## Vessel Arrivals by Ship Type and Ocean/River, March 2020

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th></th>
<th>River Vessels</th>
<th></th>
<th>Total</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share (%)</td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share (%)</td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share (%)</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>30 (-52.4)</td>
<td>1.4%</td>
<td>9 (-50.0)</td>
<td>0.2%</td>
<td>39 (-51.9)</td>
<td>0.5%</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>169 (+35.2)</td>
<td>8.0%</td>
<td>280 (-37.8)</td>
<td>4.9%</td>
<td>449 (-21.9)</td>
<td>5.7%</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>3 (-96.8)</td>
<td>0.1%</td>
<td>368 (-94.3)</td>
<td>6.4%</td>
<td>371 (-94.4)</td>
<td>4.7%</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>481 (+51.7)</td>
<td>22.9%</td>
<td>1 320 (+28.4)</td>
<td>23.1%</td>
<td>1 801 (+33.9)</td>
<td>23.0%</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>6 (-75.0)</td>
<td>0.3%</td>
<td>N.A. (N.A.)</td>
<td>N.A.</td>
<td>6 (-75.0)</td>
<td>0.1%</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1 259 (-4.3)</td>
<td>59.8%</td>
<td>2 731 (-12.3)</td>
<td>47.7%</td>
<td>3 990 (-9.9)</td>
<td>51.0%</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>30 (-18.9)</td>
<td>1.4%</td>
<td>12 (+9.1)</td>
<td>0.2%</td>
<td>42 (-12.5)</td>
<td>0.5%</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>0 (-)</td>
<td>0.0%</td>
<td>35 (-61.5)</td>
<td>0.6%</td>
<td>35 (-61.5)</td>
<td>0.4%</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>59 (-9.2)</td>
<td>2.8%</td>
<td>19 (-47.2)</td>
<td>0.3%</td>
<td>78 (-22.8)</td>
<td>1.0%</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>9 (0)</td>
<td>0.4%</td>
<td>860 (-4.4)</td>
<td>15.0%</td>
<td>869 (-4.4)</td>
<td>11.1%</td>
</tr>
<tr>
<td>Tug</td>
<td>5 (-58.3)</td>
<td>0.2%</td>
<td>60 (-47.8)</td>
<td>1.0%</td>
<td>65 (-48.8)</td>
<td>0.8%</td>
</tr>
<tr>
<td>Others</td>
<td>54 (-25.0)</td>
<td>2.6%</td>
<td>28 (+47.4)</td>
<td>0.5%</td>
<td>82 (-9.9)</td>
<td>1.0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2 105 (-1.3)</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>5 722 (-53.5)</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>7 827 (-45.8)</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

( ) % change over the same period of preceding year  
N.A. Not available

Notes: As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics. Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th>River Vessels</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share</td>
<td>No. of Vessel Arrivals</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>51 (-8.9)</td>
<td>2.9%</td>
<td>10 (-47.4)</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>175 (+49.6)</td>
<td>9.8%</td>
<td>227 (-17.5)</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>15 (-79.2)</td>
<td>0.8%</td>
<td>930 (-85.0)</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>340 (+41.7)</td>
<td>19.1%</td>
<td>562 (+17.8)</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>6 (-77.8)</td>
<td>0.3%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1 020 (+5.5)</td>
<td>57.4%</td>
<td>1 942 (+4.5)</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>23 (-28.1)</td>
<td>1.3%</td>
<td>7 (-30.0)</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>0 (-100.0)</td>
<td>0.0%</td>
<td>47 (-23.0)</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>73 (+17.7)</td>
<td>4.1%</td>
<td>19 (-29.6)</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>14 (+250.0)</td>
<td>0.8%</td>
<td>697 (+17.9)</td>
</tr>
<tr>
<td>Tug</td>
<td>9 (-30.8)</td>
<td>0.5%</td>
<td>51 (-29.2)</td>
</tr>
<tr>
<td>Others</td>
<td>52 (-8.8)</td>
<td>2.9%</td>
<td>20 (+81.8)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1 778 (+7.8)</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>4 512 (-53.0)</strong></td>
</tr>
</tbody>
</table>

(   ) % change over the same period of preceding year   N.A. Not available

Notes:  As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics. Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
# Vessel Arrivals by Ship Type and Ocean/River, January 2020

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th></th>
<th>River Vessels</th>
<th></th>
<th>Total</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share (%)</td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share (%)</td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share (%)</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>63 (+8.6)</td>
<td>2.8%</td>
<td>23 (+9.5)</td>
<td>0.2%</td>
<td>86 (+8.9)</td>
<td>0.7%</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>188 (+21.3)</td>
<td>8.2%</td>
<td>250 (-36.1)</td>
<td>2.6%</td>
<td>438 (-19.8)</td>
<td>3.7%</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>64 (-12.3)</td>
<td>2.8%</td>
<td>5 345 (-20.3)</td>
<td>55.9%</td>
<td>5 409 (-20.2)</td>
<td>45.7%</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>495 (+33.4)</td>
<td>21.7%</td>
<td>872 (-5.2)</td>
<td>9.1%</td>
<td>1 367 (+5.9)</td>
<td>11.5%</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>25 (-16.7)</td>
<td>1.1%</td>
<td>N.A. (N.A.)</td>
<td>N.A.</td>
<td>25 (-16.7)</td>
<td>0.2%</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1 233 (-10.5)</td>
<td>54.0%</td>
<td>2 172 (-33.5)</td>
<td>22.7%</td>
<td>3 405 (-26.7)</td>
<td>28.8%</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>40 (+25.0)</td>
<td>1.8%</td>
<td>10 (-41.2)</td>
<td>0.1%</td>
<td>50 (+2.0)</td>
<td>0.4%</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>0 ( - )</td>
<td>0.0%</td>
<td>55 (-41.5)</td>
<td>0.6%</td>
<td>55 (-41.5)</td>
<td>0.5%</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>93 (+10.7)</td>
<td>4.1%</td>
<td>41 (+17.1)</td>
<td>0.4%</td>
<td>134 (+12.6)</td>
<td>1.1%</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>18 (+100.0)</td>
<td>0.8%</td>
<td>665 (-28.1)</td>
<td>7.0%</td>
<td>683 (-26.9)</td>
<td>5.8%</td>
</tr>
<tr>
<td>Tug</td>
<td>7 (+16.7)</td>
<td>0.3%</td>
<td>89 (-28.2)</td>
<td>0.9%</td>
<td>96 (-26.2)</td>
<td>0.8%</td>
</tr>
<tr>
<td>Others</td>
<td>56 (-5.1)</td>
<td>2.5%</td>
<td>38 (+35.7)</td>
<td>0.4%</td>
<td>94 (+8.0)</td>
<td>0.8%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2 282 (+1.2)</td>
<td>100.0%</td>
<td>9 560 (-23.7)</td>
<td>100.0%</td>
<td>11 842 (-19.9)</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

( ) % change over the same period of preceding year   N.A. Not available

Notes: As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics.

Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
## Vessel Arrivals by Ship Type and Ocean/River, December 2019

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th></th>
<th>River Vessels</th>
<th></th>
<th>Total</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share</td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share</td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>60 (+15.4)</td>
<td>2.5%</td>
<td>20 (+33.3)</td>
<td>0.2%</td>
<td>80 (+19.4)</td>
<td>0.6%</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>207 (+56.8)</td>
<td>8.7%</td>
<td>336 (-14.9)</td>
<td>3.0%</td>
<td>543 (+3.0)</td>
<td>4.0%</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>62 (-32.6)</td>
<td>2.6%</td>
<td>5 541 (-19.7)</td>
<td>49.5%</td>
<td>5 603 (-19.9)</td>
<td>41.3%</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>480 (+50.0)</td>
<td>20.2%</td>
<td>1 105 (+31.4)</td>
<td>9.9%</td>
<td>1 585 (+36.5)</td>
<td>11.7%</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>24 (-33.3)</td>
<td>1.0%</td>
<td>N.A. (N.A.)</td>
<td>N.A.</td>
<td>24 (-33.3)</td>
<td>0.2%</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1 313 (-2.7)</td>
<td>55.3%</td>
<td>3 022 (-7.5)</td>
<td>27.0%</td>
<td>4 335 (-6.1)</td>
<td>31.9%</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>31 (+3.3)</td>
<td>1.3%</td>
<td>13 (-38.1)</td>
<td>0.1%</td>
<td>44 (-13.7)</td>
<td>0.3%</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>0 (-100.0)</td>
<td>0.0%</td>
<td>71 (-18.4)</td>
<td>0.6%</td>
<td>71 (-19.3)</td>
<td>0.5%</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>98 (+12.6)</td>
<td>4.1%</td>
<td>49 (+36.1)</td>
<td>0.4%</td>
<td>147 (+19.5)</td>
<td>1.1%</td>
</tr>
<tr>
<td>Pleasure Vessel</td>
<td>6 (-25.0)</td>
<td>0.3%</td>
<td>N.A. (N.A.)</td>
<td>N.A.</td>
<td>6 (-25.0)</td>
<td>@</td>
</tr>
<tr>
<td>Roll On/Roll Off</td>
<td>16 (+77.8)</td>
<td>0.7%</td>
<td>1 (-80.0)</td>
<td>@</td>
<td>17 (+21.4)</td>
<td>0.1%</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>24 (+242.9)</td>
<td>1.0%</td>
<td>866 (-2.4)</td>
<td>7.7%</td>
<td>890 (-0.4)</td>
<td>6.6%</td>
</tr>
<tr>
<td>Tug</td>
<td>7 (-36.4)</td>
<td>0.3%</td>
<td>131 (+12.0)</td>
<td>1.2%</td>
<td>138 (+7.8)</td>
<td>1.0%</td>
</tr>
<tr>
<td>Others</td>
<td>48 (+26.3)</td>
<td>2.0%</td>
<td>38 (+171.4)</td>
<td>0.3%</td>
<td>86 (+65.4)</td>
<td>0.6%</td>
</tr>
</tbody>
</table>

