3
Transshipment <sup>(1)</sup>	10.8	-5.7	21.3	-5.6
<b>Seaborne<sup>(2)</sup></b>	<b>26.5</b>	<b>-6.6</b>	<b>52.4</b>	<b>-5.2</b>
<u>Inward</u>	17.4	-7.9	34.4	-6.2
Direct shipment <sup>(1)</sup>	8.2	-9.9	16.2	-6.7
Transshipment <sup>(1)</sup>	9.1	-6.0	18.2	-5.7
<u>Outward</u>	9.1	-4.2	18.0	-3.3
Direct shipment <sup>(1)</sup>	1.5	+1.6	2.9	+0.9
Transshipment <sup>(1)</sup>	7.7	-5.2	15.1	-4.0
<b>River<sup>(2)</sup></b>	<b>15.9</b>	<b>-8.8</b>	<b>31.1</b>	<b>-6.6</b>
<u>Inward</u>	7.9	-19.0	15.3	-20.9
Direct shipment <sup>(1)</sup>	5.5	-23.8	10.6	-25.1
Transshipment <sup>(1)</sup>	2.4	-5.7	4.7	-9.1
<u>Outward</u>	8.0	+4.2	15.8	+13.2
Direct shipment <sup>(1)</sup>	4.9	+12.9	9.6	+35.0
Transshipment <sup>(1)</sup>	3.1	-6.8	6.2	-9.2

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.

**Table 2 : Main countries/territories of loading of inward port cargo<sup>(1)</sup>**

Country/territory of loading	Q2 2025		Q1-Q2 2025	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	13 202	-6.0	25 350	-9.6
<i>Seaborne</i> <sup>(2)</sup>	5 311	+23.3	10 067	+15.4
<i>River</i> <sup>(2)</sup>	7 892	-19.0	15 283	-20.9
Singapore	1 982	+31.8	3 583	+11.4
Malaysia	1 183	-26.9	2 414	-24.3
Indonesia	1 022	-39.9	2 051	-27.3
Taiwan	982	-4.2	1 858	-14.6
Japan	723	-25.5	1 463	-20.0
Vietnam	729	-22.8	1 441	-26.9
Thailand	625	-24.4	1 326	-22.8
Korea	617	-28.5	1 223	-23.9
Chile	381	-15.6	1 190	+12.5

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

Country/territory of discharge	Q2 2025		Q1-Q2 2025	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	10 505	+3.3	20 779	+12.0
<i>Seaborne</i> <sup>(2)</sup>	2 597	-1.3	5 200	+6.9
<i>River</i> <sup>(2)</sup>	7 908	+4.9	15 579	+13.8
Taiwan	862	+8.6	1 672	+15.1
Vietnam	703	-28.6	1 367	-23.8
Philippines	479	-28.9	960	-29.8
Australia	447	+25.9	869	+27.0
Malaysia	426	-2.7	804	-16.4
Korea	402	+5.0	751	-0.8
Thailand	312	-19.9	668	-23.2
Japan	327	-13.5	646	-17.7
USA	225	-45.1	514	-38.4

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 2025		Q1-Q2 2025	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
<b>Port total</b>				
Petroleum, petroleum products and related materials	4 052	+6.4	7 874	+1.4
Stone, sand and gravel	3 568	-30.4	6 777	-34.0
Metalliferous ores and metal scrap	1 472	+28.7	2 915	+26.8
Artificial resins and plastic materials	1 303	-18.6	2 747	-16.8
Machinery	1 215	-1.6	2 371	-3.1
Coal, coke and briquettes	1 141	-42.3	2 182	-27.1
<b>Seaborne<sup>(2)</sup></b>				
Petroleum, petroleum products and related materials	3 893	+11.7	7 534	+4.2
Metalliferous ores and metal scrap	1 232	+28.0	2 452	+25.4
Coal, coke and briquettes	1 133	-42.6	2 168	-27.4
<b>River<sup>(2)</sup></b>				
Stone, sand and gravel	3 267	-30.8	6 176	-36.3
Machinery	709	-8.9	1 428	-4.9
Cement and cement clinker	521	+15.1	984	+4.5

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 5 : Principal commodities of outward port cargo<sup>(1)</sup>**

