

Statistics on vessels, port cargo and containers for the third quarter of 2019

The Census and Statistics Department (C&SD) today (December 5) released the statistics on vessels, port cargo and containers for the third quarter of 2019.

In the third quarter of 2019, total port cargo throughput increased by 8.9% compared with the third quarter of 2018 to 67.2 million tonnes. Within this total, inward port cargo increased by 17.1% compared with the third quarter of 2018 to 43.7 million tonnes, while outward port cargo decreased by 3.7% compared with the third quarter of 2018 to 23.5 million tonnes.

For the first nine months of 2019, total port cargo throughput increased by 1.1% compared with the first nine months of 2018 to 195.5 million tonnes. Within this total, inward port cargo increased by 4.7% compared with the first nine months of 2018 to 125.2 million tonnes, while outward port cargo decreased by 4.8% compared with the first nine months of 2018 to 70.4 million tonnes.

On a seasonally adjusted quarter-to-quarter comparison, total port cargo throughput decreased by 2.4% in the third quarter of 2019. Within this total, inward port cargo increased marginally by 0.1% compared with the preceding quarter, while outward port cargo decreased by 6.8% compared with the preceding quarter. The seasonally adjusted series enables more meaningful shorter-term comparison to be made for discerning possible variations in trends.

Port cargo

Within port cargo, seaborne cargo decreased by 1.7% in the third quarter of 2019 compared with the third quarter of 2018 to 39.8 million tonnes, while river cargo increased by 29.0% in the third quarter of 2019 compared with the third quarter of 2018 to 27.4 million tonnes.

Within inward port cargo, imports increased by 33.0% in the third quarter of 2019 compared with the third quarter of 2018 to 27.7 million tonnes, while inward transshipment decreased by 2.9% in the third quarter of 2019 compared with the third quarter of 2018 to 16.1 million tonnes. For outward port cargo, exports (including domestic exports and re-exports) and outward transshipment decreased by 1.9% and 4.7% in the third quarter of 2019 compared with the third quarter of 2018 to 8.2 million tonnes and 15.3 million tonnes respectively.

Within port cargo, seaborne cargo decreased by 3.2% in the first nine months of 2019 compared with the first nine months of 2018 to 119.4 million tonnes, while river cargo increased by 8.5% in the first nine months of 2019

compared with the first nine months of 2018 to 76.1 million tonnes.

Within inward port cargo, imports increased by 12.6% in the first nine months of 2019 compared with the first nine months of 2018 to 77.4 million tonnes, while inward transshipment decreased by 6.0% in the first nine months of 2019 compared with the first nine months of 2018 to 47.8 million tonnes. For outward port cargo, exports and outward transshipment decreased by 4.5% and 5.0% in the first nine months of 2019 compared with the first nine months of 2018 to 24.3 million tonnes and 46.1 million tonnes respectively.

The detailed port cargo statistics are summarised in Table 1.

The main countries/territories of loading of inward port cargo and countries/territories of discharge of outward port cargo are shown in Table 2 and Table 3 respectively.

Comparing the third quarter of 2019 with the third quarter of 2018, double-digit increases were recorded in the tonnage of inward port cargo loaded in Taiwan (+97.1%), the mainland of China (+28.1%), Malaysia (+17.2%) and Vietnam (+15.2%). On the other hand, double-digit decrease was recorded in the tonnage of inward port cargo loaded in Indonesia (-45.2%). For outward port cargo, triple-digit or double-digit increases were recorded in the tonnage of outward port cargo discharged in Macao (+329.1%) and Taiwan (+10.5%). On the other hand, double-digit decreases were recorded in the tonnage of outward port cargo discharged in Korea (-28.0%), Vietnam (-26.5%), the United States of America (-23.2%) and Japan (-10.2%).