**Total**

2 376 (+9.3) 100.0% 11 193 (-11.1) 100.0% 13 569 (-8.1) 100.0%

( ) % change over the same period of preceding year  
N.A. Not available  
@ Percentage share less than 0.05

**Notes:**  
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# Vessel Arrivals by Ship Type and Ocean/River, November 2019

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th>River Vessels</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals (%)</td>
<td>No. of Vessel Arrivals (%)</td>
<td>No. of Vessel Arrivals (%)</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>52 (+8.3) 2.4%</td>
<td>19 (+90.0) 0.2%</td>
<td>71 (+22.4) 0.5%</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>140 (-2.1) 6.5%</td>
<td>297 (-32.5) 2.7%</td>
<td>437 (-25.0) 3.4%</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>56 (-35.6) 2.6%</td>
<td>5 338 (-19.7) 49.1%</td>
<td>5 394 (-19.9) 41.4%</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>410 (+47.0) 19.0%</td>
<td>1 101 (+28.5) 10.1%</td>
<td>1 511 (+33.0) 11.6%</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>21 (-36.4) 1.0%</td>
<td>N.A. (N.A.) N.A.</td>
<td>21 (-36.4) 0.2%</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1 255 (-3.2) 58.1%</td>
<td>2 996 (-4.9) 27.6%</td>
<td>4 251 (-4.4) 32.6%</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>40 ( 0 ) 1.9%</td>
<td>7 (-53.3) 0.1%</td>
<td>47 (-14.5) 0.4%</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>0 (-100.0) 0.0%</td>
<td>69 (-18.8) 0.6%</td>
<td>69 (-19.8) 0.5%</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>79 (-12.2) 3.7%</td>
<td>32 (+3.2) 0.3%</td>
<td>111 (-8.3) 0.9%</td>
</tr>
<tr>
<td>Pleasure Vessel</td>
<td>33 (-58.2) 1.5%</td>
<td>N.A. (N.A.) N.A.</td>
<td>33 (-58.2) 0.3%</td>
</tr>
<tr>
<td>Roll On/Roll Off</td>
<td>17 (+13.3) 0.8%</td>
<td>2 (-33.3) @</td>
<td>19 (+5.6) 0.1%</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>11 (※) 0.5%</td>
<td>867 (+6.1) 8.0%</td>
<td>878 (+7.3) 6.7%</td>
</tr>
<tr>
<td>Tug</td>
<td>4 (-69.2) 0.2%</td>
<td>107 (-9.3) 1.0%</td>
<td>111 (-15.3) 0.9%</td>
</tr>
<tr>
<td>Others</td>
<td>41 (-10.9) 1.9%</td>
<td>37 (+184.6) 0.3%</td>
<td>78 (+32.2) 0.6%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2 159 (-0.6)</strong></td>
<td><strong>10 872 (-10.8)</strong></td>
<td><strong>13 031 (-9.2)</strong></td>
</tr>
</tbody>
</table>

( ) % change over the same period of preceding year  N.A. Not available  @ Percentage share less than 0.05  ※ Change beyond ±999.95%

Notes: As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics.

Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
## Vessel Arrivals by Ship Type and Ocean/River, October 2019

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th>River Vessels</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share</td>
<td>No. of Vessel Arrivals</td>
</tr>
<tr>
<td></td>
<td>(%)</td>
<td>(%)</td>
<td>(%)</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>58 (+26.1)</td>
<td>2.8%</td>
<td>17 (+30.8)</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>152 (-7.3)</td>
<td>7.2%</td>
<td>295 (-28.7)</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>59 (-28.9)</td>
<td>2.8%</td>
<td>5 454 (-21.8)</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>395 (+28.2)</td>
<td>18.7%</td>
<td>1 136 (+39.0)</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>22 (-8.3)</td>
<td>1.0%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1 218 (-5.0)</td>
<td>57.8%</td>
<td>2 730 (-7.0)</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>28 (+21.7)</td>
<td>1.3%</td>
<td>14 (-12.5)</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>0 (-)</td>
<td>0.0%</td>
<td>70 (-22.2)</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>84 (+16.7)</td>
<td>4.0%</td>
<td>28 (-26.3)</td>
</tr>
<tr>
<td>Pleasure Vessel</td>
<td>15 (0)</td>
<td>0.7%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Roll On/Roll Off</td>
<td>12 (+71.4)</td>
<td>0.6%</td>
<td>4 (+100.0)</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>14 (+366.7)</td>
<td>0.7%</td>
<td>750 (-4.8)</td>
</tr>
<tr>
<td>Tug</td>
<td>4 (0)</td>
<td>0.2%</td>
<td>87 (-26.9)</td>
</tr>
<tr>
<td>Others</td>
<td>47 (-6.0)</td>
<td>2.2%</td>
<td>29 (+52.6)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2 108 (+1.3)</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>10 614 (-13.2)</strong></td>
</tr>
</tbody>
</table>

( ) % change over the same period of preceding year  N.A. Not available  @ Percentage share less than 0.05

**Notes:**
- As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics.
- Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th>River Vessels</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share</td>
<td>No. of Vessel Arrivals</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>46 (+7.0)</td>
<td>2.2%</td>
<td>28 (+115.4)</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>160 (+2.6)</td>
<td>7.5%</td>
<td>320 (-20.2)</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>54 (-23.9)</td>
<td>2.5%</td>
<td>5 323 (-14.6)</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>421 (+90.5)</td>
<td>19.7%</td>
<td>1 164 (+66.3)</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>25 (-16.7)</td>
<td>1.2%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1 258 (+2.4)</td>
<td>58.8%</td>
<td>2 777 (-2.1)</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>24 (-33.3)</td>
<td>1.1%</td>
<td>13 (+18.2)</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>0 (-100.0)</td>
<td>0.0%</td>
<td>88 (+11.4)</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>81 (+9.5)</td>
<td>3.8%</td>
<td>42 (-2.3)</td>
</tr>
<tr>
<td>Pleasure Vessel</td>
<td>6 (+100.0)</td>
<td>0.3%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Roll On/Roll Off</td>
<td>8 (-11.1)</td>
<td>0.4%</td>
<td>5 (+400.0)</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>5 (-16.7)</td>
<td>0.2%</td>
<td>798 (+11.0)</td>
</tr>
<tr>
<td>Tug</td>
<td>5 (-28.6)</td>
<td>0.2%</td>
<td>121 (+10.0)</td>
</tr>
<tr>
<td>Others</td>
<td>45 (+28.6)</td>
<td>2.1%</td>
<td>26 (+8.3)</td>
</tr>
<tr>
<td>Total</td>
<td>2 138 (+11.3)</td>
<td>100.0%</td>
<td>10 705 (-4.2)</td>
</tr>
</tbody>
</table>

( ) % change over the same period of preceding year  
N.A. Not available  
@ Percentage share less than 0.05

Notes: As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics. Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
## Vessel Arrivals by Ship Type and Ocean/River, August 2019

