

# 香港統計月刊

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空運貨物統計

Air Cargo Statistics

# 空運貨物統計

## Air Cargo Statistics

香港國際機場是世界上最繁忙及設備最先進的機場之一，它鞏固了香港作為商業中心的地位，亦在香港成為物流中心的發展上擔當一個重要角色。以國際空運貨物吞吐量計算，香港國際機場在 2012 年繼續佔世界各地機場的首位。本文就 2008 年至 2012 年的香港空運貨物統計數字作詳細分析，本文亦會根據 2011 年第 1 季至 2013 年第 3 季的按季空運貨物統計數字，簡述這個行業較近期的表現。

The Hong Kong International Airport is one of the busiest and most advanced airports. It consolidates Hong Kong's position as a hub of commerce and plays a very important role in the development of Hong Kong as a logistics centre. In terms of international air cargo throughput, the Hong Kong International Airport continued to rank first among all airports in the world in 2012. This article provides a detailed analysis of the air cargo statistics of Hong Kong from 2008 to 2012 and briefly highlights the more recent performance of the industry by making reference to the quarterly air cargo statistics from the first quarter of 2011 to the third quarter of 2013.

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# 空運貨物統計

## Air Cargo Statistics

### 1. 引言

1.1 香港國際機場是世界上最繁忙及設備最先進的機場之一，它鞏固了香港作為商業中心的地位，亦在香港成為物流中心的發展上擔當一個重要角色。以國際空運貨物吞吐量計算，香港國際機場在 2012 年繼續佔世界各地機場的首位。

1.2 本文就 2008 年至 2012 年的香港空運貨物統計數字作詳細分析及會根據 2011 年第 1 季至 2013 年第 3 季的按季空運貨物統計數字，簡述這個行業較近期的表現。

### 2. 資料來源

2.1 香港空運貨物統計數字是民航處根據現時三個空運貨站所提供的數據所編製。該三個貨站分別為香港空運貨站有限公司、亞洲空運中心有限公司及速遞貨運站。其他機場的國際空運貨物的吞吐量資料則是由國際機場協會提供。此外，香港貿易統計數字則由政府統計處編製。

### 1. Introduction

1.1 The Hong Kong International Airport is one of the busiest and most advanced airports. It consolidates Hong Kong's position as a hub of commerce and plays a very important role in the development of Hong Kong as a logistics centre. In terms of international air cargo throughput, the Hong Kong International Airport continued to rank first among all airports in the world in 2012.

1.2 This article provides a detailed analysis of the air cargo statistics of Hong Kong from 2008 to 2012 and also briefly highlights the more recent performance of the industry by making reference to the quarterly air cargo statistics from the first quarter of 2011 to the third quarter of 2013.

### 2. Data sources

2.1 Air cargo statistics of Hong Kong are compiled by the Civil Aviation Department based on information provided by the three air cargo operators, namely, Hong Kong Air Cargo Terminals Limited, Asia Airfreight Terminal Company Limited and Express Cargo Terminal. The information of the international air cargo throughput of other airports is obtained from the Airports Council International. Besides, trade statistics of Hong Kong are compiled by the Census and Statistics Department.