Comparing the first nine months of 2019 with the first nine months of 2018, double-digit increases were recorded in the tonnage of inward port cargo loaded in Taiwan (+41.3%) and Malaysia (+15.4%). On the other hand, double-digit decreases were recorded in the tonnage of inward port cargo loaded in Indonesia (-28.6%), Japan (-18.4%) and the United States of America (-17.2%). For outward port cargo, double-digit increase was recorded in the tonnage of outward port cargo discharged in Macao (+95.1%). On the other hand, double-digit decreases were recorded in the tonnage of outward port cargo discharged in Vietnam (-20.0%), the United States of America (-11.7%), Korea (-11.5%) and Taiwan (-10.7%).

The principal commodities of inward port cargo and outward port cargo are shown in Table 4 and Table 5 respectively.

Comparing the third quarter of 2019 with the third quarter of 2018, triple-digit or double-digit changes were recorded in the tonnage of inward port cargo of "stone, sand and gravel" (+144.7%) and "coal, coke and briquettes" (-29.3%). As for outward port cargo, double-digit changes were recorded in the tonnage of "metalliferous ores and metal scrap" (+14.0%) and "pulp and waste paper" (-12.7%).

Comparing the first nine months of 2019 with the first nine months of 2018, double-digit changes were recorded in the tonnage of inward port cargo of "stone, sand and gravel" (+70.0%), "logs and timber; wood, simply worked" (-19.6%) and "coal, coke and briquettes" (-28.4%). As for outward port cargo,

double-digit decreases were recorded in the tonnage of "pulp and waste paper" (-19.7%) and "logs and timber; wood, simply worked" (-13.7%).

Containers

In the third quarter of 2019, the port of Hong Kong handled 4.62 million TEUs of containers, representing a decrease of 3.2% compared with the third quarter of 2018. Within this total, laden containers decreased by 4.7% to 3.95 million TEUs, while empty containers increased by 6.8% to 0.67 million TEUs. Among laden containers, inward and outward containers decreased by 4.3% and 5.1% to 2.03 million TEUs and 1.92 million TEUs respectively.

For the first nine months of 2019, the port of Hong Kong handled 13.71 million TEUs of containers, representing a decrease of 6.3% compared with the first nine months of 2018. Within this total, laden and empty containers decreased by 6.1% and 7.4% to 11.74 million TEUs and 1.97 million TEUs respectively. Among laden containers, inward and outward containers decreased by 5.7% and 6.5% to 6.10 million TEUs and 5.64 million TEUs respectively.

On a seasonally adjusted quarter-to-quarter comparison, laden container throughput decreased by 2.0% in the third quarter of 2019. Within this total, inward and outward laden containers decreased by 2.2% and 1.9% respectively.

In the third quarter of 2019, seaborne laden containers decreased by 7.5% compared with the third quarter of 2018 to 2.77 million TEUs, while river laden containers increased by 2.6% to 1.18 million TEUs.

Within inward laden containers, imports and inward transshipment decreased by 1.4% and 5.6% in the third quarter of 2019 compared with the third quarter of 2018 to 0.63 million TEUs and 1.40 million TEUs respectively. For outward laden containers, exports and outward transshipment decreased by 1.8% and 6.4% in the third quarter of 2019 compared with the third quarter of 2018 to 0.56 million TEUs and 1.36 million TEUs respectively.

In the first nine months of 2019, seaborne and river laden containers decreased by 7.7% and 2.2% compared with the first nine months of 2018 to 8.24 million TEUs and 3.50 million TEUs respectively.

Within inward laden containers, imports and inward transshipment decreased by 3.1% and 6.9% in the first nine months of 2019 compared with the first nine months of 2018 to 1.87 million TEUs and 4.23 million TEUs respectively. For outward laden containers, exports and outward transshipment decreased by 7.7% and 6.1% in the first nine months of 2019 compared with the first nine months of 2018 to 1.55 million TEUs and 4.09 million TEUs respectively.

The detailed container statistics are summarised in Table 6.

Port cargo and laden container statistics are compiled from a sample of consignments listed in the cargo manifests supplied by shipping companies and agents to the C&SD.

Vessel arrivals

Comparing the third quarter of 2019 with the third quarter of 2018, the number of ocean vessel arrivals increased by 2.7% to 6 395, with the total capacity also increasing by 2.5% to 100.0 million net tons. Meanwhile, the number of river vessel arrivals decreased by 6.7% to 33 752, while the total capacity increased by 11.1% to 29.3 million net tons.