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th>River Vessels</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals (%)</td>
<td>No. of Vessel Arrivals (%)</td>
<td>No. of Vessel Arrivals (%)</td>
</tr>
<tr>
<td><strong>Chemical Carrier/Tanker</strong></td>
<td>37 (-19.6) 1.7%</td>
<td>27 (+125.0) 0.2%</td>
<td>64 (+10.3) 0.5%</td>
</tr>
<tr>
<td><strong>Conventional Cargo Vessel</strong></td>
<td>131 (-16.0) 6.2%</td>
<td>339 (-22.6) 3.0%</td>
<td>470 (-20.9) 3.5%</td>
</tr>
<tr>
<td><strong>Cruise/Ferry</strong></td>
<td>69 (-28.9) 3.3%</td>
<td>5 825 (-15.2) 50.7%</td>
<td>5 894 (-15.4) 43.3%</td>
</tr>
<tr>
<td><strong>Dry Bulk Carrier</strong></td>
<td>378 (+38.0) 17.8%</td>
<td>1 138 (+57.6) 9.9%</td>
<td>1 516 (+52.2) 11.1%</td>
</tr>
<tr>
<td><strong>Fishing/Fish Processing Vessel</strong></td>
<td>28 (+16.7) 1.3%</td>
<td>N.A. (N.A.)</td>
<td>N.A. 28 (+16.7) 0.2%</td>
</tr>
<tr>
<td><strong>Fully Cellular Container Vessel</strong></td>
<td>1 303 (-3.6) 61.5%</td>
<td>3 029 (-7.5) 26.4%</td>
<td>4 332 (-6.3) 31.8%</td>
</tr>
<tr>
<td><strong>Gas Carrier/Tanker</strong></td>
<td>25 (-24.2) 1.2%</td>
<td>11 (-15.4) 0.1%</td>
<td>36 (-21.7) 0.3%</td>
</tr>
<tr>
<td><strong>Lighter/Barge/Cargo Junk</strong></td>
<td>0 (-100.0) 0.0%</td>
<td>74 (-23.7) 0.6%</td>
<td>74 (-25.3) 0.5%</td>
</tr>
<tr>
<td><strong>Oil Tanker</strong></td>
<td>80 (+31.1) 3.8%</td>
<td>40 (+17.6) 0.3%</td>
<td>120 (+26.3) 0.9%</td>
</tr>
<tr>
<td><strong>Pleasure Vessel</strong></td>
<td>7 (0) 0.3%</td>
<td>N.A. (N.A.)</td>
<td>N.A. 7 (0) 0.1%</td>
</tr>
<tr>
<td><strong>Roll On/Roll Off</strong></td>
<td>11 (+120.0) 0.5%</td>
<td>0 (-100.0) 0.0%</td>
<td>11 (+57.1) 0.1%</td>
</tr>
<tr>
<td><strong>Semi-container Vessel</strong></td>
<td>11 (+83.3) 0.5%</td>
<td>870 (+11.8) 7.6%</td>
<td>881 (+12.4) 6.5%</td>
</tr>
<tr>
<td><strong>Tug</strong></td>
<td>6 (-64.7) 0.3%</td>
<td>110 (-10.6) 1.0%</td>
<td>116 (-17.1) 0.9%</td>
</tr>
<tr>
<td><strong>Others</strong></td>
<td>32 (-17.9) 1.5%</td>
<td>21 (0) 0.2%</td>
<td>53 (-11.7) 0.4%</td>
</tr>
</tbody>
</table>

**Total** 2 118 (0) 100.0% 11 484 (-7.3) 100.0% 13 602 (-6.2) 100.0%

( ) % change over the same period of preceding year  N.A. Not available

**Notes:**
As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics.

Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
## Vessel Arrivals by Ship Type and Ocean/River, July 2019

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th></th>
<th>River Vessels</th>
<th></th>
<th>Total</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals (%)</td>
<td>Percentage Share (%)</td>
<td>No. of Vessel Arrivals (%)</td>
<td>Percentage Share (%)</td>
<td>No. of Vessel Arrivals (%)</td>
<td>Percentage Share (%)</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>43 (-4.4) 2.0%</td>
<td></td>
<td>18 (+38.5) 0.2%</td>
<td></td>
<td>61 (+5.2) 0.4%</td>
<td></td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>144 (-23.0) 6.7%</td>
<td></td>
<td>354 (-21.7) 3.1%</td>
<td></td>
<td>498 (-22.1) 3.6%</td>
<td></td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>75 (-25.7) 3.5%</td>
<td></td>
<td>5,918 (-15.3) 51.2%</td>
<td></td>
<td>5,993 (-15.4) 43.7%</td>
<td></td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>361 (+18.4) 16.9%</td>
<td></td>
<td>1,189 (+61.3) 10.3%</td>
<td></td>
<td>1,550 (+48.8) 11.3%</td>
<td></td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>25 (-10.7) 1.2%</td>
<td></td>
<td>N.A. (N.A.)</td>
<td></td>
<td>N.A. 25 (-10.7) 0.2%</td>
<td></td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1,308 (-3.0) 61.1%</td>
<td></td>
<td>3,021 (-9.8) 26.1%</td>
<td></td>
<td>4,329 (-7.9) 31.6%</td>
<td></td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>31 (+47.6) 1.4%</td>
<td></td>
<td>10 (-23.1) 0.1%</td>
<td></td>
<td>41 (+20.6) 0.3%</td>
<td></td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>0 (-100.0) 0.0%</td>
<td></td>
<td>77 (-19.8) 0.7%</td>
<td></td>
<td>77 (-23.0) 0.6%</td>
<td></td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>70 (+7.7) 3.3%</td>
<td></td>
<td>29 (-3.3) 0.3%</td>
<td></td>
<td>99 (+4.2) 0.7%</td>
<td></td>
</tr>
<tr>
<td>Pleasure Vessel</td>
<td>9 (+28.6) 0.4%</td>
<td></td>
<td>N.A. (N.A.)</td>
<td></td>
<td>N.A. 9 (+28.6) 0.1%</td>
<td></td>
</tr>
<tr>
<td>Roll On/Roll Off</td>
<td>12 (0) 0.6%</td>
<td></td>
<td>2 (+100.0) @</td>
<td></td>
<td>14 (+7.7) 0.1%</td>
<td></td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>5 (-28.6) 0.2%</td>
<td></td>
<td>816 (+0.6) 7.1%</td>
<td></td>
<td>821 (+0.4) 6.0%</td>
<td></td>
</tr>
<tr>
<td>Tug</td>
<td>9 (-43.8) 0.4%</td>
<td></td>
<td>114 (-14.9) 1.0%</td>
<td></td>
<td>123 (-18.0) 0.9%</td>
<td></td>
</tr>
<tr>
<td>Others</td>
<td>48 (+17.1) 2.2%</td>
<td></td>
<td>15 (+15.4) 0.1%</td>
<td></td>
<td>63 (+16.7) 0.5%</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2,140 (-2.2) 100.0%</td>
<td></td>
<td>11,563 (-8.5) 100.0%</td>
<td></td>
<td>13,703 (-7.5) 100.0%</td>
<td></td>
</tr>
</tbody>
</table>

( ) % change over the same period of preceding year  N.A. Not available  @ Percentage share less than 0.05

Notes: As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics. Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
## Vessel Arrivals by Ship Type and Ocean/River, June 2019

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th>River Vessels</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share</td>
<td>No. of Vessel Arrivals</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>33 (-41.1)</td>
<td>1.6%</td>
<td>17 (+6.3)</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>134 (-23.0)</td>
<td>6.4%</td>
<td>389 (-9.1)</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>65 (-26.1)</td>
<td>3.1%</td>
<td>5,967 (-11.2)</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>344 (+26.0)</td>
<td>16.4%</td>
<td>1,041 (+22.0)</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>24 (-7.7)</td>
<td>1.1%</td>
<td>N.A.</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1,306 (-2.2)</td>
<td>62.4%</td>
<td>2,939 (-10.0)</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>31 (+29.2)</td>
<td>1.5%</td>
<td>9 (-47.1)</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>0 (-100.0)</td>
<td>0.0%</td>
<td>70 (-29.3)</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>76 (+11.8)</td>
<td>3.6%</td>
<td>27 (-27.0)</td>
</tr>
<tr>
<td>Pleasure Vessel</td>
<td>17 (+112.5)</td>
<td>0.8%</td>
<td>N.A.</td>
</tr>
<tr>
<td>Roll On/Roll Off</td>
<td>11 (0)</td>
<td>0.5%</td>
<td>0 (-100.0)</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>6 (-25.0)</td>
<td>0.3%</td>
<td>839 (+11.6)</td>
</tr>
<tr>
<td>Tug</td>
<td>6 (-50.0)</td>
<td>0.3%</td>
<td>103 (-11.2)</td>
</tr>
<tr>
<td>Others</td>
<td>40 (+17.6)</td>
<td>1.9%</td>
<td>22 (+22.2)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,093 (-1.2)</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>11,423 (-7.3)</strong></td>
</tr>
</tbody>
</table>

( ) % change over the same period of preceding year  N.A. Not available

Notes: As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics. Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
## Vessel Arrivals by Ship Type and Ocean/River, May 2019

