

Table 1 : Summary of port cargo statistics

	Q3 2025		Q1-Q3 2025	
	(Million tonnes)	(Year-on-year percentage change)	(Million tonnes)	(Year-on-year percentage change)
Port total	41.3	-5.6	124.8	-5.7
<u>Inward</u>	24.7	-11.0	74.4	-11.2
Direct shipment ⁽¹⁾	13.7	-12.9	40.5	-14.3
Transshipment ⁽¹⁾	11.0	-8.6	33.9	-7.2
<u>Outward</u>	16.6	+3.8	50.4	+3.8
Direct shipment ⁽¹⁾	6.5	+30.8	18.9	+27.1
Transshipment ⁽¹⁾	10.2	-8.2	31.5	-6.5
Seaborne⁽²⁾	25.5	-6.7	77.9	-5.7
<u>Inward</u>	16.8	-6.1	51.3	-6.2
Direct shipment ⁽¹⁾	8.1	-4.3	24.4	-5.9
Transshipment ⁽¹⁾	8.7	-7.7	26.9	-6.4
<u>Outward</u>	8.7	-8.0	26.6	-4.9
Direct shipment ⁽¹⁾	1.4	-6.2	4.3	-1.6
Transshipment ⁽¹⁾	7.2	-8.4	22.3	-5.5
River⁽²⁾	15.8	-3.7	46.9	-5.6
<u>Inward</u>	7.8	-20.1	23.2	-20.6
Direct shipment ⁽¹⁾	5.5	-22.9	16.2	-24.4
Transshipment ⁽¹⁾	2.3	-12.2	7.0	-10.1
<u>Outward</u>	7.9	+20.7	23.8	+15.6
Direct shipment ⁽¹⁾	5.0	+47.4	14.6	+39.0
Transshipment ⁽¹⁾	2.9	-7.8	9.2	-8.8

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.
- (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	Q3 2025		Q1-Q3 2025	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
Chinese Mainland	13 003	-7.0	38 352	-8.7
<i>Seaborne</i> ⁽²⁾	5 197	+23.6	15 263	+18.0
<i>River</i> ⁽²⁾	7 806	-20.2	23 089	-20.7
Singapore	1 850	+1.9	5 433	+8.0
Malaysia	1 268	-13.2	3 681	-20.8
Indonesia	876	-15.3	2 927	-24.0
Taiwan	882	-8.9	2 739	-12.8
Japan	913	-3.4	2 376	-14.3
Thailand	749	+12.2	2 075	-13.0
Vietnam	605	-24.4	2 046	-26.2
Korea	699	-28.0	1 922	-25.4
Chile	304	-49.1	1 494	-9.7

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	Q3 2025		Q1-Q3 2025	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
Chinese Mainland	10 289	+11.7	31 068	+11.9
<i>Seaborne</i> ⁽²⁾	2 464	-10.3	7 663	+0.7
<i>River</i> ⁽²⁾	7 825	+21.1	23 404	+16.1
Taiwan	793	-5.0	2 464	+7.7
Vietnam	678	-25.3	2 045	-24.3
Philippines	478	-12.1	1 438	-24.8
Australia	509	+53.8	1 378	+35.7
Malaysia	419	+21.2	1 223	-6.4
Korea	354	-5.3	1 104	-2.3
Japan	263	-26.1	909	-20.3
Thailand	224	-49.7	892	-32.2
USA	188	-48.8	703	-41.6

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	Q3 2025		Q1-Q3 2025	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
Port total				
Petroleum, petroleum products and related materials	4 107	+1.2	11 981	+1.3
Stone, sand and gravel	3 586	-27.2	10 362	-31.8
Metalliferous ores and metal scrap	1 535	+14.7	4 450	+22.4
Artificial resins and plastic materials	1 298	-18.7	4 045	-17.4
Machinery	1 097	-12.1	3 468	-6.1
Coal, coke and briquettes	1 002	-13.6	3 184	-23.3
Seaborne⁽²⁾				
Petroleum, petroleum products and related materials	3 942	+4.8	11 476	+4.4
Metalliferous ores and metal scrap	1 280	+14.7	3 731	+21.6
Coal, coke and briquettes	997	-13.7	3 164	-23.6
River⁽²⁾				
Stone, sand and gravel	3 211	-29.2	9 387	-34.0
Machinery	627	-19.5	2 055	-9.9
Cement and cement clinker	530	+3.8	1 515	+4.2

