

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

	Q3 2016		Q1-Q3 2016	
	(Million tonnes)	(Year-on-year percentage change)	(Million tonnes)	(Year-on-year percentage change)
<b>Port total</b>	<b>67.3</b>	<b>+5.6</b>	<b>185.7</b>	<b>-7.4</b>
<u>Inward</u>	39.9	+8.0	108.5	-9.1
Imports	22.5	+14.7	60.2	-10.9
Inward transshipment	17.4	+0.4	48.3	-6.7
<u>Outward</u>	27.5	+2.3	77.2	-4.9
Exports <sup>(1)</sup>	10.9	+3.6	31.1	-0.2
Outward transshipment	16.6	+1.4	46.1	-7.9
<b>Seaborne<sup>(2)</sup></b>	<b>43.2</b>	<b>+4.8</b>	<b>118.5</b>	<b>-9.9</b>
<u>Inward</u>	29.5	+9.4	79.4	-9.8
Imports	16.4	+16.8	43.3	-12.0
Inward transshipment	13.1	+1.3	36.1	-7.0
<u>Outward</u>	13.6	-3.8	39.1	-10.2
Exports <sup>(1)</sup>	3.0	-2.9	8.4	-8.5
Outward transshipment	10.7	-4.1	30.8	-10.7
<b>River<sup>(2)</sup></b>	<b>24.2</b>	<b>+7.0</b>	<b>67.2</b>	<b>-2.6</b>
<u>Inward</u>	10.3	+4.3	29.1	-7.1
Imports	6.0	+9.5	16.9	-8.1
Inward transshipment	4.3	-2.3	12.2	-5.8
<u>Outward</u>	13.8	+9.1	38.1	+1.2
Exports <sup>(1)</sup>	7.9	+6.3	22.7	+3.3
Outward transshipment	5.9	+13.1	15.3	-1.7

Notes : Figures may not add up to the respective totals due to rounding.

(1) Exports comprise domestic exports and re-exports.

(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	Q3 2016		Q1-Q3 2016	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	16 112	+1.1	45 205	-17.6
<i>Seaborne</i> <sup>(2)</sup>	5 820	-4.0	16 208	-31.4
<i>River</i> <sup>(2)</sup>	10 292	+4.2	28 998	-7.2
Indonesia	4 163	+145.2	7 388	+47.1
Singapore	2 601	+23.4	7 305	-0.1
Japan	2 266	-21.4	6 561	-16.6
USA	2 208	+5.9	5 963	-14.5
Taiwan	1 613	+14.2	4 389	-13.9
Korea	1 322	-11.2	4 298	-8.7
Malaysia	1 422	+31.3	4 074	+18.4
Thailand	1 100	-4.4	3 167	-12.1
Vietnam	931	+4.8	2 739	+1.8

Notes : (1) Inward port cargo comprises 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	Q3 2016		Q1-Q3 2016	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
The mainland of China	13 979	+0.2	39 234	-7.0
<i>Seaborne</i> <sup>(2)</sup>	1 845	+3.5	4 763	-19.9
<i>River</i> <sup>(2)</sup>	12 134	-0.2	34 470	-4.8
Vietnam	1 733	-4.7	5 003	-11.6
Macao	1 684	+233.4	3 610	+159.2
USA	1 204	-4.9	3 604	-8.5
Japan	1 280	+12.2	3 253	-3.5
Philippines	734	-0.6	2 422	+2.2
Taiwan	836	+21.6	2 345	+7.2
Malaysia	585	-20.3	1 880	-22.2
Thailand	562	-9.2	1 854	-8.4
Korea	546	-4.9	1 462	-8.7

Notes : (1) Outward port cargo comprises 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	Q3 2016		Q1-Q3 2016	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
<b>Port total</b>				
Petroleum, petroleum products and related materials	5 247	+4.9	14 695	-3.2
Stone, sand and gravel	4 515	+2.7	13 378	-39.2
Artificial resins and plastic materials	3 111	+4.1	8 570	-4.2
Coal, coke and briquettes	4 143	+152.7	7 702	+63.2
Machinery	1 661	-5.2	4 887	-11.5
Bricks, ceramic tile and refractory construction materials	1 375	-11.4	4 389	+0.9
<b>Seaborne<sup>(2)</sup></b>				
Petroleum, petroleum products and related materials	4 861	+1.7	13 857	-4.9
Coal, coke and briquettes	4 142	+152.6	7 699	+63.2
Artificial resins and plastic materials	2 769	+2.7	7 602	-6.1
<b>River<sup>(2)</sup></b>				
Stone, sand and gravel	3 277	+5.8	9 754	-14.2
Bricks, ceramic tile and refractory construction materials	1 210	-12.2	3 931	+1.9
Machinery	765	-2.0	2 278	-11.0