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th>River Vessels</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals (%)</td>
<td>No. of Vessel Arrivals (%)</td>
<td>No. of Vessel Arrivals (%)</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>44 (-6.4) 2.1%</td>
<td>22 (+69.2) 0.2%</td>
<td>66 (+10.0) 0.5%</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>114 (-36.7) 5.5%</td>
<td>445 (-10.8) 3.7%</td>
<td>559 (-17.7) 4.0%</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>70 (-32.7) 3.3%</td>
<td>6 221 (-10.4) 51.9%</td>
<td>6 291 (-10.8) 44.7%</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>320 (+9.2) 15.3%</td>
<td>1 110 (+10.0) 9.3%</td>
<td>1 430 (+9.8) 10.2%</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>31 (0) 1.5% N.A. (N.A.)</td>
<td>N.A. (N.A.)</td>
<td>31 (0) 0.2%</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1 304 (-7.8) 62.4%</td>
<td>3 070 (-12.2) 25.6%</td>
<td>4 374 (-11.0) 31.1%</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>38 (+81.0) 1.8%</td>
<td>12 (-25.0) 0.1%</td>
<td>50 (+35.1) 0.4%</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>0 (-100.0) 0.0%</td>
<td>69 (-46.9) 0.6%</td>
<td>69 (-48.9) 0.5%</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>80 (+6.7) 3.8%</td>
<td>41 (+10.8) 0.3%</td>
<td>121 (+8.0) 0.9%</td>
</tr>
<tr>
<td>Pleasure Vessel</td>
<td>14 (-30.0) 0.7% N.A. (N.A.)</td>
<td>N.A. (N.A.)</td>
<td>14 (-30.0) 0.1%</td>
</tr>
<tr>
<td>Roll On/Roll Off</td>
<td>13 (+44.4) 0.6%</td>
<td>4 (+33.3) @</td>
<td>17 (+41.7) 0.1%</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>5 (-50.0) 0.2%</td>
<td>880 (+15.5) 7.3%</td>
<td>885 (+14.6) 6.3%</td>
</tr>
<tr>
<td>Tug</td>
<td>9 (-18.2) 0.4%</td>
<td>95 (-41.0) 0.8%</td>
<td>104 (-39.5) 0.7%</td>
</tr>
<tr>
<td>Others</td>
<td>49 (+19.5) 2.3%</td>
<td>18 (-28.0) 0.2%</td>
<td>67 (+1.5) 0.5%</td>
</tr>
<tr>
<td></td>
<td><strong>2 091 (-7.6)</strong> 100.0%</td>
<td><strong>11 987 (-8.5)</strong> 100.0%</td>
<td><strong>14 078 (-8.4)</strong> 100.0%</td>
</tr>
</tbody>
</table>

( ) % change over the same period of preceding year   N.A. Not available   @ Percentage share less than 0.05

Notes: As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics. Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
## Vessel Arrivals by Ship Type and Ocean/River, April 2019

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th>River Vessels</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share</td>
<td>No. of Vessel Arrivals</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>50 (+31.6) %</td>
<td>21 (+31.3) %</td>
<td>71 (+31.5)</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>158 (-1.9) %</td>
<td>406 (-7.7) %</td>
<td>564 (-6.2)</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>81 (-25.7) %</td>
<td>6 195 (-9.3) %</td>
<td>6 276 (-9.6)</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>345 (+59.0) %</td>
<td>996 (+1.8) %</td>
<td>1 341 (+12.2)</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>22 (-21.4) %</td>
<td>N.A. (N.A.)</td>
<td>N.A.</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1 287 (-5.3) %</td>
<td>2 896 (-10.7) %</td>
<td>4 183 (-9.1)</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>33 (-8.3) %</td>
<td>7 (-36.4) %</td>
<td>40 (-14.9)</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>0 (-100.0) %</td>
<td>84 (-33.9) %</td>
<td>84 (-36.8)</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>71 (+9.2) %</td>
<td>33 (-5.7) %</td>
<td>104 (+4.0)</td>
</tr>
<tr>
<td>Pleasure Vessel</td>
<td>20 (-37.5) %</td>
<td>N.A. (N.A.)</td>
<td>N.A.</td>
</tr>
<tr>
<td>Roll On/Roll Off</td>
<td>9 (-18.2) %</td>
<td>6 (+500.0) %</td>
<td>15 (+25.0)</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>6 (-40.0) %</td>
<td>841 (+8.5) %</td>
<td>847 (+7.9)</td>
</tr>
<tr>
<td>Tug</td>
<td>1 (-91.7) %</td>
<td>@</td>
<td>105 (-33.1)</td>
</tr>
<tr>
<td>Others</td>
<td>45 (+50.0) %</td>
<td>17 (-34.6) %</td>
<td>62 (+10.7)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2 128 (+0.7) %</td>
<td>11 606 (-8.1) %</td>
<td>13 734 (-6.8)</td>
</tr>
</tbody>
</table>

( ) % change over the same period of preceding year  
N.A. Not available  
@ Percentage share less than 0.05

Notes:  
As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics.  
Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
## Vessel Arrivals by Ship Type and Ocean/River, March 2019

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th>River Vessels</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share</td>
<td>No. of Vessel Arrivals</td>
</tr>
<tr>
<td><strong>Chemical Carrier/Tanker</strong></td>
<td>63 (+57.5) % 3.0%</td>
<td>18 (+20.0) % 0.1%</td>
<td>81 (+47.3) % 0.6%</td>
</tr>
<tr>
<td><strong>Conventional Cargo Vessel</strong></td>
<td>125 (-27.7) % 5.9%</td>
<td>450 (-14.4) % 3.7%</td>
<td>575 (-17.7) % 4.0%</td>
</tr>
<tr>
<td><strong>Cruise/Ferry</strong></td>
<td>93 (-19.1) % 4.4%</td>
<td>6 513 (-6.1) % 53.0%</td>
<td>6 606 (-6.3) % 45.8%</td>
</tr>
<tr>
<td><strong>Dry Bulk Carrier</strong></td>
<td>317 (+15.3) % 14.9%</td>
<td>1 028 (-16.7) % 8.4%</td>
<td>1 345 (-10.9) % 9.3%</td>
</tr>
<tr>
<td><strong>Fishing/Fish Processing Vessel</strong></td>
<td>24 (-11.1) % 1.1%</td>
<td>N.A. (N.A.)</td>
<td>N.A.</td>
</tr>
<tr>
<td><strong>Fully Cellular Container Vessel</strong></td>
<td>1 315 (-0.5) % 61.7%</td>
<td>3 115 (-11.0) % 25.3%</td>
<td>4 430 (-8.1) % 30.7%</td>
</tr>
<tr>
<td><strong>Gas Carrier/Tanker</strong></td>
<td>37 (+12.1) % 1.7%</td>
<td>11 (+10.0) % 0.1%</td>
<td>48 (+11.6) % 0.3%</td>
</tr>
<tr>
<td><strong>Lighter/Barge/Cargo Junk</strong></td>
<td>0 (-100.0) % 0.0%</td>
<td>91 (-37.7) % 0.7%</td>
<td>91 (-40.5) % 0.6%</td>
</tr>
<tr>
<td><strong>Oil Tanker</strong></td>
<td>65 (-12.2) % 3.0%</td>
<td>36 (+5.9) % 0.3%</td>
<td>101 (-6.5) % 0.7%</td>
</tr>
<tr>
<td><strong>Pleasure Vessel</strong></td>
<td>17 (-15.0) % 0.8%</td>
<td>N.A. (N.A.)</td>
<td>N.A.</td>
</tr>
<tr>
<td><strong>Roll On/Roll Off</strong></td>
<td>8 (-27.3) % 0.4%</td>
<td>5 (+150.0) % @</td>
<td>13 ( 0 )</td>
</tr>
<tr>
<td><strong>Semi-container Vessel</strong></td>
<td>9 (+28.6) % 0.4%</td>
<td>900 (-6.0) % 7.3%</td>
<td>909 (-5.7) % 6.3%</td>
</tr>
<tr>
<td><strong>Tug</strong></td>
<td>12 (+33.3) % 0.6%</td>
<td>115 (-31.5) % 0.9%</td>
<td>127 (-28.2) % 0.9%</td>
</tr>
<tr>
<td><strong>Others</strong></td>
<td>47 (+62.1) % 2.2%</td>
<td>14 (-30.0) % 0.1%</td>
<td>61 (+24.5) % 0.4%</td>
</tr>
</tbody>
</table>

### Total

<table>
<thead>
<tr>
<th>No. of Vessel Arrivals</th>
<th>Percentage Share</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ocean Vessels</strong></td>
<td>2 132 (-0.4) % 100.0%</td>
</tr>
<tr>
<td><strong>River Vessels</strong></td>
<td>12 296 (-9.3) % 100.0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>14 428 (-8.1) % 100.0%</td>
</tr>
</tbody>
</table>

