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2016 年至 2025 年貨櫃統計
Container Statistics, 2016 to 2025

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在 2025 年，香港的港口貨櫃吞吐量達 1 299 萬標準貨櫃單位，繼續保持其全球最繁忙的貨櫃港之一的地位。年內，香港和中國內地（內地）之間的載貨貨櫃運輸佔本港的港口載貨貨櫃吞吐量的 47.8%；在該等運輸中，約 66.9% 涉及珠江三角洲，反映香港與該地區的密切經濟聯繫。

本文就 2016 年至 2025 年香港的港口貨櫃統計數字作詳細分析。

In 2025, Hong Kong's port container throughput reached 12.99 million TEUs, maintaining its position as one of the busiest ports in the world. Laden container movements between Hong Kong and Chinese Mainland (the Mainland) accounted for 47.8% of the laden container throughput of the port of Hong Kong in 2025. Of these movements, about 66.9% were related to the Pearl River Delta region, reflecting the close economic ties between Hong Kong and the region.

This article provides a detailed analysis of the container statistics of the port of Hong Kong from 2016 to 2025.

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Enquiries on this article may be directed to the Electronic Trading Services and Cargo Statistics Section, Census and Statistics Department (Tel. : (852) 3863 2476; E-mail : shipping@censtatd.gov.hk).

2016 年至 2025 年貨櫃統計
Container Statistics, 2016 to 2025

1. 引言

1.1 在 2025 年，香港的港口貨櫃吞吐量達 1 299 萬標準貨櫃單位[1]，繼續保持其全球最繁忙的貨櫃港之一的地位。年內，香港和中國內地（內地）之間的載貨貨櫃運輸佔本港的港口載貨貨櫃吞吐量的 47.8%；在該等運輸中，約 66.9%涉及珠江三角洲（珠三角），反映香港與該地區的密切經濟聯繫。

1.2 本文就 2016 年至 2025 年香港的港口貨櫃統計數字作詳細分析。

2. 編製港口貨櫃統計數字的資料來源

2.1 香港的港口貨櫃統計數字主要是從船務公司或代理遞交的貨物艙單上的托運貨物中抽取樣本，並參考貨櫃碼頭的總吞吐量編製而成。有關編製方法的詳情，請參閱政府統計處出版的《香港船務統計》季刊(www.censtatd.gov.hk/tc/EIndexbySubject.html?pcode=B1020008&scode=230)。

3. 世界第十四繁忙的貨櫃港

3.1 香港的港口貨櫃吞吐量在 2025 年達 1 299 萬標準貨櫃單位，成為該年世界第十四繁忙的貨櫃港。在 2025 年，上海、新加坡、寧波-舟山、深圳、青島、廣州、釜山、天津、杜拜、巴生港、鹿特丹、丹絨柏勒巴斯港和安特衛普-布魯日分別排在第一至第十三

1 標準貨櫃單位代表 20 呎相等貨櫃單位，用以量度作為搬運貨物之用的不同大小貨櫃的容量單位。

1. Introduction

1.1 In 2025, Hong Kong's port container throughput reached 12.99 million TEUs [1], maintaining its position as one of the busiest ports in the world. Laden container movements between Hong Kong and Chinese Mainland (the Mainland) accounted for 47.8% of the laden container throughput of the port of Hong Kong in 2025. Of these movements, about 66.9% were related to the Pearl River Delta (PRD) region, reflecting the close economic ties between Hong Kong and the region.

1.2 This article provides a detailed analysis of the container statistics of the port of Hong Kong from 2016 to 2025.

2. Sources for compiling port container statistics

2.1 The container statistics of the port of Hong Kong are compiled based on a sample of consignments listed on cargo manifests submitted by shipping companies or agents. Reference has also been made to the total container throughput of the container terminals. For details of the methodology, please refer to the quarterly report *Hong Kong Shipping Statistics* (www.censtatd.gov.hk/en/ EIndexbySubject .html?pcode=B1020008&scode=230) published by the Census and Statistics Department (C&SD).

3. The fourteenth busiest container port in the world

3.1 The container throughput of the port of Hong Kong reached 12.99 million TEUs in 2025, becoming the world's fourteenth busiest container port for the year. In 2025, Shanghai, Singapore, Ningbo-Zhoushan, Shenzhen, Qingdao, Guangzhou, Busan, Tianjin, Dubai, Port Klang, Rotterdam, Tanjung Pelepas and Antwerp-Bruges ranked from first to thirteenth respectively. (Chart 1)