Comparing the first nine months of 2019 with the first nine months of 2018, the number of ocean vessel arrivals decreased by 1.3% to 18 742, with the total capacity also decreasing by 1.4% to 294.4 million net tons. Meanwhile, the number of river vessel arrivals decreased by 8.0% to 103 185, while the total capacity increased by 4.5% to 85.7 million net tons.

The statistics on vessel arrivals in Hong Kong are given in Table 7.

Vessel statistics are compiled by the Marine Department primarily from general declarations submitted by ship masters and authorised shipping agents. Pleasure vessels and fishing vessels plying exclusively within the river trade limits are excluded.

Further information

More detailed statistics on port cargo, containers and vessels are published in the report "Hong Kong Shipping Statistics, Third Quarter 2019". Users can download this publication free of charge at the website of the C&SD (www.censtatd.gov.hk/hkstat/sub/sp130.jsp?productCode=B1020008).

For enquiries about port cargo and container statistics, please contact the Outward Processing and Shipping Statistics Section of the C&SD (Tel: 2582 2126 or email: shipping@censtatd.gov.hk). For enquiries about vessel statistics, readers may contact the Statistics Section under the Planning, Development and Port Security Branch of the Marine Department (Tel: 2852 3662 or email: st-sec@mardep.gov.hk).

[Partial solar eclipse in Hong Kong on December 26](#)

An annular solar eclipse will occur on December 26 (Thursday), but it will be visible as a partial solar eclipse in Hong Kong. As the elevation of the sun will be rather high during the eclipse, the event can be best observed at places with an unobstructed view towards the south to southwest if weather permits.

The eclipse will begin at 12.17pm and end at 3.22pm, with the maximum eclipse occurring at 1.55pm. This partial solar eclipse will have a magnitude

of 0.46, meaning that 46 per cent of the sun's diameter will be obscured by the moon at maximum eclipse. The path of the sun and the moon during this partial solar eclipse is indicated in the Annex.

Details of the partial solar eclipse are set out in the following table:

| Time | Phenomenon | Elevation | Direction (Azimuth) |
|---------|-----------------|------------|-------------------------------|
| 12.17pm | Eclipse begins | 44 degrees | South (178 degrees) |
| 1.55pm | Maximum eclipse | 39 degrees | South-southwest (207 degrees) |
| 3.22pm | Eclipse ends | 27 degrees | Southwest (226 degrees) |

Members of the public should never look directly at the sun with the naked eye nor through a telescope to avoid severe eye damage. A safer method is to project the sun's image through a pinhole or a telescope onto a piece of white paper or cardboard and view the projected image. An illustration of the method is given on the website of the Hong Kong Observatory at www.hko.gov.hk/en/gts/event/event-solar-eclps16.htm.

Members of the public can watch the whole event via a webcast to be jointly provided by the Hong Kong Observatory, the Hong Kong Space Museum, the Ho Koon Nature Education cum Astronomical Centre (sponsored by Sik Sik Yuen), Po Leung Kuk Ngan Po Ling College and the Hong Kong Sheng Kung Hui Solar Tower's Camp on the following webpage: www.hko.gov.hk/en/gts/event/webcast-20191226.htm.

For the latest weather conditions and the astronomical observation conditions on December 26, please refer to the nine-day weather forecast issued by the Hong Kong Observatory (www.hko.gov.hk/en/wxinfo/currwx/fnd.htm) and the Weather Information for Astronomical Observation webpage (www.hko.gov.hk/en/gts/astronomy/astro_portal.html).

Please refer to the Hong Kong Observatory's webpage for a detailed explanation of the technical terms used for different stages of the eclipse and past solar eclipses observable in Hong Kong: www.hko.gov.hk/en/gts/event/event-solar-eclps1.htm.

The next solar eclipse observable in Hong Kong will occur on June 21, 2020. It will be a partial solar eclipse.