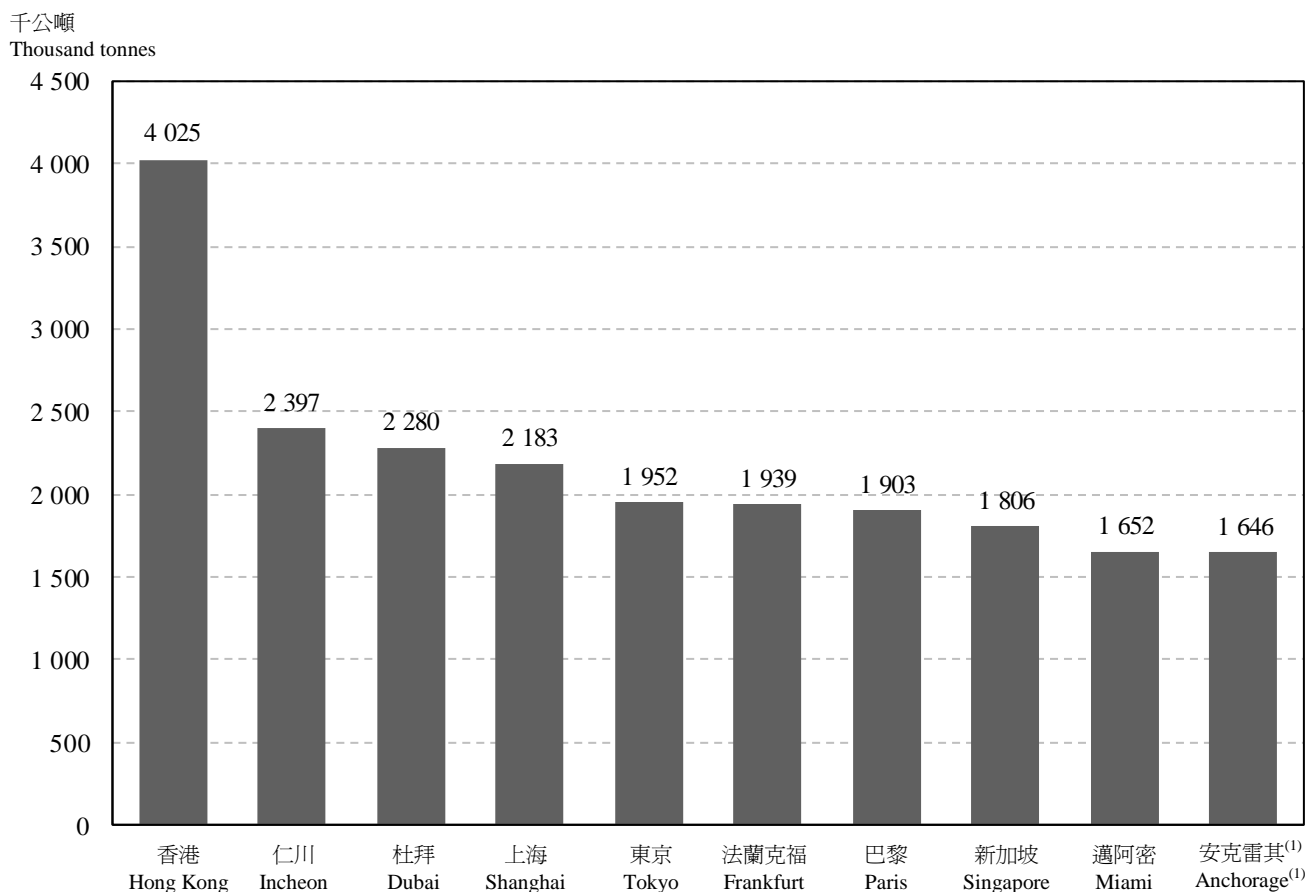
### 3. 國際空運貨物吞吐量排名次序

3.1 香港國際機場在 2012 年的貨物吞吐量為 403 萬公噸，佔世界各地機場的國際空運貨物<sup>1</sup> 吞吐量首位。而緊接着的是仁川、杜拜、上海及東京，它們的吞吐量分別是 240、228、218 及 195 萬公噸。（圖 1）

### 3. International air cargo throughput ranking

3.1 The cargo throughput of the Hong Kong International Airport in 2012, at 4.03 million tonnes<sup>1</sup>, was the largest in terms of international air cargoes<sup>1</sup> handled among all airports in the world followed by airports in Incheon, Dubai, Shanghai and Tokyo. Their respective figures on throughput were 2.40, 2.28, 2.18 and 1.95 million tonnes. (Chart 1)

圖 1 2012 年國際機場按空運貨物吞吐量的排名次序（首十位）  
Chart 1 Ranking of international airports by air cargo throughput in 2012 (Top 10)



註釋： (1) 包括過境貨運。

資料來源：國際機場協會

Note: (1) Includes transit freight.