Commodity group	Q2 2025		Q1-Q2 2025	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
<b>Port total</b>				
Stone, sand and gravel	3 606	+23.5	7 082	+58.1
Metalliferous ores and metal scrap	1 676	+19.9	3 226	+17.8
Artificial resins and plastic materials	1 103	-18.4	2 226	-19.5
Machinery	1 098	+0.5	2 215	+1.4
Pulp and waste paper	675	-10.3	1 409	-4.0
Live animals chiefly for food and edible animal products	629	-5.8	1 273	+0.3
<b>Seaborne<sup>(2)</sup></b>				
Metalliferous ores and metal scrap	1 069	+22.9	2 061	+23.3
Machinery	882	-2.3	1 779	-3.7
Live animals chiefly for food and edible animal products	497	-5.0	978	-0.9
<b>River<sup>(2)</sup></b>				
Stone, sand and gravel	3 522	+24.9	6 902	+61.0
Artificial resins and plastic materials	674	-18.4	1 379	-18.6
Metalliferous ores and metal scrap	607	+15.1	1 166	+9.2

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 6 : Summary of container statistics**

	Q2 2025		Q1-Q2 2025	
	('000 TEUs <sup>@</sup> )	(Year-on-year percentage change)	('000 TEUs <sup>@</sup> )	(Year-on-year percentage change)
<b>Port total</b>	<b>3 203</b>	<b>-7.0</b>	<b>6 578</b>	<b>-2.8</b>
<u>Laden containers</u>	2 577	-5.7	5 156	-4.5
<i>Inward</i>	1 364	-7.1	2 752	-5.0
Direct shipment <sup>(1)</sup>	383	-7.3	796	+0.4
Transshipment <sup>(1)</sup>	981	-7.0	1 956	-7.1
<i>Outward</i>	1 213	-4.0	2 404	-3.8
Direct shipment <sup>(1)</sup>	281	+2.1	545	+3.2
Transshipment <sup>(1)</sup>	933	-5.7	1 859	-5.7
<u>Empty containers</u>	626	-12.1	1 422	+3.9
<i>Inward</i>	303	-16.8	719	+3.5
<i>Outward</i>	323	-7.1	703	+4.3
<b>Seaborne<sup>(2)</sup></b>	<b>2 233</b>	<b>-7.0</b>	<b>4 631</b>	<b>-1.9</b>
<u>Laden containers</u>	1 817	-5.1	3 637	-4.2
<i>Inward</i>	959	-6.4	1 939	-5.2
Direct shipment <sup>(1)</sup>	240	-6.0	499	-2.2
Transshipment <sup>(1)</sup>	719	-6.5	1 440	-6.3
<i>Outward</i>	858	-3.7	1 698	-3.0
Direct shipment <sup>(1)</sup>	164	+3.9	315	+4.6
Transshipment <sup>(1)</sup>	694	-5.3	1 383	-4.6
<u>Empty containers</u>	416	-14.6	994	+7.8
<i>Inward</i>	250	-20.5	620	+5.1
<i>Outward</i>	166	-3.8	374	+12.7
<b>River<sup>(2)</sup></b>	<b>970</b>	<b>-6.9</b>	<b>1 947</b>	<b>-4.9</b>
<u>Laden containers</u>	760	-6.9	1 519	-5.1
<i>Inward</i>	405	-8.7	813	-4.5
Direct shipment <sup>(1)</sup>	143	-9.4	297	+5.2
Transshipment <sup>(1)</sup>	261	-8.3	517	-9.3
<i>Outward</i>	356	-4.8	706	-5.7
Direct shipment <sup>(1)</sup>	117	-0.2	230	+1.4
Transshipment <sup>(1)</sup>	239	-6.9	475	-8.8
<u>Empty containers</u>	210	-6.6	428	-4.3
<i>Inward</i>	52	+6.5	99	-5.6
<i>Outward</i>	157	-10.3	329	-3.9

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**

	Q2 2025		Q1-Q2 2025	
<b>Ocean</b>				
Number of vessel arrivals	4 900	(+7.3)	9 406	(+3.1)
Capacity (Mn. NT <sup>#</sup> )	74.0	(+4.5)	144.8	(+0.3)
<b>River</b>				
Number of vessel arrivals	20 094	(-3.6)	39 894	(-2.2)
Capacity (Mn. NT <sup>#</sup> )	23.6	(+11.6)	46.7	(+16.8)

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.