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 5 : Principal commodities of outward port cargo⁽¹⁾

Commodity group	Q3 2025		Q1-Q3 2025	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
Port total				
Stone, sand and gravel	3 715	+100.2	10 797	+70.5
Metalliferous ores and metal scrap	1 663	+7.1	4 890	+13.9
Artificial resins and plastic materials	1 061	-19.0	3 288	-19.4
Machinery	1 052	-3.7	3 267	-0.3
Pulp and waste paper	461	-38.3	1 870	-15.5
Live animals chiefly for food and edible animal products	554	-8.7	1 827	-2.6
Seaborne⁽²⁾				
Metalliferous ores and metal scrap	975	-4.2	3 035	+12.9
Machinery	842	-7.5	2 621	-5.0
Live animals chiefly for food and edible animal products	453	-3.6	1 431	-1.8
River⁽²⁾				
Stone, sand and gravel	3 644	+108.5	10 547	+74.8
Artificial resins and plastic materials	649	-20.5	2 028	-19.2
Metalliferous ores and metal scrap	689	+28.5	1 855	+15.6

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

	Q3 2025		Q1-Q3 2025	
	('000 TEUs [@])	(Year-on-year percentage change)	('000 TEUs [@])	(Year-on-year percentage change)
Port total	3 101	-9.1	9 679	-4.9
<u>Laden containers</u>	2 503	-8.8	7 660	-5.9
<i>Inward</i>	1 323	-10.0	4 076	-6.7
Direct shipment ⁽¹⁾	390	-8.9	1 186	-2.8
Transshipment ⁽¹⁾	934	-10.5	2 890	-8.2
<i>Outward</i>	1 180	-7.4	3 584	-5.0
Direct shipment ⁽¹⁾	284	-5.7	829	0.0
Transshipment ⁽¹⁾	896	-7.9	2 754	-6.4
<u>Empty containers</u>	598	-10.1	2 020	-0.7
<i>Inward</i>	321	-8.0	1 040	-0.4
<i>Outward</i>	277	-12.4	980	-1.0
Seaborne⁽²⁾	2 155	-8.1	6 786	-3.9
<u>Laden containers</u>	1 760	-7.5	5 397	-5.3
<i>Inward</i>	922	-8.6	2 861	-6.4
Direct shipment ⁽¹⁾	232	-6.5	731	-3.6
Transshipment ⁽¹⁾	690	-9.3	2 129	-7.3
<i>Outward</i>	838	-6.3	2 536	-4.1
Direct shipment ⁽¹⁾	166	-2.0	481	+2.2
Transshipment ⁽¹⁾	672	-7.3	2 055	-5.5
<u>Empty containers</u>	395	-10.7	1 389	+1.8
<i>Inward</i>	262	-9.9	881	+0.2
<i>Outward</i>	134	-12.2	508	+4.9
River⁽²⁾	946	-11.1	2 893	-7.0
<u>Laden containers</u>	744	-11.8	2 263	-7.4
<i>Inward</i>	402	-13.2	1 215	-7.6
Direct shipment ⁽¹⁾	158	-12.2	454	-1.6
Transshipment ⁽¹⁾	244	-13.8	761	-10.8
<i>Outward</i>	342	-10.0	1 048	-7.2
Direct shipment ⁽¹⁾	118	-10.6	348	-3.0
Transshipment ⁽¹⁾	224	-9.7	699	-9.1
<u>Empty containers</u>	202	-8.9	631	-5.8
<i>Inward</i>	59	+1.4	158	-3.1
<i>Outward</i>	143	-12.5	472	-6.7

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

	Q3 2025		Q1-Q3 2025	
Ocean				
Number of vessel arrivals	4 793	(+6.4)	14 199	(+4.2)
Capacity (Mn. NT [#])	72.7	(+2.1)	217.4	(+0.9)
River				
Number of vessel arrivals	19 060	(-8.0)	58 954	(-4.2)
Capacity (Mn. NT [#])	23.2	(+8.4)	69.9	(+13.9)

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.