

Table 1 : Summary of port cargo statistics

	Q1 2026	
	(Million tonnes)	(Year-on-year percentage change)
Port total	42.0	+2.2
<u>Inward</u>	24.7	+0.7
Direct shipment ⁽¹⁾	13.6	+3.7
Transshipment ⁽¹⁾	11.0	-2.6
<u>Outward</u>	17.4	+4.4
Direct shipment ⁽¹⁾	7.1	+17.2
Transshipment ⁽¹⁾	10.2	-3.1
Seaborne⁽²⁾	25.3	-2.3
<u>Inward</u>	16.7	-2.0
Direct shipment ⁽¹⁾	8.1	+1.6
Transshipment ⁽¹⁾	8.6	-5.2
<u>Outward</u>	8.6	-2.7
Direct shipment ⁽¹⁾	1.4	0.0
Transshipment ⁽¹⁾	7.2	-3.2
River⁽²⁾	16.7	+9.8
<u>Inward</u>	7.9	+7.1
Direct shipment ⁽¹⁾	5.5	+6.9
Transshipment ⁽¹⁾	2.4	+7.7
<u>Outward</u>	8.8	+12.4
Direct shipment ⁽¹⁾	5.8	+22.3
Transshipment ⁽¹⁾	3.0	-2.7

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.

0.0 Increase or decrease of less than 0.05%.

Table 2 : Main countries/territories of loading of inward port cargo⁽¹⁾

Country/territory of loading	Q1 2026	
	('000 tonnes)	(Year-on-year percentage change)
Chinese Mainland	13 327	+9.7
<i>Seaborne</i> ⁽²⁾	5 408	+13.7
<i>River</i> ⁽²⁾	7 919	+7.1
Singapore	1 672	+4.4
Malaysia	1 238	+0.6
Indonesia	1 051	+2.2
Taiwan	927	+5.8
Japan	868	+17.4
Korea	639	+5.4
Thailand	631	-10.1
Vietnam	601	-15.6
Chile	588	-27.4

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 3 : Main countries/territories of discharge of outward port cargo⁽¹⁾

Country/territory of discharge	Q1 2026	
	('000 tonnes)	(Year-on-year percentage change)
Chinese Mainland	11 154	+8.6
<i>Seaborne</i> ⁽²⁾	2 530	-2.8
<i>River</i> ⁽²⁾	8 624	+12.4
Taiwan	813	+0.3
Vietnam	658	-1.0
Philippines	450	-6.4
Malaysia	396	+4.8
Australia	374	-11.4
Korea	357	+2.2
Japan	288	-9.9
Thailand	230	-35.5
Brazil	212	+33.9

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 2026	
	('000 tonnes)	(Year-on-year percentage change)
Port total		
Petroleum, petroleum products and related materials	4 212	+10.2
Stone, sand and gravel	3 569	+11.2
Metalliferous ores and metal scrap	1 401	-2.9
Artificial resins and plastic materials	1 267	-12.2
Machinery	1 146	-0.9
Coal, coke and briquettes	1 089	+4.6
Seaborne⁽²⁾		
Petroleum, petroleum products and related materials	4 053	+11.3
Metalliferous ores and metal scrap	1 174	-3.8
Coal, coke and briquettes	1 087	+5.1
River⁽²⁾		
Stone, sand and gravel	3 226	+10.9
Machinery	699	-2.8
Bricks, ceramic tile and refractory construction materials	460	+53.3

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 2026	
	('000 tonnes)	(Year-on-year percentage change)
Port total		
Stone, sand and gravel	4 397	+26.5
Metalliferous ores and metal scrap	1 618	+4.3
Machinery	1 116	-0.1
Artificial resins and plastic materials	1 058	-5.8
Live animals chiefly for food and edible animal products	695	+7.8
Pulp and waste paper	583	-20.6
Seaborne⁽²⁾		
Machinery	895	-0.2
Metalliferous ores and metal scrap	884	-10.8
Live animals chiefly for food and edible animal products	594	+23.8
River⁽²⁾		
Stone, sand and gravel	4 324	+27.9
Metalliferous ores and metal scrap	733	+31.2
Artificial resins and plastic materials	631	-10.5

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

	Q1 2026	(Year-on-year percentage change)
	('000 TEUs [@])	
Port total	3 140	-7.0
<u>Laden containers</u>	2 527	-2.0
<i>Inward</i>	1 345	-3.1
Direct shipment ⁽¹⁾	396	-4.0
Transshipment ⁽¹⁾	949	-2.8
<i>Outward</i>	1 182	-0.7
Direct shipment ⁽¹⁾	281	+6.2
Transshipment ⁽¹⁾	901	-2.7
<u>Empty containers</u>	614	-22.9
<i>Inward</i>	308	-25.9
<i>Outward</i>	305	-19.7
Seaborne⁽²⁾	2 148	-10.4
<u>Laden containers</u>	1 752	-3.7
<i>Inward</i>	922	-5.8
Direct shipment ⁽¹⁾	239	-7.8
Transshipment ⁽¹⁾	683	-5.1
<i>Outward</i>	830	-1.2
Direct shipment ⁽¹⁾	156	+3.0
Transshipment ⁽¹⁾	674	-2.1
<u>Empty containers</u>	396	-31.5
<i>Inward</i>	260	-29.6
<i>Outward</i>	136	-34.9
River⁽²⁾	992	+1.5
<u>Laden containers</u>	774	+2.0
<i>Inward</i>	422	+3.3
Direct shipment ⁽¹⁾	157	+2.3
Transshipment ⁽¹⁾	265	+3.9
<i>Outward</i>	352	+0.5
Direct shipment ⁽¹⁾	125	+10.6
Transshipment ⁽¹⁾	227	-4.3
<u>Empty containers</u>	218	-0.3
<i>Inward</i>	48	+3.0
<i>Outward</i>	169	-1.2

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.
- @ 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 2026	
Ocean		
Number of vessel arrivals	4 797	(+6.5)
Capacity (Mn. NT [#])	75.1	(+6.1)
River		
Number of vessel arrivals	20 120	(+1.6)
Capacity (Mn. NT [#])	24.7	(+7.1)

Notes : Figures in brackets are percentage changes compared with the same period in the 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.