Source: Airports Council International

1 不包括在國家／地區以內的空運吞吐量。

1 Excluding domestic air cargo throughput within the country/territory.

## 4. 香港的空運貨物吞吐量

### 2008 年至 2012 年按年空運貨物吞吐量

4.1 香港的空運貨物吞吐量由 2008 年的 363 萬公噸普遍增加至 2012 年的 403 萬公噸，平均按年增長率為 2.6%。此增長率高於總貨物吞吐量在同期間的平均按年增長率 0.4%。（圖 2）

4.2 空運貨物的增長較大部分是由離港貨物所帶動。離港空運貨物由 2008 年的 230 萬公噸增加至 2012 年的 256 萬公噸，平均按年增長率為 2.7%。同期間，抵港空運貨物由 133 萬公噸增加至 146 萬公噸，平均按年增長率為 2.5%。（圖 2）

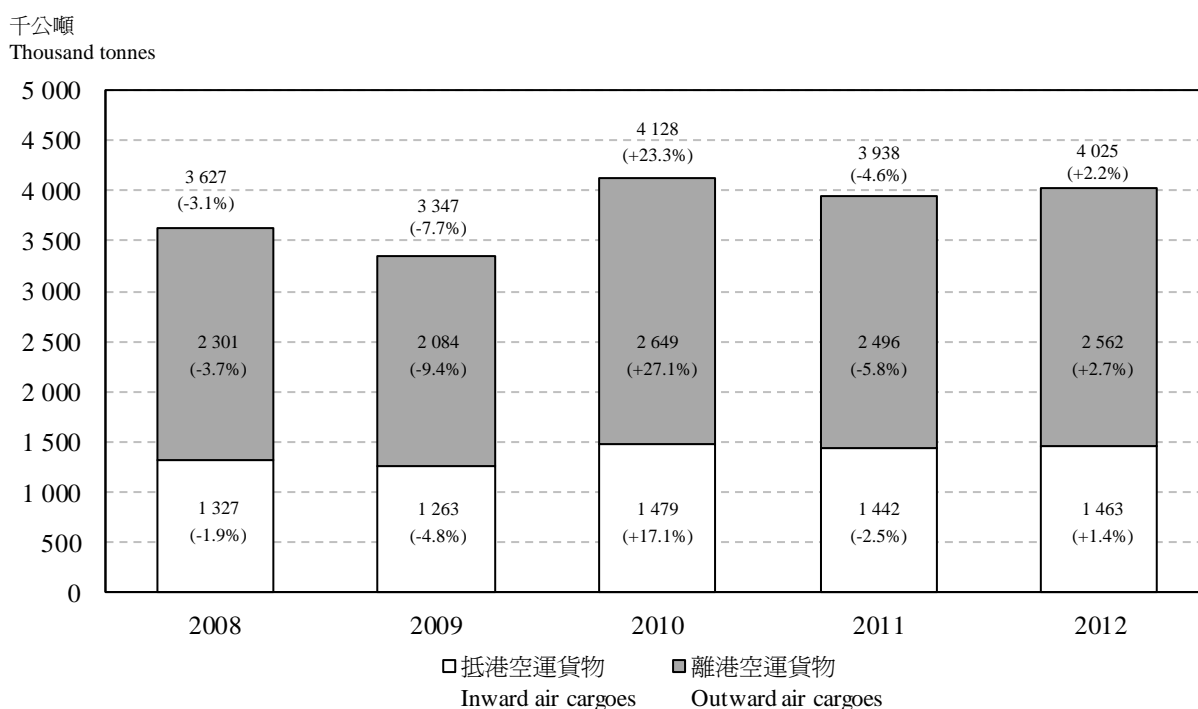
## 4. Air cargo throughput of Hong Kong

### Annual air cargo throughput from 2008 to 2012

4.1 The air cargo throughput of Hong Kong increased generally from 3.63 million tonnes in 2008 to 4.03 million tonnes in 2012 with an average annual growth rate of 2.6%. This was higher than the 0.4% average annual growth rate for the total cargo throughput over the same period. (Chart 2)