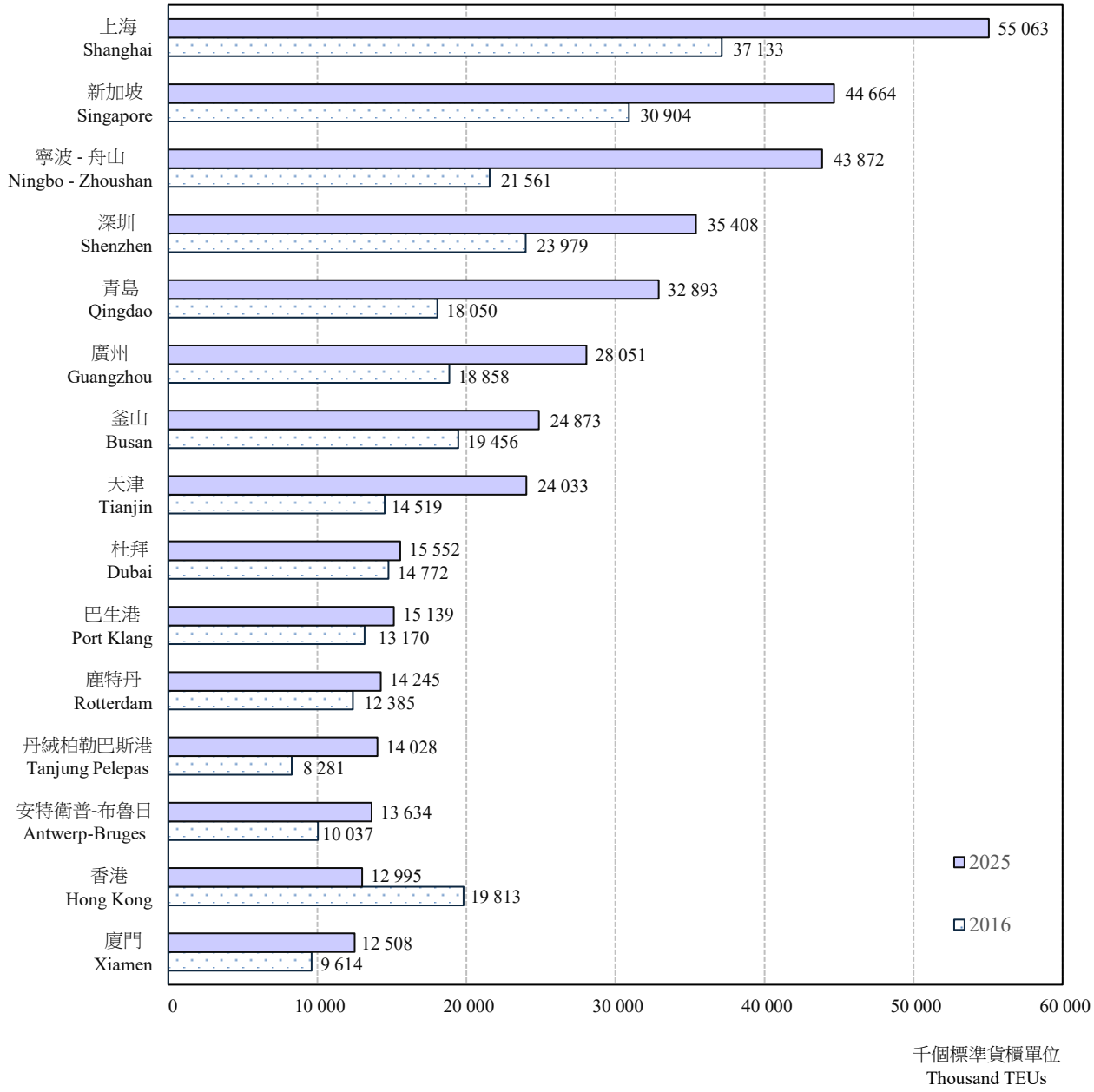
1 TEU stands for 20-foot equivalent unit which is a unit measure in capacity terms for different sizes of containers for moving the cargo.

位。 （圖 1）

3.2 在 2016 年至 2025 年期間，香港的港口貨櫃吞吐量平均每年下跌 4.6%。 （圖 1）

3.2 In the period from 2016 to 2025, the container throughput of the port of Hong Kong decreased at an average annual rate of 4.6%. (Chart 1)

圖 1 2016 年及 2025 年世界十五大貨櫃港的貨櫃吞吐量
Chart 1 Container throughput of the top 15 container ports of the world, 2016 and 2025



4. 海運和河運貨櫃 [2]

4.1 海運貨櫃吞吐量由 2016 年的 1 356 萬標準貨櫃單位下跌至 2025 年的 897 萬標準貨櫃單位，平均每年下跌 4.5%。 （圖 2）

4.2 河運貨櫃吞吐量亦由 2016 年的 625 萬標準貨櫃單位下跌至 2025 年的 402 萬標準貨櫃單位，平均每年下跌 4.8%。 （圖 2）

4.3 由於河運貨櫃吞吐量比海運貨櫃吞吐量下跌較快，河運貨櫃的比重由 2016 年的 31.5% 輕微下降至 2025 年的 31.0%。（圖 2）

4. Seaborne and river containers [2]

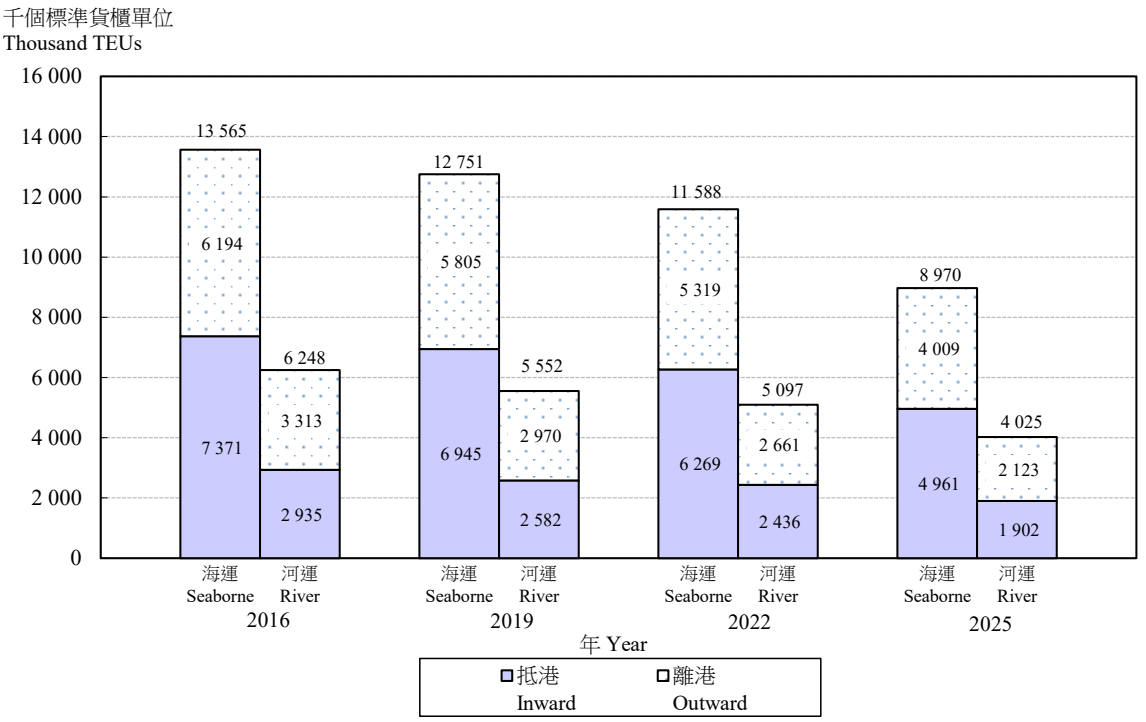
4.1 Seaborne container throughput decreased from 13.56 million TEUs in 2016 to 8.97 million TEUs in 2025 at an average annual rate of 4.5%. (Chart 2)