( ) % change over the same period of preceding year  
N.A. Not available  
@ Percentage share less than 0.05

**Notes:**  
As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics. Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
## Vessel Arrivals by Ship Type and Ocean/River, February 2019

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th>River Vessels</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals (%)</td>
<td>No. of Vessel Arrivals (%)</td>
<td>No. of Vessel Arrivals (%)</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>56 (+40.0) 3.4%</td>
<td>19 (+5.6) 0.2%</td>
<td>75 (+29.3) 0.7%</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>117 (-10.0) 7.1%</td>
<td>275 (-13.8) 2.9%</td>
<td>392 (-12.7) 3.5%</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>72 (-28.0) 4.4%</td>
<td>6 192 (-5.9) 64.5%</td>
<td>6 264 (-6.2) 55.7%</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>240 (+5.3) 14.5%</td>
<td>477 (-32.1) 5.0%</td>
<td>717 (-22.9) 6.4%</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>27 (-10.0) 1.6%</td>
<td>N.A. (N.A.) N.A.</td>
<td>27 (-10.0) 0.2%</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>967 (-14.4) 58.6%</td>
<td>1 858 (-14.8) 19.4%</td>
<td>2 825 (-14.7) 25.1%</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>32 (-8.6) 1.9%</td>
<td>10 (-33.3) 0.1%</td>
<td>42 (-16.0) 0.4%</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>3 (- ) 0.2%</td>
<td>61 (-43.0) 0.6%</td>
<td>64 (-40.2) 0.6%</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>62 (+3.3) 3.8%</td>
<td>27 (-25.0) 0.3%</td>
<td>89 (-7.3) 0.8%</td>
</tr>
<tr>
<td>Pleasure Vessel</td>
<td>3 (-70.0) 0.2%</td>
<td>N.A. (N.A.) N.A.</td>
<td>3 (-70.0) @</td>
</tr>
<tr>
<td>Roll On/Roll Off</td>
<td>4 (-60.0) 0.2%</td>
<td>4 (+33.3) @</td>
<td>8 (-38.5) 0.1%</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>4 (-20.0) 0.2%</td>
<td>591 (-9.5) 6.2%</td>
<td>595 (-9.6) 5.3%</td>
</tr>
<tr>
<td>Tug</td>
<td>13 (+333.3) 0.8%</td>
<td>72 (-44.2) 0.8%</td>
<td>85 (-35.6) 0.8%</td>
</tr>
<tr>
<td>Others</td>
<td>50 (+127.3) 3.0%</td>
<td>7 (-46.2) 0.1%</td>
<td>57 (+62.9) 0.5%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1 650 (-8.5) 100.0%</td>
<td>9 593 (-10.8) 100.0%</td>
<td>11 243 (-10.5) 100.0%</td>
</tr>
</tbody>
</table>

( ) % change over the same period of preceding year  N.A. Not available  - Not applicable  @ Percentage share less than 0.05

Notes: As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics. Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
## Vessel Arrivals by Ship Type and Ocean/River, January 2019

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th>River Vessels</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share (%)</td>
<td>No. of Vessel Arrivals</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>58 (+7.4)</td>
<td>2.6%</td>
<td>21 (+110.0)</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>155 (-9.4)</td>
<td>6.9%</td>
<td>391 (-27.6)</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>73 (-31.1)</td>
<td>3.2%</td>
<td>6 708 (-3.2)</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>371 (+11.4)</td>
<td>16.5%</td>
<td>920 (-23.7)</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>30 (-11.8)</td>
<td>1.3%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1 378 (-4.0)</td>
<td>61.1%</td>
<td>3 265 (-11.0)</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>32 (-5.9)</td>
<td>1.4%</td>
<td>17 (+41.7)</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>0 (-)</td>
<td>0.0%</td>
<td>94 (-30.4)</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>84 (+16.7)</td>
<td>3.7%</td>
<td>35 (-16.7)</td>
</tr>
<tr>
<td>Pleasure Vessel</td>
<td>5 (-68.8)</td>
<td>0.2%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Roll On/Roll Off</td>
<td>13 (+8.3)</td>
<td>0.6%</td>
<td>2 (+100.0)</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>9 (-10.0)</td>
<td>0.4%</td>
<td>925 (-0.2)</td>
</tr>
<tr>
<td>Tug</td>
<td>6 (+20.0)</td>
<td>0.3%</td>
<td>124 (-21.5)</td>
</tr>
<tr>
<td>Others</td>
<td>41 (+13.9)</td>
<td>1.8%</td>
<td>26 (-7.1)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2 255 (-2.8)</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>12 528 (-8.3)</strong></td>
</tr>
</tbody>
</table>

(  ) % change over the same period of preceding year  N.A. Not available  - Not applicable  @ Percentage share less than 0.05

Notes: As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics. Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
# Vessel Arrivals by Ship Type and Ocean/River, December 2018

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th></th>
<th>River Vessels</th>
<th></th>
<th>Total</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share (%)</td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share (%)</td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share (%)</td>
</tr>
<tr>
<td><strong>Chemical Carrier/Tanker</strong></td>
<td>52 (+10.6)</td>
<td>2.4%</td>
<td>15 (-6.3)</td>
<td>0.1%</td>
<td>67 (+6.3)</td>
<td>0.5%</td>
</tr>
<tr>
<td><strong>Conventional Cargo Vessel</strong></td>
<td>132 (-22.8)</td>
<td>6.1%</td>
<td>395 (-33.6)</td>
<td>3.1%</td>
<td>527 (-31.2)</td>
<td>3.6%</td>
</tr>
<tr>
<td><strong>Cruise/Ferry</strong></td>
<td>92 (-14.8)</td>
<td>4.2%</td>
<td>6,900 (-3.0)</td>
<td>54.8%</td>
<td>6,992 (-3.2)</td>
<td>47.4%</td>
</tr>
<tr>
<td><strong>Dry Bulk Carrier</strong></td>
<td>320 (+11.1)</td>
<td>14.7%</td>
<td>841 (-39.2)</td>
<td>6.7%</td>
<td>1,161 (-30.6)</td>
<td>7.9%</td>
</tr>
<tr>
<td><strong>Fishing/Fish Processing Vessel</strong></td>
<td>36 (+12.5)</td>
<td>1.7%</td>
<td>N.A. (N.A.)</td>
<td>N.A.</td>
<td>36 (+12.5)</td>
<td>0.2%</td>
</tr>
<tr>
<td><strong>Fully Cellular Container Vessel</strong></td>
<td>1,350 (-5.9)</td>
<td>62.1%</td>
<td>3,267 (-12.9)</td>
<td>26.0%</td>
<td>4,617 (-11.0)</td>
<td>31.3%</td>
</tr>
<tr>
<td><strong>Gas Carrier/Tanker</strong></td>
<td>30 (-9.1)</td>
<td>1.4%</td>
<td>21 (+110.0)</td>
<td>0.2%</td>
<td>51 (+18.6)</td>
<td>0.3%</td>
</tr>
<tr>
<td><strong>Lighter/Barge/Cargo Junk</strong></td>
<td>1 (-)</td>
<td>@</td>
<td>87 (-29.3)</td>
<td>0.7%</td>
<td>88 (-28.5)</td>
<td>0.6%</td>
</tr>
<tr>
<td><strong>Oil Tanker</strong></td>
<td>87 (+22.5)</td>
<td>4.0%</td>
<td>36 (-14.3)</td>
<td>0.3%</td>
<td>123 (+8.8)</td>
<td>0.8%</td>
</tr>
<tr>
<td><strong>Pleasure Vessel</strong></td>
<td>8 (-27.3)</td>
<td>0.4%</td>
<td>N.A. (N.A.)</td>
<td>N.A.</td>
<td>8 (-27.3)</td>
<td>0.1%</td>
</tr>
<tr>
<td><strong>Roll On/Roll Off</strong></td>
<td>9 (-30.8)</td>
<td>0.4%</td>
<td>5 (+150.0)</td>
<td>@</td>
<td>14 (-6.7)</td>
<td>0.1%</td>
</tr>
<tr>
<td><strong>Semi-container Vessel</strong></td>
<td>7 (-12.5)</td>
<td>0.3%</td>
<td>887 (-5.4)</td>
<td>7.0%</td>
<td>894 (-5.5)</td>
<td>6.1%</td>
</tr>
<tr>
<td><strong>Tug</strong></td>
<td>11 (+37.5)</td>
<td>0.5%</td>
<td>117 (-14.0)</td>
<td>0.9%</td>
<td>128 (-11.1)</td>
<td>0.9%</td>
</tr>
<tr>
<td><strong>Others</strong></td>
<td>38 (-5.0)</td>
<td>1.7%</td>
<td>14 (-39.1)</td>
<td>0.1%</td>
<td>52 (-17.5)</td>
<td>0.4%</td>
</tr>
</tbody>
</table>

| Total | 2,173 (-4.0) | 100.0% | 12,585 (-11.0) | 100.0% | 14,758 (-10.0) | 100.0% |