4.2 The growth in the air cargo throughput was in a larger part contributed by the outward air cargoes which increased from 2.30 million tonnes in 2008 to 2.56 million tonnes in 2012, with an average annual growth rate of 2.7%. Over the same period, inward air cargoes increased from 1.33 million tonnes to 1.46 million tonnes, with an average annual growth rate of 2.5%. (Chart 2)

圖 2 2008 年至 2012 年的空運貨物吞吐量  
Chart 2 Air cargo throughputs, 2008 to 2012



註釋： 括號內的數字指與去年比較的變動百分率。  
由於四捨五入關係，個別數字相加起來可能不等於其總計。

資料來源： 民航處

Notes: Figures in brackets refer to percentage changes over preceding year.  
Figures may not add up to the respective totals due to rounding.

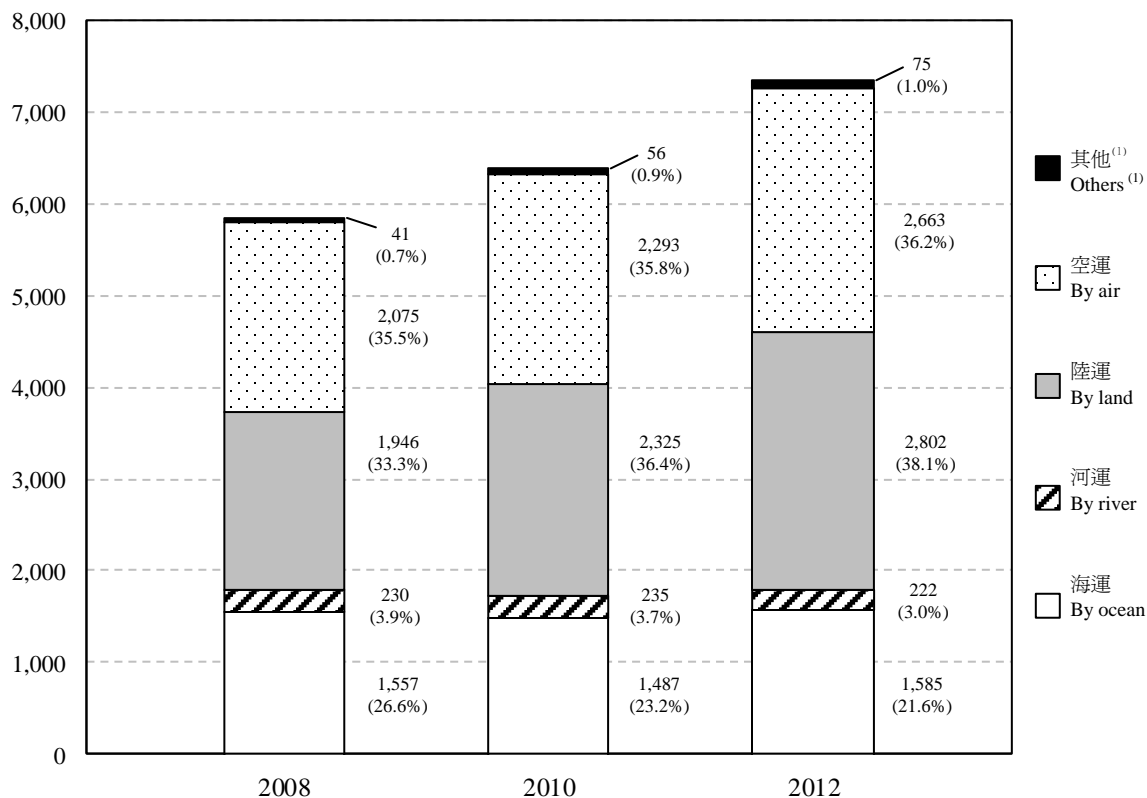
Source: Civil Aviation Department

4.3 以貨物噸量計算，空運貨物只佔 2012 年香港總貨物吞吐量的 1.3%。雖然空運貨物在總貨物吞吐量中所佔的比重很少，但是在 2008 年至 2012 年期間，其在香港總貿易貨值所佔的比重則約為 36%。這反映航空貨運業在香港經濟中所扮演的角色相當重要。（圖 3）