4.2 River container throughput also decreased from 6.25 million TEUs in 2016 to 4.02 million TEUs in 2025 at an average annual rate of 4.8%. (Chart 2)

4.3 As river container throughput declined at a faster rate than seaborne container throughput, the share of river containers decreased slightly from 31.5% in 2016 to 31.0% in 2025. (Chart 2)

圖 2 2016 年、2019 年、2022 年及 2025 年按抵港／離港劃分的海運及河運貨櫃吞吐量

Chart 2 Seaborne and river container throughput by inward/outward, 2016, 2019, 2022 and 2025



註釋： 由於數字經四捨五入，分項總和未必與總數相等。

Note : Figures may not add up to the total due to rounding.

2 港口貨櫃包括海運及河運貨櫃。海運貨櫃是指由遠洋輪船載運的貨櫃，而河運貨櫃則是指由內河船隻載運的貨櫃。遠洋輪船是指越過內河航限行駛的船隻，而內河船隻則是指在內河航限內行駛的船隻。內河航限的定義在香港法例第 313 章《船舶及港口管制條例》訂明。

2 Port containers comprise seaborne and river containers. Seaborne containers refer to those carried by ocean vessels, while river containers refer to those carried by river vessels. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits. The interpretation of river trade limits is defined under the Shipping and Port Control Ordinance, Cap. 313, Laws of Hong Kong.

5. 載貨及空貨櫃

5.1 載貨貨櫃的數量由 2016 年的 1 698 萬標準貨櫃單位下降至 2025 年的 1 028 萬標準貨櫃單位，平均每年下跌 5.4%。同期，空貨櫃的數量由 283 萬標準貨櫃單位下降至 272 萬標準貨櫃單位，平均每年下跌 0.5%。（表 1）

5. Laden and empty containers

5.1 The volume of laden containers decreased from 16.98 million TEUs in 2016 to 10.28 million TEUs in 2025 at an average annual rate of 5.4%. Over the same period, the volume of empty containers decreased from 2.83 million TEUs to 2.72 million TEUs at an average annual rate of 0.5%. (Table 1)

表 1 2016 年及 2025 年按海運／河運劃分的抵港及離港載貨／空貨櫃吞吐量
Table 1 Inward and outward laden/empty container throughput by seaborne/river, 2016 and 2025

千個標準貨櫃單位（另有註明除外）
Thousand TEUs, unless otherwise specified

	貨櫃種類 Container type	海運 Seaborne		河運 River		合計 Overall	
		2016	2025	2016	2025	2016	2025
抵港 Inward	載貨貨櫃 Laden containers	6 464 (87.7%)	3 776 (76.1%)	2 350 (80.1%)	1 687 (88.7%)	**8 814 (85.5%)**	**5 463 (79.6%)**
	空貨櫃 Empty containers	908 (12.3%)	1 185 (23.9%)	585 (19.9%)	215 (11.3%)	**1 492 (14.5%)**	**1 400 (20.4%)**
	合計 Overall	**7 371 (100.0%)**	**4 961 (100.0%)**	**2 935 (100.0%)**	**1 902 (100.0%)**	**10 306 (100.0%)**	**6 863 (100.0%)**
離港 Outward	載貨貨櫃 Laden containers	5 655 (91.3%)	3 359 (83.8%)	2 511 (75.8%)	1 453 (68.5%)	**8 166 (85.9%)**	**4 812 (78.5%)**
	空貨櫃 Empty containers	539 (8.7%)	650 (16.2%)	802 (24.2%)	670 (31.5%)	**1 341 (14.1%)**	**1 320 (21.5%)**
	合計 Overall	**6 194 (100.0%)**	**4 009 (100.0%)**	**3 313 (100.0%)**	**2 123 (100.0%)**	**9 507 (100.0%)**	**6 132 (100.0%)**
合計 Overall	**載貨貨櫃 Laden containers**	**12 118 (89.3%)**	**7 135 (79.5%)**	**4 861 (77.8%)**	**3 140 (78.0%)**	**16 979 (85.7%)**	**10 275 (79.1%)**
	空貨櫃 Empty containers	**1 447 (10.7%)**	**1 835 (20.5%)**	**1 387 (22.2%)**	**885 (22.0%)**	**2 834 (14.3%)**	**2 719 (20.9%)**
	合計 Overall	**13 565 (100.0%)**	**8 970 (100.0%)**	**6 248 (100.0%)**	**4 025 (100.0%)**	**19 813 (100.0%)**	**12 995 (100.0%)**

註釋： 括號內數字指在抵港或離港貨櫃中按貨櫃種類劃分的貨櫃吞吐量的百分比分布。

由於數字經四捨五入，分項總和未必與總數相等。

Notes : Figures in brackets refer to percentage distribution of the container throughput in inward or outward containers by container type.