( ) % change over the same period of preceding year  
N.A. Not available  
- Not applicable  
@ Percentage share less than 0.05

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### Vessel Arrivals by Ship Type and Ocean/River, November 2018

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th>River Vessels</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share</td>
<td>No. of Vessel Arrivals</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>48 (+20.0)</td>
<td>2.2%</td>
<td>10 (-23.1)</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>143 (-20.6)</td>
<td>6.6%</td>
<td>440 (-29.1)</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>87 (-21.6)</td>
<td>4.0%</td>
<td>6 645 (-0.6)</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>279 (-2.1)</td>
<td>12.9%</td>
<td>857 (-36.4)</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>33 (+43.5)</td>
<td>1.5%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1 296 (-5.1)</td>
<td>59.7%</td>
<td>3 150 (-14.7)</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>40 (+37.9)</td>
<td>1.8%</td>
<td>15 (+50.0)</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>1 (-)</td>
<td>@</td>
<td>85 (-43.7)</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>90 (+20.0)</td>
<td>4.1%</td>
<td>31 (-26.2)</td>
</tr>
<tr>
<td>Pleasure Vessel</td>
<td>79 (+690.0)</td>
<td>3.6%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Roll On/Roll Off</td>
<td>15 (+36.4)</td>
<td>0.7%</td>
<td>3 (0)</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>1 (-90.0)</td>
<td>@</td>
<td>817 (-11.4)</td>
</tr>
<tr>
<td>Tug</td>
<td>13 (+116.7)</td>
<td>0.6%</td>
<td>118 (-34.4)</td>
</tr>
<tr>
<td>Others</td>
<td>46 (+53.3)</td>
<td>2.1%</td>
<td>13 (-35.0)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2 171 (-0.2)</td>
<td>100.0%</td>
<td>12 184 (-10.9)</td>
</tr>
</tbody>
</table>

( ) % change over the same period of preceding year  
N.A. Not available  
- Not applicable  
@ Percentage share less than 0.05

**Notes:**
As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics. Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
## Vessel Arrivals by Ship Type and Ocean/River, October 2018

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th>River Vessels</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals (%)</td>
<td>No. of Vessel Arrivals (%)</td>
<td>No. of Vessel Arrivals (%)</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>46 (+9.5) 2.2%</td>
<td>13 (+8.3) 0.1%</td>
<td>59 (+9.3) 0.4%</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>164 (+1.9) 7.9%</td>
<td>414 (-25.0) 3.4%</td>
<td>578 (-18.9) 4.0%</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>83 (-18.6) 4.0%</td>
<td>6 977 (+3.6) 57.1%</td>
<td>7 060 (+3.2) 49.3%</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>308 (+11.2) 14.8%</td>
<td>817 (-28.1) 6.7%</td>
<td>1 125 (-20.4) 7.9%</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>24 (-20.0) 1.2%</td>
<td>N.A. (N.A.) N.A.</td>
<td>24 (-20.0) 0.2%</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1 282 (-2.1) 61.6%</td>
<td>2 935 (-6.9) 24.0%</td>
<td>4 217 (-5.5) 29.5%</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>23 (-32.4) 1.1%</td>
<td>16 (+77.8) 0.1%</td>
<td>39 (-9.3) 0.3%</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>0 (-) 0.0%</td>
<td>90 (-39.2) 0.7%</td>
<td>90 (-39.2) 0.6%</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>72 (+9.1) 3.5%</td>
<td>38 (+5.6) 0.3%</td>
<td>110 (+7.8) 0.8%</td>
</tr>
<tr>
<td>Pleasure Vessel</td>
<td>15 (-77.6) 0.7%</td>
<td>N.A. (N.A.) N.A.</td>
<td>15 (-77.6) 0.1%</td>
</tr>
<tr>
<td>Roll On/Roll Off</td>
<td>7 (-30.0) 0.3%</td>
<td>2 (+100.0) @</td>
<td>9 (-18.2) 0.1%</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>3 (-62.5) 0.1%</td>
<td>788 (-3.1) 6.4%</td>
<td>791 (-3.7) 5.5%</td>
</tr>
<tr>
<td>Tug</td>
<td>4 (-20.0) 0.2%</td>
<td>119 (-20.1) 1.0%</td>
<td>123 (-20.1) 0.9%</td>
</tr>
<tr>
<td>Others</td>
<td>50 (+38.9) 2.4%</td>
<td>19 (+35.7) 0.2%</td>
<td>69 (+38.0) 0.5%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2 081 (-3.1) 100.0%</strong></td>
<td><strong>12 228 (-4.2) 100.0%</strong></td>
<td><strong>14 309 (-4.0) 100.0%</strong></td>
</tr>
</tbody>
</table>

( ) % change over the same period of preceding year  N.A. Not available  - Not applicable  @ Percentage share less than 0.05

Notes: As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics. Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
## Vessel Arrivals by Ship Type and Ocean/River, September 2018

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th></th>
<th>River Vessels</th>
<th></th>
<th>Total</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share</td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share</td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>43 (-4.4)</td>
<td>2.2%</td>
<td>13 (-27.8)</td>
<td>0.1%</td>
<td>56 (-11.1)</td>
<td>0.4%</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>156 (-19.2)</td>
<td>8.1%</td>
<td>401 (-23.9)</td>
<td>3.6%</td>
<td>557 (-22.6)</td>
<td>4.3%</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>71 (-31.1)</td>
<td>3.7%</td>
<td>6 235 (+0.4)</td>
<td>55.8%</td>
<td>6 306 (-0.1)</td>
<td>48.2%</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>221 (-26.8)</td>
<td>11.5%</td>
<td>700 (-30.6)</td>
<td>6.3%</td>
<td>921 (-29.7)</td>
<td>7.0%</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>30 (+11.1)</td>
<td>1.6%</td>
<td>N.A. (N.A.)</td>
<td>N.A.</td>
<td>30 (+11.1)</td>
<td>0.2%</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1 228 (-13.5)</td>
<td>63.9%</td>
<td>2 836 (-22.8)</td>
<td>25.4%</td>
<td>4 064 (-20.2)</td>
<td>31.0%</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>36 (+44.0)</td>
<td>1.9%</td>
<td>11 (-8.3)</td>
<td>0.1%</td>
<td>47 (+27.0)</td>
<td>0.4%</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>2 (0)</td>
<td>0.1%</td>
<td>79 (-55.1)</td>
<td>0.7%</td>
<td>81 (-54.5)</td>
<td>0.6%</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>74 (+25.4)</td>
<td>3.9%</td>
<td>43 (-24.6)</td>
<td>0.4%</td>
<td>117 (+0.9)</td>
<td>0.9%</td>
</tr>
<tr>
<td>Pleasure Vessel</td>
<td>3 (-72.7)</td>
<td>0.2%</td>
<td>N.A. (N.A.)</td>
<td>N.A.</td>
<td>3 (-72.7)</td>
<td>@</td>
</tr>
<tr>
<td>Roll On/Roll Off</td>
<td>9 (0)</td>
<td>0.5%</td>
<td>1 (-50.0)</td>
<td>@</td>
<td>10 (-9.1)</td>
<td>0.1%</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>6 (-45.5)</td>
<td>0.3%</td>
<td>719 (-18.3)</td>
<td>6.4%</td>
<td>725 (-18.6)</td>
<td>5.5%</td>
</tr>
<tr>
<td>Tug</td>
<td>7 (0)</td>
<td>0.4%</td>
<td>110 (-38.2)</td>
<td>1.0%</td>
<td>117 (-36.8)</td>
<td>0.9%</td>
</tr>
<tr>
<td>Others</td>
<td>35 (0)</td>
<td>1.8%</td>
<td>24 (+33.3)</td>
<td>0.2%</td>
<td>59 (+11.3)</td>
<td>0.5%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1 921 (-14.6)</td>
<td>100.0%</td>
<td>11 172 (-12.4)</td>
<td>100.0%</td>
<td>13 093 (-12.8)</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

( ) % change over the same period of preceding year  
N.A. Not available  
@ Percentage share less than 0.05

**Notes:**  
As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics.  
Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
## Vessel Arrivals by Ship Type and Ocean/River, August 2018