Notes : (1) Inward port cargo comprises 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	Q3 2016		Q1-Q3 2016	
	('000 tonnes)	(Year-on-year percentage change)	('000 tonnes)	(Year-on-year percentage change)
<b>Port total</b>				
Stone, sand and gravel	5 243	+8.6	15 254	+8.9
Artificial resins and plastic materials	2 135	-4.8	5 795	-13.6
Machinery	1 811	-6.7	5 479	-9.2
Metalliferous ores and metal scrap	1 596	+9.0	4 464	+0.6
Bricks, ceramic tile and refractory construction materials	1 265	-9.7	3 835	-0.7
Logs and timber; wood, simply worked	1 481	+39.0	3 663	+18.0
<b>Seaborne<sup>(2)</sup></b>				
Machinery	1 488	-8.5	4 578	-10.2
Bricks, ceramic tile and refractory construction materials	1 156	-9.5	3 557	+0.3
Artificial resins and plastic materials	728	-3.6	2 151	-11.2
<b>River<sup>(2)</sup></b>				
Stone, sand and gravel	5 162	+8.8	15 022	+9.4
Artificial resins and plastic materials	1 407	-5.4	3 644	-14.9
Logs and timber; wood, simply worked	1 126	+40.0	2 869	+26.4

Notes : (1) Outward port cargo comprises 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**

	Q3 2016		Q1-Q3 2016	
	('000 TEUs <sup>@</sup> )	(Year-on-year percentage change)	('000 TEUs <sup>@</sup> )	(Year-on-year percentage change)
<b>Port total</b>	<b>5 133</b>	<b>-0.9</b>	<b>14 328</b>	<b>-7.0</b>
<u>Laden containers</u>	4 413	-0.5	12 257	-6.9
<i>Inward</i>	2 287	+1.3	6 333	-5.0
Imports	746	+4.1	2 044	-3.5
Inward transhipment	1 541	-0.1	4 288	-5.7
<i>Outward</i>	2 126	-2.4	5 924	-8.7
Exports <sup>(1)</sup>	657	-3.8	1 798	-9.3
Outward transhipment	1 469	-1.7	4 127	-8.5
<u>Empty containers</u>	719	-3.5	2 071	-8.2
<i>Inward</i>	395	-6.3	1 096	-10.0
<i>Outward</i>	324	+0.1	975	-6.0
<b>Seaborne<sup>(2)</sup></b>	<b>3 459</b>	<b>-3.5</b>	<b>9 804</b>	<b>-8.4</b>
<u>Laden containers</u>	3 111	-2.8	8 740	-8.1
<i>Inward</i>	1 661	+1.0	4 624	-5.0
Imports	565	+4.0	1 577	-2.4
Inward transhipment	1 096	-0.5	3 047	-6.3
<i>Outward</i>	1 450	-6.8	4 117	-11.4
Exports <sup>(1)</sup>	419	-7.4	1 146	-11.3
Outward transhipment	1 031	-6.6	2 971	-11.4
<u>Empty containers</u>	348	-9.1	1 064	-10.6
<i>Inward</i>	230	-11.0	666	-12.1
<i>Outward</i>	118	-5.1	398	-8.0
<b>River<sup>(2)</sup></b>	<b>1 674</b>	<b>+4.7</b>	<b>4 524</b>	<b>-4.0</b>
<u>Laden containers</u>	1 302	+5.4	3 516	-3.6
<i>Inward</i>	626	+2.0	1 709	-5.1
Imports	181	+4.4	467	-7.1
Inward transhipment	445	+1.1	1 241	-4.3
<i>Outward</i>	677	+8.8	1 808	-2.1
Exports <sup>(1)</sup>	239	+3.2	652	-5.4
Outward transhipment	438	+12.0	1 156	-0.1
<u>Empty containers</u>	371	+2.4	1 007	-5.4
<i>Inward</i>	165	+1.2	430	-6.5
<i>Outward</i>	206	+3.4	577	-4.6

Notes : Figures may not add up to the respective totals due to rounding.

(1) Exports comprise domestic exports and re-exports.

(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**

	Q3 2016	Q1-Q3 2016
<b>Ocean</b>		
Number of incoming vessels <sup>(1)</sup>	7 030	20 823
	(-1.4)	(-5.3)
Capacity (Mn. NRT <sup>#</sup> )	106.6	303.8
	(+3.1)	(-2.2)
<b>River</b>		
Number of incoming vessels <sup>(1)</sup>	39 911	117 091
	(-1.0)	(-2.3)
Capacity (Mn. NRT <sup>#</sup> )	28.5	82.8
	(+9.2)	(+5.8)

Notes : (1) Figures in brackets are percentage changes compared with preceding year.

# Net registered ton (NRT) is a unit measure in volume terms of the space of a vessel available for carrying passengers or goods. One NRT is equivalent to 100 cubic feet.