Figures may not add up to the total due to rounding.

5.2　在 2025 年，海運抵港貨櫃中有 378 萬標準貨櫃單位（或 76.1%）是載貨貨櫃，另外 119 萬標準貨櫃單位（或 23.9%）是空貨櫃。河運抵港貨櫃的空貨櫃比重為 11.3%（或 22 萬標準貨櫃單位）。海運離港貨櫃中有 65 萬標準貨櫃單位（或 16.2%）是空貨櫃；在河運離港貨櫃中的相應數字為 67 萬標準貨櫃單位（或 31.5%）。　（表 1）

6.　裝運種類 [3]

6.1　載貨轉運貨櫃由 2016 年的 1 170 萬標準貨櫃單位減少至 2025 年的 751 萬標準貨櫃單位，錄得 4.8% 的平均每年跌幅。直接裝運（即進口和出口）的載貨貨櫃亦由 2016 年的 528 萬標準貨櫃單位下降至 2025 年的 277 萬標準貨櫃單位，平均每年下跌 6.9%。轉運佔載貨貨櫃吞吐量的主要部分，在 2025 年所佔的比重達 73.0%，而在 2016 年則為 68.9%。（表 2）

6.2　海運載貨貨櫃方面，在 2025 年，抵港轉運佔抵港貨櫃的比重為 74.1%（或 280 萬標準貨櫃單位），而離港轉運佔離港貨櫃的比重則為 80.5%（或 271 萬標準貨櫃單位）。河運載貨貨櫃方面，在 2025 年，抵港及離港轉運的相應佔比分別為 61.6% 及 66.3%。（表 2）

3　裝運種類表明貨物流量的方向及類別。四種分類為：進口、出口（包括港產品出口及外地產品轉口）、抵港轉運及離港轉運。進口本港或從本港出口／轉口的貨物列為直接裝運，而以聯運提單在本港轉運的貨物（有別於進口本港後再轉口）則列為轉運。而途經本港的過境貨物並不包括在統計內。

5.2　In 2025, 3.78 million TEUs (or 76.1%) of the seaborne inward containers were laden containers. Another 1.19 million TEUs (or 23.9%) were empty containers. The share of empty containers for river inward containers was 11.3% (or 0.22 million TEUs). Of the seaborne outward containers, 0.65 million TEUs (or 16.2%) were empty containers. The corresponding figure for the river outward containers was 0.67 million TEUs (or 31.5%). (Table 1)

6.　Shipment types [3]

6.1　Laden transhipment containers decreased from 11.70 million TEUs in 2016 to 7.51 million TEUs in 2025, representing an average annual rate of decrease of 4.8%. Laden containers for direct shipment (i.e. imports and exports) also decreased from 5.28 million TEUs in 2016 to 2.77 million TEUs in 2025, representing an average annual rate of decrease of 6.9%. Transhipment accounted for a major share in laden container throughput. In 2025, the share of transhipment was 73.0%, compared with 68.9% in 2016. (Table 2)

6.2　For seaborne laden containers, inward transhipment accounted for 74.1% (or 2.80 million TEUs) of inward containers, while outward transhipment accounted for 80.5% (or 2.71 million TEUs) of outward containers in 2025. As for river laden containers, the corresponding shares of inward and outward transhipments were 61.6% and 66.3% respectively in 2025. (Table 2)

3　Shipment type indicates the direction and the type of flow of goods. Four types of shipment are classified : imports, exports (comprising domestic exports and re-exports), inward transhipment and outward transhipment. Goods imported into Hong Kong or exported/re-exported from Hong Kong are classified as direct shipment, whereas goods transhipped in Hong Kong under a through bill of lading (as distinguished from those imported into Hong Kong for subsequent re-exportation) are classified as transhipment. Goods in transit through Hong Kong are not included in the statistics.

表 2　2016 年及 2025 年按裝運種類及海運／河運劃分的載貨貨櫃吞吐量
Table 2　Laden container throughput by shipment type and seaborne/river, 2016 and 2025

千個標準貨櫃單位（另有註明除外）
Thousand TEUs, unless otherwise specified

	裝運種類 Shipment type	海運 Seaborne		河運 River		合計 Overall	
		2016	2025	2016	2025	2016	2025
抵港 Inward	進口 Imports	2 170 (33.6%)	978 (25.9%)	634 (27.0%)	647 (38.4%)	**2 804 (31.8%)**	**1 626 (29.8%)**
	抵港轉運 Inward transhipment	4 294 (66.4%)	2 798 (74.1%)	1 716 (73.0%)	1 039 (61.6%)	**6 010 (68.2%)**	**3 837 (70.2%)**
	合計 Overall	**6 464 (100.0%)**	**3 776 (100.0%)**	**2 350 (100.0%)**	**1 687 (100.0%)**	**8 814 (100.0%)**	**5 463 (100.0%)**
離港 Outward	出口 Exports	1 570 (27.8%)	654 (19.5%)	907 (36.1%)	490 (33.7%)	**2 477 (30.3%)**	**1 144 (23.8%)**
	離港轉運 Outward transhipment	4 085 (72.2%)	2 705 (80.5%)	1 604 (63.9%)	963 (66.3%)	**5 688 (69.7%)**	**3 668 (76.2%)**
	合計 Overall	**5 655 (100.0%)**	**3 359 (100.0%)**	**2 511 (100.0%)**	**1 453 (100.0%)**	**8 166 (100.0%)**	**4 812 (100.0%)**
合計 Overall	**直接裝運 Direct shipment**	**3 740 (30.9%)**	**1 632 (22.9%)**	**1 541 (31.7%)**	**1 137 (36.2%)**	**5 281 (31.1%)**	**2 770 (27.0%)**
	轉運 Transhipment	**8 379 (69.1%)**	**5 503 (77.1%)**	**3 319 (68.3%)**	**2 003 (63.8%)**	**11 698 (68.9%)**	**7 506 (73.0%)**
	合計 Overall	**12 118 (100.0%)**	**7 135 (100.0%)**	**4 861 (100.0%)**	**3 140 (100.0%)**	**16 979 (100.0%)**	**10 275 (100.0%)**