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th>River Vessels</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share</td>
<td>No. of Vessel Arrivals</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>46 (+48.4)</td>
<td>2.2%</td>
<td>12 (-52.0)</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>156 (-6.6)</td>
<td>7.4%</td>
<td>438 (-16.1)</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>97 (+6.6)</td>
<td>4.6%</td>
<td>6 868 (+7.6)</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>274 (-16.7)</td>
<td>12.9%</td>
<td>722 (-24.6)</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>24 (-7.7)</td>
<td>1.1%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1 351 (-5.0)</td>
<td>63.8%</td>
<td>3 274 (-9.3)</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>33 (+13.8)</td>
<td>1.6%</td>
<td>13 (-18.8)</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>2 (-33.3)</td>
<td>0.1%</td>
<td>97 (-44.6)</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>61 (-9.0)</td>
<td>2.9%</td>
<td>34 (-26.1)</td>
</tr>
<tr>
<td>Pleasure Vessel</td>
<td>7 (+75.0)</td>
<td>0.3%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Roll On/Roll Off</td>
<td>5 (-58.3)</td>
<td>0.2%</td>
<td>2 ( - )</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>6 (-14.3)</td>
<td>0.3%</td>
<td>778 (-8.9)</td>
</tr>
<tr>
<td>Tug</td>
<td>17 (+325.0)</td>
<td>0.8%</td>
<td>123 (-25.0)</td>
</tr>
<tr>
<td>Others</td>
<td>39 (+11.4)</td>
<td>1.8%</td>
<td>21 (+16.7)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2 118 (-4.9)</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>12 382 (-3.1)</strong></td>
</tr>
</tbody>
</table>

( ) % change over the same period of preceding year  
N.A. Not available  
@ Percentage share less than 0.05  
- Not applicable

**Notes:**  
As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics. Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
## Vessel Arrivals by Ship Type and Ocean/River, July 2018

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th>River Vessels</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share</td>
<td>No. of Vessel Arrivals</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>45 (+32.4)</td>
<td>2.1%</td>
<td>13 (+30.0)</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>187 (-1.6)</td>
<td>8.5%</td>
<td>452 (-10.5)</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>101 (-4.7)</td>
<td>4.6%</td>
<td>6,984 (-1.2)</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>305 (-7.3)</td>
<td>13.9%</td>
<td>737 (-29.8)</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>28 (-6.7)</td>
<td>1.3%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1,349 (-7.7)</td>
<td>61.7%</td>
<td>3,349 (-8.5)</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>21 (-25.0)</td>
<td>1.0%</td>
<td>13 (+44.4)</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>4 (-)</td>
<td>0.2%</td>
<td>96 (-41.5)</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>65 (+1.6)</td>
<td>3.0%</td>
<td>30 (-42.3)</td>
</tr>
<tr>
<td>Pleasure Vessel</td>
<td>7 (+75.0)</td>
<td>0.3%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Roll On/Roll Off</td>
<td>12 (-7.7)</td>
<td>0.5%</td>
<td>1 (-66.7)</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>7 (-22.2)</td>
<td>0.3%</td>
<td>811 (-7.8)</td>
</tr>
<tr>
<td>Tug</td>
<td>16 (+220.0)</td>
<td>0.7%</td>
<td>134 (-21.2)</td>
</tr>
<tr>
<td>Others</td>
<td>41 (+17.1)</td>
<td>1.9%</td>
<td>13 (+85.7)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,188 (-5.2)</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>12,633 (-7.0)</strong></td>
</tr>
</tbody>
</table>

( ) % change over the same period of preceding year  
N.A. Not available  
@ Percentage share less than 0.05  
- Not applicable

**Notes:**  
As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics.  
Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
## Vessel Arrivals by Ship Type and Ocean/River, June 2018

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th>River Vessels</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share</td>
<td>No. of Vessel Arrivals</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>56 (+69.7)</td>
<td>2.6%</td>
<td>16 (+60.0)</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>174 (+9.4)</td>
<td>8.2%</td>
<td>428 (-10.8)</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>88 (-8.3)</td>
<td>4.2%</td>
<td>6 723 ( ^ )</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>273 (+0.4)</td>
<td>12.9%</td>
<td>853 (-14.5)</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>26 (0)</td>
<td>1.2%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1 336 (-4.8)</td>
<td>63.0%</td>
<td>3 266 (-11.3)</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>24 (-20.0)</td>
<td>1.1%</td>
<td>17 (+6.3)</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>1 (-50.0)</td>
<td>@</td>
<td>99 (-30.8)</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>68 (+9.7)</td>
<td>3.2%</td>
<td>37 (-14.0)</td>
</tr>
<tr>
<td>Pleasure Vessel</td>
<td>8 (-60.0)</td>
<td>0.4%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Roll On/Roll Off</td>
<td>11 (+57.1)</td>
<td>0.5%</td>
<td>4 (+300.0)</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>8 (-20.0)</td>
<td>0.4%</td>
<td>752 (-16.3)</td>
</tr>
<tr>
<td>Tug</td>
<td>12 (+20.0)</td>
<td>0.6%</td>
<td>116 (-15.3)</td>
</tr>
<tr>
<td>Others</td>
<td>34 (-12.8)</td>
<td>1.6%</td>
<td>18 (0)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2 119 (-2.4)</td>
<td>100.0%</td>
<td>12 329 (-6.3)</td>
</tr>
</tbody>
</table>

( ) % change over the same period of preceding year  N.A. Not available  @ Percentage share less than 0.05 ^ Change within ±0.05%

**Notes:**
- As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics.
- Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
Vessel Arrivals by Ship Type and Ocean/River, May 2018

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>No. of Vessel Arrivals</th>
<th>Percentage Share</th>
<th>No. of Vessel Arrivals</th>
<th>Percentage Share</th>
<th>No. of Vessel Arrivals</th>
<th>Percentage Share</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(%)</td>
<td></td>
<td>(%)</td>
<td></td>
<td>(%)</td>
<td></td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>47 (+46.9)</td>
<td>2.1%</td>
<td>13 (-23.5)</td>
<td>0.1%</td>
<td>60 (+22.4)</td>
<td>0.4%</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>180 (+3.4)</td>
<td>8.0%</td>
<td>499 (+5.9)</td>
<td>3.8%</td>
<td>679 (+5.3)</td>
<td>4.4%</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>104 (+5.1)</td>
<td>4.6%</td>
<td>6 946 (-2.9)</td>
<td>53.0%</td>
<td>7 050 (-2.7)</td>
<td>45.9%</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>293 (-12.8)</td>
<td>13.0%</td>
<td>1 009 (+8.5)</td>
<td>7.7%</td>
<td>1 302 (+2.8)</td>
<td>8.5%</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>31 (+3.3)</td>
<td>1.4%</td>
<td>N.A. (N.A.)</td>
<td>N.A.</td>
<td>31 (+3.3)</td>
<td>0.2%</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1 415 (-7.1)</td>
<td>62.6%</td>
<td>3 498 (-2.2)</td>
<td>26.7%</td>
<td>4 913 (-3.6)</td>
<td>32.0%</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>21 (-19.2)</td>
<td>0.9%</td>
<td>16 (+23.1)</td>
<td>0.1%</td>
<td>37 (-5.1)</td>
<td>0.2%</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>5 (0)</td>
<td>0.2%</td>
<td>130 (-24.0)</td>
<td>1.0%</td>
<td>135 (-23.3)</td>
<td>0.9%</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>75 (+1.4)</td>
<td>3.3%</td>
<td>37 (-11.9)</td>
<td>0.3%</td>
<td>112 (-3.4)</td>
<td>0.7%</td>
</tr>
<tr>
<td>Pleasure Vessel</td>
<td>20 (-13.0)</td>
<td>0.9%</td>
<td>N.A. (N.A.)</td>
<td>N.A.</td>
<td>20 (-13.0)</td>
<td>0.1%</td>
</tr>
<tr>
<td>Roll On/Roll Off</td>
<td>9 (-43.8)</td>
<td>0.4%</td>
<td>3 (-)</td>
<td>@</td>
<td>12 (-25.0)</td>
<td>0.1%</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>10 (+42.9)</td>
<td>0.4%</td>
<td>762 (-13.2)</td>
<td>5.8%</td>
<td>772 (-12.8)</td>
<td>5.0%</td>
</tr>
<tr>
<td>Tug</td>
<td>11 (-26.7)</td>
<td>0.5%</td>
<td>161 (-7.5)</td>
<td>1.2%</td>
<td>172 (-9.0)</td>
<td>1.1%</td>
</tr>
<tr>
<td>Others</td>
<td>41 (+2.5)</td>
<td>1.8%</td>
<td>25 (+92.3)</td>
<td>0.2%</td>
<td>66 (+24.5)</td>
<td>0.4%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2 262 (-5.8)</td>
<td>100.0%</td>
<td>13 099 (-2.5)</td>
<td>100.0%</td>
<td>15 361 (-3.0)</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