4.3 In terms of tonnage, cargoes transported by air constituted only 1.3% of the total cargo throughput of Hong Kong in 2012. Despite the small share of air cargoes in the total cargo throughput, they accounted for about 36% of the total trade value of Hong Kong during 2008 and 2012. This reflected the importance of the air freight industry in the Hong Kong economy. (Chart 3)

**圖 3 2008 年、2010 年及 2012 年按運輸方式劃分的對外商品貿易統計**  
**Chart 3 External merchandise trade statistics by mode of transport, 2008, 2010 and 2012**

十億港元  
 HK\$ billion



註釋： (1) 包括手提運送及郵遞。  
 括號內的數字指在相應的總計中所佔的百分率。  
 由於四捨五入關係，每年各百分率相加起來可能不等於 100。

資料來源：政府統計處

Notes: (1) Include trade by hand carried and parcel post.  
 Figures in brackets refer to the percentage shares to the respective total.  
 The percentage shares in a year may not add up to 100 due to rounding.

Source: Census and Statistics Department

### 主要的裝貨／卸貨地區

4.4 抵港的空運貨物主要來自亞洲國家／地區。在 2008 年至 2012 年期間，來自亞洲國家／地區的抵港貨物由 93 萬公噸增加至 97 萬公噸，但其所佔的比重則由 70% 下跌至 66%。（圖 4）

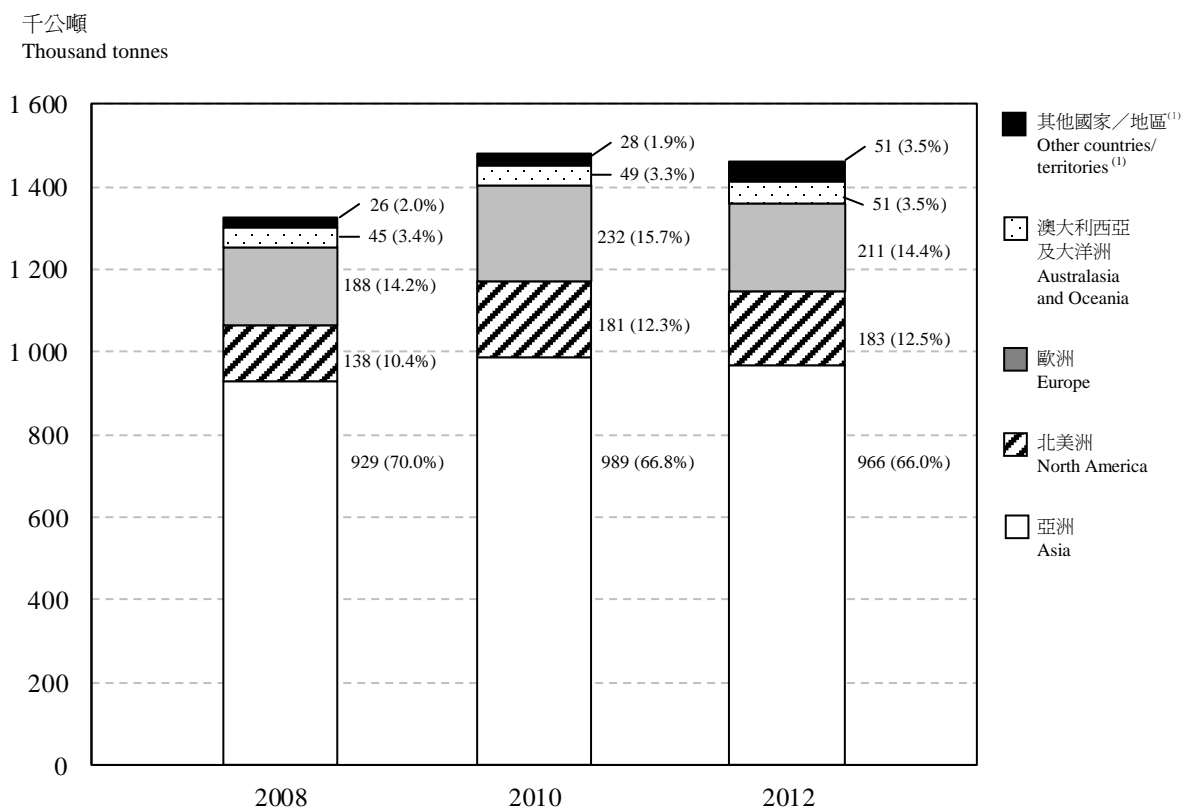
4.5 其他主要裝貨國家／地區為歐洲和北美洲。在 2012 年，它們分別佔總抵港貨物約 14% 和 13%。然而，值得注意的是，由北美洲抵港貨物所佔的比重有上升趨勢，而由亞洲抵港貨物所佔的比重則下降。（圖 4）