註釋： 括號內數字指在抵港或離港載貨貨櫃中按裝運種類劃分的載貨貨櫃吞吐量的百分比分布。

由於數字經四捨五入，分項總和未必與總數相等。

Notes : Figures in brackets refer to percentage distribution of the laden container throughput in inward or outward laden containers by shipment type.

Figures may not add up to the total due to rounding.

7. 貨物裝卸地點

7.1　就抵港和離港貨櫃合計而言，葵青貨櫃碼頭在 2025 年處理了大部分（75.2%）的載貨貨櫃，較 2016 年的比重（80.3%）略低。（表 3）

7.2　在 2016 年至 2025 年期間，在碇泊處和浮泡所處理的載貨貨櫃平均每年下跌 9.7%，其所佔的比重在 2016 年和 2025 年分別為 7.9% 和 5.3%。（表 3）

7. Cargo handling locations

7.1 Taking inward and outward containers as a whole, Kwai Tsing Container Terminals handled the majority (75.2%) of the laden containers in 2025. This represented a mild decrease from the share (80.3%) in 2016. (Table 3)

7.2 Laden containers handled at the anchorages and buoys recorded an average annual rate of decrease of 9.7% between 2016 and 2025, taking up 7.9% and 5.3% of laden containers in 2016 and 2025 respectively. (Table 3)

7.3 泊位和倉庫碼頭處理了在 2025 年其餘的 19.6% 載貨貨櫃；在 2016 年的相應比重為 11.7%。 （表 3）

7.3 The remaining 19.6% of laden containers in 2025 were handled at the berths and wharves. The corresponding share was 11.7% in 2016. (Table 3)

表 3 2016 年及 2025 年按貨物裝卸地點劃分的載貨貨櫃吞吐量
Table 3 Laden container throughput by cargo handling location, 2016 and 2025

千個標準貨櫃單位（另有註明除外）
Thousand TEUs, unless otherwise specified

貨物裝卸地點 Cargo handling location	抵港載貨貨櫃 Inward laden containers			離港載貨貨櫃 Outward laden containers			合計 Overall		
	2016	2025	平均每年變動率 Average annual rate of change 2016-2025	2016	2025	平均每年變動率 Average annual rate of change 2016-2025	2016	2025	平均每年變動率 Average annual rate of change 2016-2025
碇泊處和浮泡 Anchorages and buoys	843 (9.6%)	321 (5.9%)	-10.2%	506 (6.2%)	220 (4.6%)	-8.9%	**1 349 (7.9%)**	**540 (5.3%)**	**-9.7%**
泊位和倉庫碼頭 (1) Berths and wharves (1)	955 (10.8%)	1 042 (19.1%)	+1.0%	1 040 (12.7%)	967 (20.1%)	-0.8%	**1 994 (11.7%)**	**2 009 (19.6%)**	**+0.1%**
葵青貨櫃碼頭 Kwai Tsing Container Terminals	7 016 (79.6%)	4 100 (75.0%)	-5.8%	6 620 (81.1%)	3 626 (75.3%)	-6.5%	**13 636 (80.3%)**	**7 726 (75.2%)**	**-6.1%**
合計 Overall	**8 814 (100.0%)**	**5 463 (100.0%)**	**-5.2%**	**8 166 (100.0%)**	**4 812 (100.0%)**	**-5.7%**	**16 979 (100.0%)**	**10 275 (100.0%)**	**-5.4%**

註釋： (1) 數字包括公眾貨物裝卸區及葵青貨櫃碼頭以外其他貨櫃碼頭。

由於數字經四捨五入，分項總和未必與總數相等。

括號內數字指按貨物裝卸地點劃分的載貨貨櫃吞吐量的百分比分布。

Notes : (1) Figures include public cargo working areas and container terminals other than Kwai Tsing Container Terminals.

Figures may not add up to the total due to rounding.

Figures in brackets refer to percentage distribution of the laden container throughput by cargo handling location.