( ) % change over the same period of preceding year  
N.A. Not available  
@ Percentage share less than 0.05  
- Not applicable

Notes: As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics. 
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### Vessel Arrivals by Ship Type and Ocean/River, April 2018

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th>River Vessels</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share (%)</td>
<td>No. of Vessel Arrivals</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>38 (+5.6)</td>
<td>1.8%</td>
<td>16 (-5.9)</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>161 (+2.5)</td>
<td>7.6%</td>
<td>440 (-12.4)</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>109 (-0.9)</td>
<td>5.2%</td>
<td>6 830 (-4.1)</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>217 (-25.2)</td>
<td>10.3%</td>
<td>978 (+6.2)</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>28 (+47.4)</td>
<td>1.3%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1 359 (-5.4)</td>
<td>64.3%</td>
<td>3 244 (-11.2)</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>36 (+24.1)</td>
<td>1.7%</td>
<td>11 (-21.4)</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>6 (+50.0)</td>
<td>0.3%</td>
<td>127 (-28.7)</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>65 (+3.2)</td>
<td>3.1%</td>
<td>35 (-23.9)</td>
</tr>
<tr>
<td>Pleasure Vessel</td>
<td>32 (+68.4)</td>
<td>1.5%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Roll On/Roll Off</td>
<td>11 (-15.4)</td>
<td>0.5%</td>
<td>1 (-50.0)</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>10 (-28.6)</td>
<td>0.5%</td>
<td>775 (-14.1)</td>
</tr>
<tr>
<td>Tug</td>
<td>12 (-7.7)</td>
<td>0.6%</td>
<td>145 (-16.2)</td>
</tr>
<tr>
<td>Others</td>
<td>30 (-6.3)</td>
<td>1.4%</td>
<td>26 (+100.0)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2 114 (-5.5)</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>12 628 (-6.8)</strong></td>
</tr>
</tbody>
</table>

( ) % change over the same period of preceding year    N.A. Not available    @ Percentage share less than 0.05

Notes: As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics. Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
### Vessel Arrivals by Ship Type and Ocean/River, March 2018

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th>River Vessels</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share</td>
<td>No. of Vessel Arrivals</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>40 (+25.0)</td>
<td>1.9%</td>
<td>15 (+150.0)</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>173 (+5.5)</td>
<td>8.1%</td>
<td>526 (-13.3)</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>115 (-23.8)</td>
<td>5.4%</td>
<td>6 938 (-1.4)</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>275 (-14.3)</td>
<td>12.8%</td>
<td>1 234 (+28.5)</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>27 (-6.9)</td>
<td>1.3%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1 321 (-11.1)</td>
<td>61.7%</td>
<td>3 501 (-10.6)</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>33 (+73.7)</td>
<td>1.5%</td>
<td>10 (0)</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>7 (0)</td>
<td>0.3%</td>
<td>146 (+7.4)</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>74 (-7.5)</td>
<td>3.5%</td>
<td>34 (-39.3)</td>
</tr>
<tr>
<td>Pleasure Vessel</td>
<td>20 (-4.8)</td>
<td>0.9%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Roll On/Roll Off</td>
<td>11 (-42.1)</td>
<td>0.5%</td>
<td>2 (+100.0)</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>7 (-65.0)</td>
<td>0.3%</td>
<td>957 (-0.4)</td>
</tr>
<tr>
<td>Tug</td>
<td>9 (-60.9)</td>
<td>0.4%</td>
<td>168 (+13.5)</td>
</tr>
<tr>
<td>Others</td>
<td>29 (-44.2)</td>
<td>1.4%</td>
<td>20 (-25.9)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2 141 (-11.7)</td>
<td>100.0%</td>
<td>13 551 (-2.3)</td>
</tr>
</tbody>
</table>

( ) % change over the same period of preceding year  
N.A. Not available  
@ Percentage share less than 0.05

**Notes:**
As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics. Ocean vessels and river vessels are defined according to whether or not their ports of call are beyond the river trade limits. Ocean vessels refer to vessels operating beyond the river trade limits while river vessels refer to vessels plying within the river trade limits.
**Vessel Arrivals by Ship Type and Ocean/River, February 2018**

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th>River Vessels</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share</td>
<td>No. of Vessel Arrivals</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>-----------------</td>
<td>----------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>40 (+25.0)</td>
<td>2.2%</td>
<td>18 (+260.0)</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>130 (-2.3)</td>
<td>7.2%</td>
<td>319 (-37.2)</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>100 (-19.4)</td>
<td>5.5%</td>
<td>6 578 (+0.2)</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>228 (-11.3)</td>
<td>12.6%</td>
<td>702 (+2.0)</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>30 (+20.0)</td>
<td>1.7%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1 130 (-1.9)</td>
<td>62.7%</td>
<td>2 180 (-32.3)</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>35 (+66.7)</td>
<td>1.9%</td>
<td>15 (-11.8)</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>0 (-100.0)</td>
<td>0.0%</td>
<td>107 (-7.8)</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>60 (+9.1)</td>
<td>3.3%</td>
<td>36 (-25.0)</td>
</tr>
<tr>
<td>Pleasure Vessel</td>
<td>10 (+42.9)</td>
<td>0.6%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Roll On/Roll Off</td>
<td>10 (-23.1)</td>
<td>0.6%</td>
<td>3 (-)</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>5 (-58.3)</td>
<td>0.3%</td>
<td>653 (-13.0)</td>
</tr>
<tr>
<td>Tug</td>
<td>3 (-78.6)</td>
<td>0.2%</td>
<td>129 (+15.2)</td>
</tr>
<tr>
<td>Others</td>
<td>22 (-43.6)</td>
<td>1.2%</td>
<td>13 (-18.8)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1 803 (-4.5)</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>10 753 (-10.7)</strong></td>
</tr>
</tbody>
</table>

(  ) % change over the same period of preceding year  N.A. Not available  - Not applicable  @ Percentage share less than 0.05

Notes: As accurate number of trips of locally licensed pleasure vessels and fishing vessels plying between Hong Kong and the river trade limits is not available, these two categories of vessels are not included in the river vessel statistics.

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### Vessel Arrivals by Ship Type and Ocean/River, January 2018

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Ocean Vessels</th>
<th>River Vessels</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vessel Arrivals</td>
<td>Percentage Share</td>
<td>No. of Vessel Arrivals</td>
</tr>
<tr>
<td>Chemical Carrier/Tanker</td>
<td>54 (+50.0)</td>
<td>2.3%</td>
<td>10 (-41.2)</td>
</tr>
<tr>
<td>Conventional Cargo Vessel</td>
<td>171 (+12.5)</td>
<td>7.4%</td>
<td>540 (+16.4)</td>
</tr>
<tr>
<td>Cruise/Ferry</td>
<td>106 (-17.2)</td>
<td>4.6%</td>
<td>6 929 (-5.3)</td>
</tr>
<tr>
<td>Dry Bulk Carrier</td>
<td>333 (+3.1)</td>
<td>14.4%</td>
<td>1 205 (+55.3)</td>
</tr>
<tr>
<td>Fishing/Fish Processing Vessel</td>
<td>34 (-8.1)</td>
<td>1.5%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Fully Cellular Container Vessel</td>
<td>1 436 (+1.6)</td>
<td>61.9%</td>
<td>3 669 (+13.2)</td>
</tr>
<tr>
<td>Gas Carrier/Tanker</td>
<td>34 (+17.2)</td>
<td>1.5%</td>
<td>12 (-14.3)</td>
</tr>
<tr>
<td>Lighter/Barge/Cargo Junk</td>
<td>0 (-100.0)</td>
<td>0.0%</td>
<td>135 (+14.4)</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>72 (-14.3)</td>
<td>3.1%</td>
<td>42 (+7.7)</td>
</tr>
<tr>
<td>Pleasure Vessel</td>
<td>16 (+166.7)</td>
<td>0.7%</td>
<td>N.A. (N.A.)</td>
</tr>
<tr>
<td>Roll On/Roll Off</td>
<td>12 (+9.1)</td>
<td>0.5%</td>
<td>1 (0)</td>
</tr>
<tr>
<td>Semi-container Vessel</td>
<td>10 (-50.0)</td>
<td>0.4%</td>
<td>927 (+22.9)</td>
</tr>
<tr>
<td>Tug</td>
<td>5 (-68.8)</td>
<td>0.2%</td>
<td>158 (+17.0)</td>
</tr>
<tr>
<td>Others</td>
<td>36 (-25.0)</td>
<td>1.6%</td>
<td>28 (+40.0)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2 319 (+0.6)</td>
<td>100.0%</td>
<td>13 656 (+5.9)</td>
</tr>
</tbody>
</table>

(  ) % change over the same period of preceding year  N.A. Not available  @ Percentage share less than 0.05

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