Speech by SFST at Best Corporate Governance Awards 2019 Awards Presentation Luncheon (English only)

Following is the speech by the Secretary for Financial Services and the Treasury, Mr James Lau, at the Best Corporate Governance Awards 2019 Awards Presentation Luncheon this afternoon (December 5):

Patrick (President of the Hong Kong Institute of Certified Public Accountants (HKICPA), Mr Patrick Law), ladies and gentlemen,

Good afternoon. I had to miss your annual dinner last Monday but I am glad to be here today for the ceremony for the Best Corporate Governance Awards organised by the HKICPA.

The different categories of 26 awards are witnesses of many corporates striving very hard to achieve excellence in corporate governance. We are here to congratulate the winning companies but we do recognise the efforts and commitments of all participants.

Today I'd like to touch briefly on one aspect of global corporate governance, and that is sustainability and social responsibility. The United Nations Climate Change Conference, COP25, is meeting these two weeks in Madrid. They just issued a carbon tracking report yesterday that pointed to a rise in global carbon emission, notwithstanding commitments in previous conferences.

Sustainable development requires global efforts, and that includes us in Hong Kong. We are today in the 20th anniversary of the Awards and it is coincidental that it is called china anniversary, with a lowercase "c". China, with a capital "C", actually accords very high priority to sustainable development and social responsibility. When China was the G20 chair in 2016, it pushed very hard for the ratification of the COP21 Paris Agreement. But, on the contrary, a major G20 member has very recently started the process to withdraw from the Paris Agreement. Against this tide, Hong Kong still needs to play our role and our part for the greater global good. As the premier international financial centre in Asia, we have to shape our role as a regional hub for green finance through three different avenues.

First, we have issued guidance for environmental, social and governance (ESG) investment products as well as ESG reporting. In April, the Securities and Futures Commission (SFC) published guidance on enhanced disclosures for ESG investment funds in order to enhance transparency, comparability and credibility for their product offerings. As for ESG reporting for listed companies, the Hong Kong Exchanges and Clearing Limited published ESG guidance materials in May to improve issuers' disclosure of ESG activities and metrics. In September, the Hong Kong Green Finance Association published

guidelines on impact assessment for green bonds.

Secondly, the Hong Kong Monetary Authority (HKMA) set up in May the Centre for Green Finance under the Infrastructure Financing Facilitation Office as a platform for technical support for industry players in banking and finance. The HKMA has also decided in its management of the Exchange Fund to accord priority to green and ESG investments. The HKMA will continue to organise workshops to enhance green awareness and capacity building in Hong Kong.

The third point is about multilateral collaboration. In June, the HKMA joined the Network of Central Banks and Supervisors for Greening the Financial System to explore how to incorporate climate risk and other related factors in supervisory framework and macro surveillance work. The SFC will also be leading a working group for member regulators of the IOSCO (International Organization of Securities Commissions) in Asia-Pacific to consider recommendations for redirecting capital towards green and sustainable investments.

Let me close by just citing an example why Hong Kong, for its own sake, should champion sustainable development. Hong Kong is a low-lying coastal city and is susceptible to flooding from the rising sea level. The super typhoon Mangkhut that we saw in September last year caused serious and extensive damage to Hong Kong. The severe flooding we saw in Hong Kong and Macao is a dire reminder for all of us on the importance of sustainable development and, in this particular case, climate change. So, let us join hands and make this world a better and more sustainable one.

Thank you very much.

[LegCo committee meetings](#)

The following is issued on behalf of the Legislative Council Secretariat:

The Legislative Council (LegCo) House Committee will hold a special meeting at 2.30pm tomorrow (December 6) in Conference Room 1 of the LegCo Complex to continue the election of the Chairman and Deputy Chairman of the House Committee for the 2019-2020 session.

The meeting of the LegCo Finance Committee originally scheduled at 3pm tomorrow in Conference Room 1 of the LegCo Complex will be held at 4pm.

Meanwhile, the LegCo Public Accounts Committee will hold a closed meeting at 9.30am tomorrow in Conference Room 4 of the LegCo Complex.

Effective Exchange Rate Index

The effective exchange rate index for the Hong Kong dollar on Thursday, December 5, 2019 is 106.5 (down 0.1 against yesterday's index).