### Major regions of loading/discharge

4.4 Inward air cargoes came mainly from countries/territories in Asia. From 2008 to 2012, inward cargoes from Asia increased from 0.93 million tonnes to 0.97 million tonnes, while its share decreased from 70% to 66%. (Chart 4)

4.5 Other major countries/territories of loading included Europe and North America, accounting for around 14% and 13% of the total inward cargoes in 2012. However, it should be noted that while the share of inward cargoes from North America exhibited an upward trend, there was a decline in the share of inward cargoes from Asia. (Chart 4)

**圖 4 2008 年、2010 年及 2012 年按主要裝貨地區劃分的抵港空運貨物**  
**Chart 4 Inward movement of air cargoes by major region of loading, 2008, 2010 and 2012**



註釋： (1) 包括中東地區。  
括號內的數字指在相應的總計中所佔的百分率。  
由於四捨五入關係，每年各百分率相加起來可能不等於 100。

資料來源： 民航處

Notes: (1) Include Middle East.  
Figures in brackets refer to the percentage shares to the respective total.  
The percentage shares in a year may not add up to 100 due to rounding.

Source: Civil Aviation Department

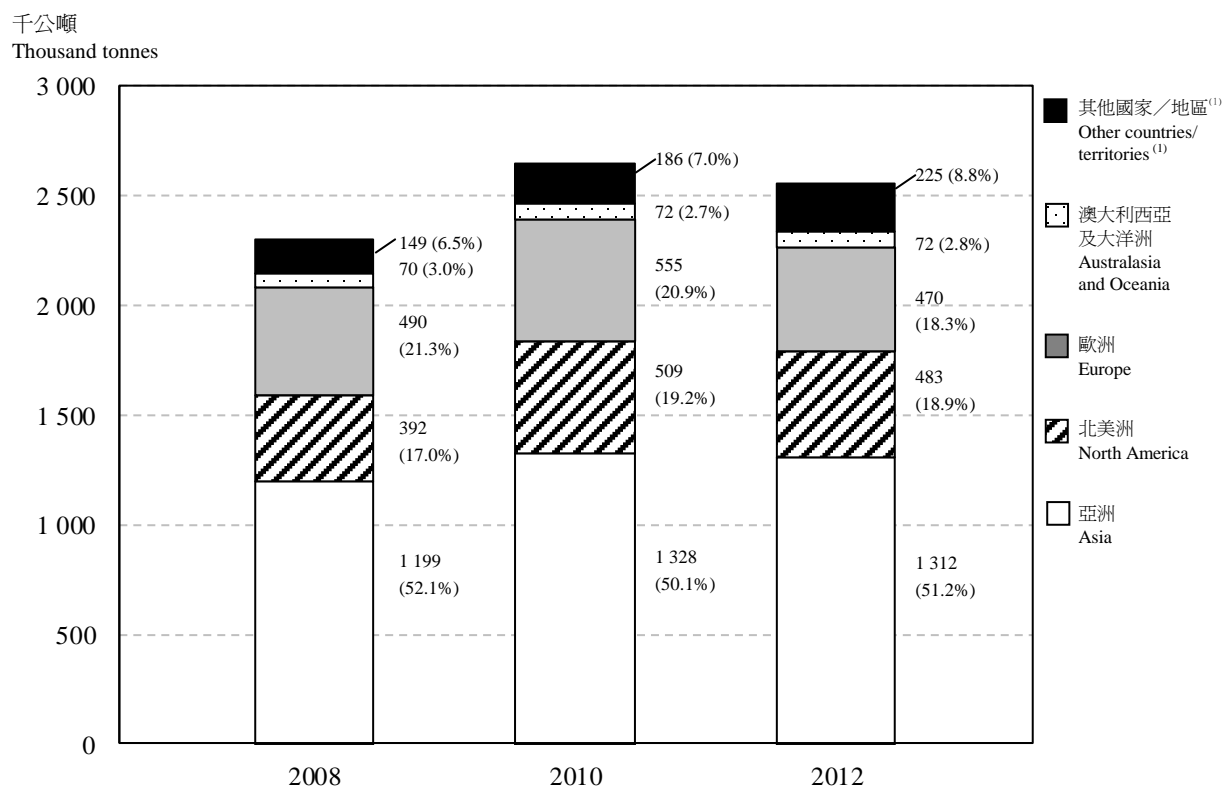
4.6 與抵港貨物相似，在離港貨物中，有很大比重是於亞洲的國家／地區卸貨，超逾總離港貨物的半數。在 2012 年，有關的離港貨物達 131 萬公噸，其在 2008 年相應的數字為 120 萬公噸，平均按年升幅為 2.3%。（圖 5）

4.7 緊次於亞洲的主要卸貨國家／地區是歐洲和北美洲。離港至歐洲的貨物所佔的比重由 2008 年的 21% 下跌至 2012 年的 18%。同期間，輸往北美洲的貨物所佔的比重則由 17% 上升至 19%。（圖 5）

