

# Transportation Statistics

## Port Traffic

In 2005, Guangzhou was the leader in tonnage of port throughput in the Greater Pearl River Delta with 266 million tonnes. Hong Kong ranked second with 230 million tonnes, with Shenzhen third (154 million tonnes), and Foshan fourth (40 million tonnes). Port throughput in the Pearl River Delta Economic Zone was 578 million tonnes in 2005. This figure is slightly overstated as it includes port figures for the whole of Huizhou and the whole of Zhaoqing. Based on this figure, port throughput for the Greater Pearl River Delta region was 808 million tonnes in 2005. In comparison, Shanghai had a throughput of 443 million tonnes and Ningbo had a throughput of 269 million tonnes for a combined total of 712 million tonnes. Statistical sources in the Chinese Mainland sometimes use 'tons' in place of 'tonnes', while the meaning is metric tonnes.

Hong Kong was the world's second busiest container port in 2005, with a throughput of 22.60 million twenty-foot equivalent units (TEUs), after Singapore with 23.19 million TEUs. Within the Pearl River Delta Economic Zone, Shenzhen was the leader in container throughput with 16.20 million TEUs. Guangzhou was second with 5.08 million TEUs. Shanghai had a throughput of 18.08 million TEUs. Both the Shenzhen and Guangzhou figures were lower than container throughput in Shanghai and were far from that of Hong Kong. Overall, however, the Greater Pearl River Delta region is far and away the leading area for container traffic in China. This is due to its position as the leading trading region in China.

## Port Throughput, Selected Chinese Cities, 2005 \*

| Cities       | Throughput (million tonnes) |
|--------------|-----------------------------|
| Guangzhou    | 266                         |
| Hong Kong    | 230                         |
| Shenzhen     | 154                         |
| Foshan       | 40                          |
| Zhuhai       | 36                          |
| Dongguan     | 23                          |
| Zhongshan    | 21                          |
| Jiangmen     | 19                          |
| Huizhou (a)  | 15                          |
| Zhaoqing (a) | 5                           |
| Shanghai     | 443                         |
| Ningbo       | 269                         |

Notes: \* 2005 data for Chinese Mainland cities are preliminary.

(a) Figures for Huizhou and Zhaoqing include some areas outside the Pearl River Delta Economic Zone.

Sources: Statistics bureaux of local jurisdictions in Guangdong Province, Guangzhou Port, and Hong Kong Port Development Council.

## Port Container Throughput, Selected Chinese Cities, 2005

| Cities    | Throughput (TEUs million) |
|-----------|---------------------------|
| Hong Kong | 22.60                     |
| Shenzhen  | 16.20                     |
| Guangzhou | 5.08                      |
| Shanghai  | 18.08                     |
| Ningbo    | 5.21                      |

Sources: Hong Kong Port Development Council, Ningbo Port, and Shanghai International Port Group.

## Airport Traffic

Hong Kong had the leading airport in the Greater Pearl River Delta region in 2005, with 39.80 million passengers and 3.40 million tonnes of cargo. The leading airports in the Pearl River Delta Economic Zone were Guangzhou (23.56 million passengers and 600,604 tonnes of cargo) and Shenzhen (16.28 million passengers and 466,476 tonnes of cargo). Shanghai's two airports handled 41.46 million passengers and 2.22 million tonnes of cargo. Hong Kong's cargo flows exceeded those of all these airports.

### Air Traffic, Selected Chinese Cities, 2005

| Airport      | Passengers<br>(million) | Cargo<br>(000 tonnes) |
|--------------|-------------------------|-----------------------|
| Hong Kong    | 39.80                   | 3,402.25              |
| Guangzhou    | 23.56                   | 600.60                |
| Shenzhen     | 16.28                   | 466.48                |
| Macao (a)    | 4.25                    | 227.23                |
| Shanghai (b) | 41.46                   | 2,216.71              |

Notes: (a) Macao data excludes postal cargo.

(b) Combined figures for Pudong International Airport and Shanghai Hongqiao International Airport.

Sources: Hong Kong Civil Aviation Department, Macao International Airport, and General Administration of Civil Aviation of China.

## Comments

The transportation statistics for the Greater Pearl River Delta region must be compiled from a variety of sources, and it can be difficult to get a complete picture. One thing that the available statistics do show is that Hong Kong is the largest transportation hub for the Greater Pearl River Delta region. Its container port and airport are still the largest in the region. The presence of Hong Kong and the development of Shenzhen and Guangzhou make the Greater Pearl River Delta the leading area in China for international transport.