8. 貨品類別

8.1 在 2025 年，「製成品」佔載貨貨櫃吞吐量的比重（33.3%）最大，其吞吐量在 2016 年至 2025 年期間平均每年下跌 6.2%。「機械及交通工具」（佔 20.4%）排第二位，其次是「食物；飲料及煙草類」（佔 16.0%），其吞吐量在 2016 年至 2025 年期間分別平均每年下跌 4.7%及 3.3%。 （表 4）

8.2 在 2025 年，「製成品」佔抵港載貨貨櫃的比重（32.6%）較其在離港載貨貨櫃的比重（34.1%）為低。在 2016 年，相應的比重分別為 34.4% 和 37.7%。 （表 4）

8. Commodity sections

8.1 In 2025, “manufactured goods” accounted for the largest share (33.3%) of laden container throughput, with its throughput declining at an average annual rate of 6.2% between 2016 and 2025. “Machinery and transport equipment” (20.4%) ranked second, followed by “food; beverages and tobacco” (16.0%), with their throughputs declining at average annual rates of 4.7% and 3.3% respectively between 2016 and 2025. (Table 4)

8.2 In 2025, “manufactured goods” accounted for a lower share (32.6%) of inward laden containers than the corresponding share (34.1%) of outward laden containers. The respective shares were 34.4% and 37.7% in 2016. (Table 4)

表 4　2016 年及 2025 年按貨品類別劃分的載貨貨櫃吞吐量
Table 4　Laden container throughput by commodity section, 2016 and 2025

千個標準貨櫃單位（另有註明除外）
Thousand TEUs, unless otherwise specified

貨品類別 Commodity section	抵港載貨貨櫃 Inward laden containers			離港載貨貨櫃 Outward laden containers			合計 Overall		
	2016	2025	平均每年變動率 Average annual rate of change 2016-2025	2016	2025	平均每年變動率 Average annual rate of change 2016-2025	2016	2025	平均每年變動率 Average annual rate of change 2016-2025
食物；飲料及煙草類 Food; beverages and tobacco	1 361 (15.4%)	996 (18.2%)	-3.4%	873 (10.7%)	649 (13.5%)	-3.2%	**2 234 (13.2%)**	**1 645 (16.0%)**	**-3.3%**
非食用原料類（燃料除外） Crude materials, inedible, except fuels	1 339 (15.2%)	811 (14.8%)	-5.4%	1 368 (16.7%)	818 (17.0%)	-5.6%	**2 707 (15.9%)**	**1 629 (15.8%)**	**-5.5%**
礦物燃料、潤滑油及副產品類；動植物油、脂肪及蠟脂類 Mineral fuels, lubricants and related materials; animal and vegetable oils, fats and waxes	39 (0.4%)	29 (0.5%)	-3.2%	33 (0.4%)	35 (0.7%)	+0.5%	**72 (0.4%)**	**64 (0.6%)**	**-1.3%**
化學製品及相關產品類 Chemicals and related products	1 508 (17.1%)	764 (14.0%)	-7.3%	1 115 (13.7%)	651 (13.5%)	-5.8%	**2 623 (15.4%)**	**1 415 (13.8%)**	**-6.6%**
機械及交通工具 Machinery and transport equipment	1 529 (17.3%)	1 080 (19.8%)	-3.8%	1 696 (20.8%)	1 015 (21.1%)	-5.5%	**3 225 (19.0%)**	**2 095 (20.4%)**	**-4.7%**
製成品 Manufactured goods	3 033 (34.4%)	1 781 (32.6%)	-5.7%	3 075 (37.7%)	1 641 (34.1%)	-6.7%	**6 108 (36.0%)**	**3 422 (33.3%)**	**-6.2%**
其他 Others	5 (0.1%)	2 (0.0%)	-7.8%	6 (0.1%)	4 (0.1%)	-5.1%	**11 (0.1%)**	**6 (0.1%)**	**-6.2%**
合計 Overall	**8 814 (100.0%)**	**5 463 (100.0%)**	**-5.2%**	**8 166 (100.0%)**	**4 812 (100.0%)**	**-5.7%**	**16 979 (100.0%)**	**10 275 (100.0%)**	**-5.4%**

註釋： 括號內數字指按貨品類別劃分的載貨貨櫃吞吐量的百分比分布。

由於數字經四捨五入，分項總和未必與總數相等。

0.0% 增減少於 0.05%。

Notes : Figures in brackets refer to percentage distribution of the laden container throughput by commodity section.

Figures may not add up to the total due to rounding.

0.0% Increase or decrease of less than 0.05%.

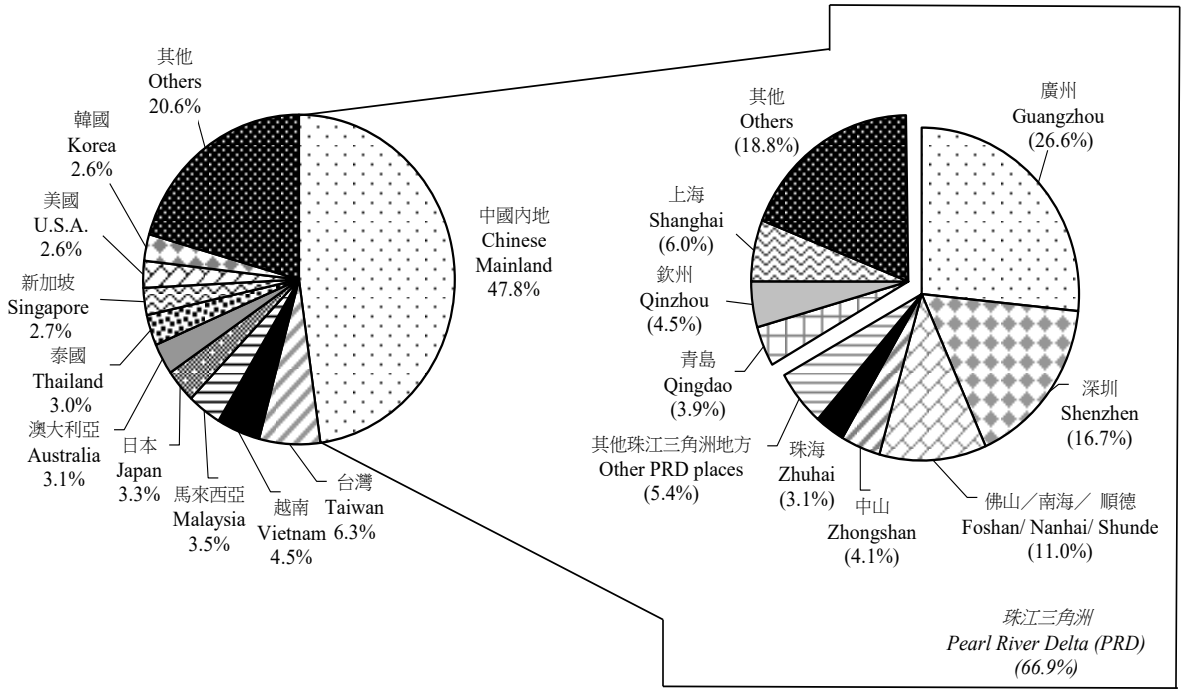
9. 主要裝貨／卸貨國家／地區

9.1 在 2025 年，香港和內地之間的載貨貨櫃運輸佔本港的港口載貨貨櫃吞吐量的比重最大，達 47.8%，較 2016 年的相應比重為高（38.3%）；在該等運輸中，約 66.9%涉及珠三角，反映香港和該地區的密切經濟聯繫。（圖 3）

9. Major countries/territories of loading/discharge

9.1 Laden container movements between Hong Kong and the Mainland continued to account for the largest share (47.8%) of laden container throughput of the port of Hong Kong in 2025, higher than the corresponding share in 2016 (38.3%). Of these movements, about 66.9% were related to the PRD region, reflecting the close economic ties between Hong Kong and the region. (Chart 3)

圖 3 2025 年按主要國家／地區劃分以標準貨櫃單位計的載貨貨櫃分布
Chart 3 Distribution of laden containers in terms of TEU by major country/territory, 2025



註釋： 由於數字經四捨五入，分項總和未必與總數相等。括號內數字指按地方劃分的香港和中國內地之間的載貨貨櫃的百分比分布。

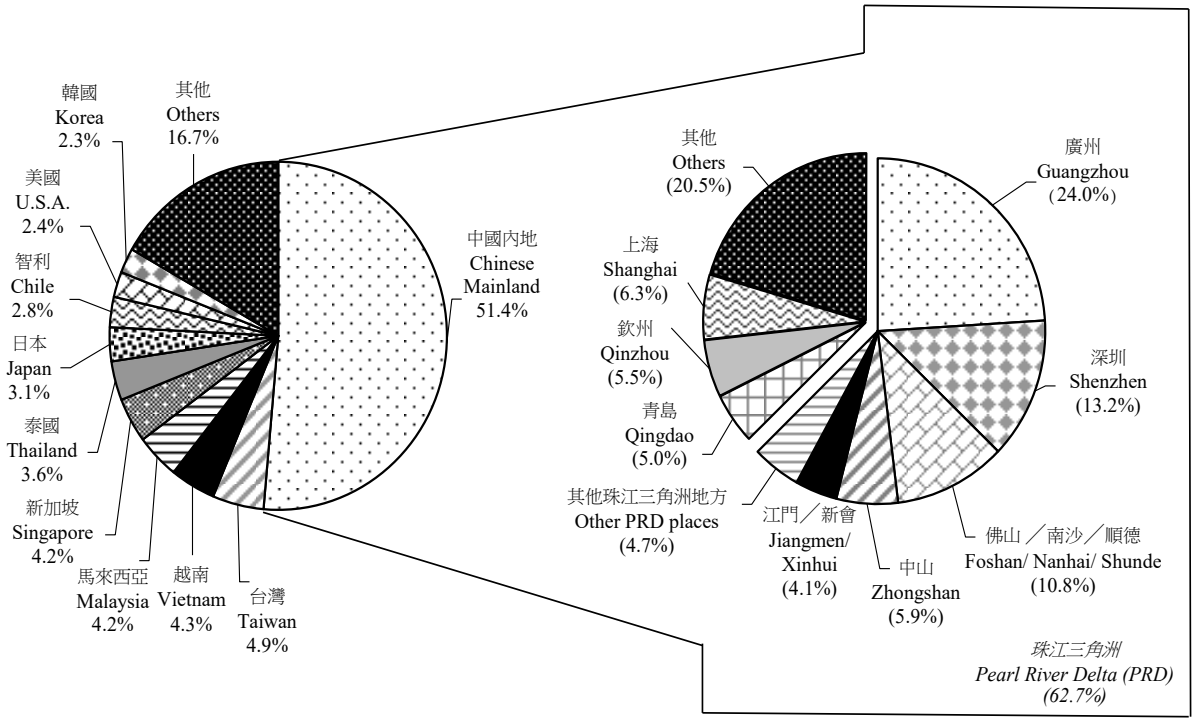
Notes : Figures may not add up to the total due to rounding. Figures in brackets refer to the percentage distribution of the laden containers between Hong Kong and Chinese Mainland by place.

9.2 在 2025 年的抵港載貨貨櫃中，有 281 萬標準貨櫃單位（或 51.4%）是在內地裝貨。台灣（27 萬標準貨櫃單位或 4.9%）及越南（24 萬標準貨櫃單位或 4.3%）分別是第二及第三大裝貨國家／地區。在內地裝貨的抵港載貨貨櫃中，約 62.7% 是來自珠三角的港口，包括廣州（67 萬標準貨櫃單位或 24.0%）和深圳（37 萬標準貨櫃單位或 13.2%）。 （圖 4）

9.2 For inward laden containers, 2.81 million TEUs (or 51.4%) were loaded in the Mainland in 2025. Taiwan (0.27 million TEUs or 4.9%) and Vietnam (0.24 million TEUs or 4.3%) followed as the second and third major country/territory of loading respectively. About 62.7% of inward laden containers loaded in the Mainland were from the PRD ports, including Guangzhou (0.67 million TEUs or 24.0%) and Shenzhen (0.37 million TEUs or 13.2%). (Chart 4)

圖 4 2025 年按主要裝貨國家／地區劃分以標準貨櫃單位計的抵港載貨貨櫃分布

Chart 4 Distribution of inward laden containers in terms of TEU by major country/territory of loading, 2025



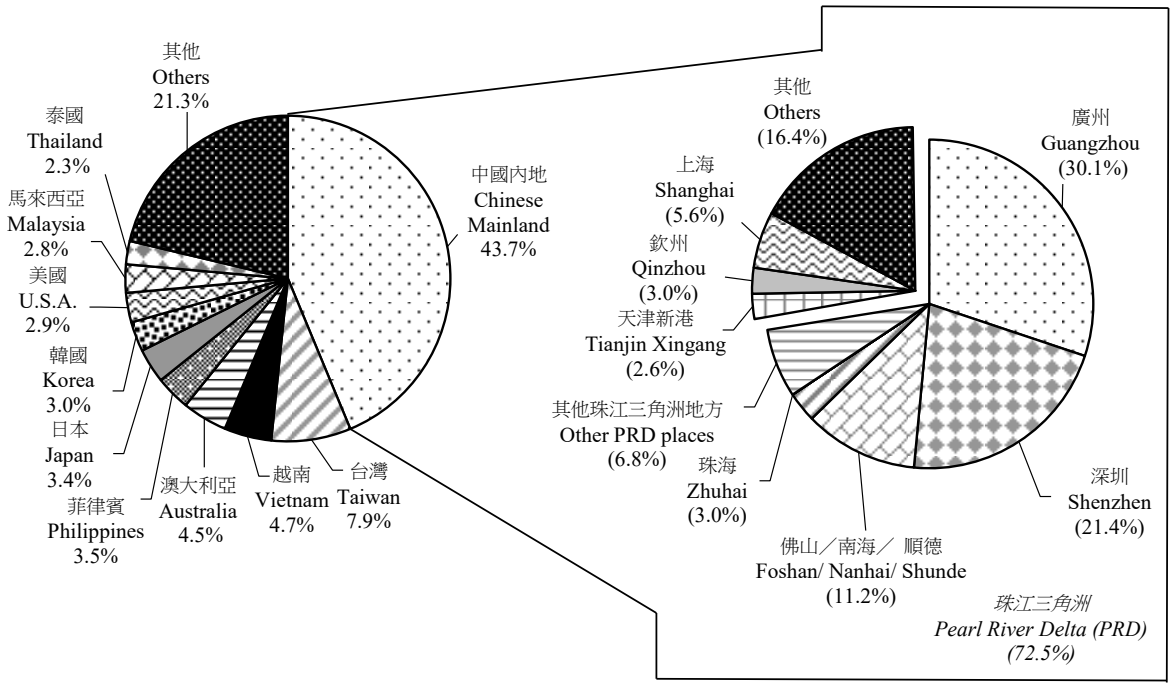
註釋： 由於數字經四捨五入，分項總和未必與總數相等。括號內數字指按地方劃分的從中國內地裝貨的抵港載貨貨櫃的百分比分布。

Notes : Figures may not add up to the total due to rounding. Figures in brackets refer to the percentage distribution of the inward laden containers from Chinese Mainland by place.

9.3 至於 2025 年的離港載貨貨櫃，有 210 萬標準貨櫃單位（或 43.7%）是在內地卸貨。台灣（38 萬標準貨櫃單位或 7.9%）及越南（23 萬標準貨櫃單位或 4.7%）分別是第二及第三大卸貨國家／地區。在內地卸貨的離港載貨貨櫃中，約 72.5% 是由珠三角的港口處理，包括廣州（63 萬標準貨櫃單位或 30.1%）及深圳（45 萬標準貨櫃單位或 21.4%）。 （圖 5）

9.3 For outward laden containers, 2.10 million TEUs (or 43.7%) were discharged in the Mainland in 2025. Taiwan (0.38 million TEUs or 7.9%) and Vietnam (0.23 million TEUs or 4.7%) were the second and third major country/territory of discharge respectively. About 72.5% of outward laden containers discharged in the Mainland were handled by the PRD ports, including Guangzhou (0.63 million TEUs or 30.1%) and Shenzhen (0.45 million TEUs or 21.4%). (Chart 5)

圖 5 2025 年按主要卸貨國家／地區劃分以標準貨櫃單位計的離港載貨貨櫃分布
Chart 5 Distribution of outward laden containers in terms of TEU by major country/territory of discharge, 2025



註釋： 由於數字經四捨五入，分項總和未必與總數相等。括號內數字指按地方劃分的在中國內地卸貨的離港載貨貨櫃的百分比分布。

Notes : Figures may not add up to the total due to rounding. Figures in brackets refer to the percentage distribution of the outward laden containers to Chinese Mainland by place.

10. 其他參考資料

10.1 有關港口貨櫃的詳細統計數字，可參閱《香港船務統計》季刊 (www.censtatd.gov.hk/tc/EIndexbySubject.html?pcode=B1020008&scode=230)。

10. Further references

10.1 More detailed port container statistics can be found in the quarterly reports of *Hong Kong Shipping Statistics* (www.censtatd.gov.hk/en/EindexbySubject.html?pcode=B1020008&scode=230).