4.6 Like inward cargoes, a significant proportion of outward cargoes were discharged in countries/territories in Asia, accounting for over half of the total outward cargoes. In 2012, there were 1.31 million tonnes of such cargoes. Compared with the 1.20 million tonnes in 2008, this represented an average annual growth rate of 2.3%. (Chart 5)

4.7 Europe and North America were also the major countries/territories of discharge, just after Asia. The share of outward cargoes to Europe decreased from 21% in 2008 to 18% in 2012. Over the same period, the share of outward cargoes to North America increased from 17% to 19%.(Chart 5)

**圖 5 2008 年、2010 年及 2012 年按主要卸貨地區劃分的離港空運貨物**  
**Chart 5 Outward movement of air cargoes by major region of discharge, 2008, 2010 and 2012**



註釋：  
 (1) 包括中東地區。  
 括號內的數字指在相應的總計中所佔的百分率。  
 由於四捨五入關係，每年各百分率相加起來可能不等於 100。

資料來源：民航處

Notes: (1) Include Middle East.  
 Figures in brackets refer to the percentage shares to the respective total.  
 The percentage shares in a year may not add up to 100 due to rounding.

Source: Civil Aviation Department



## 2011 年第 1 季至 2013 年第 3 季的按季空運貨物吞吐量

4.8 圖 6 顯示 2011 年第 1 季至 2013 年第 3 季按季空運貨物吞吐量的統計數字。2013 年第 1 至第 3 季的貨物吞吐量較 2012 年第 1 至第 3 季分別上升 1.6%、2.3% 及 1.2%。

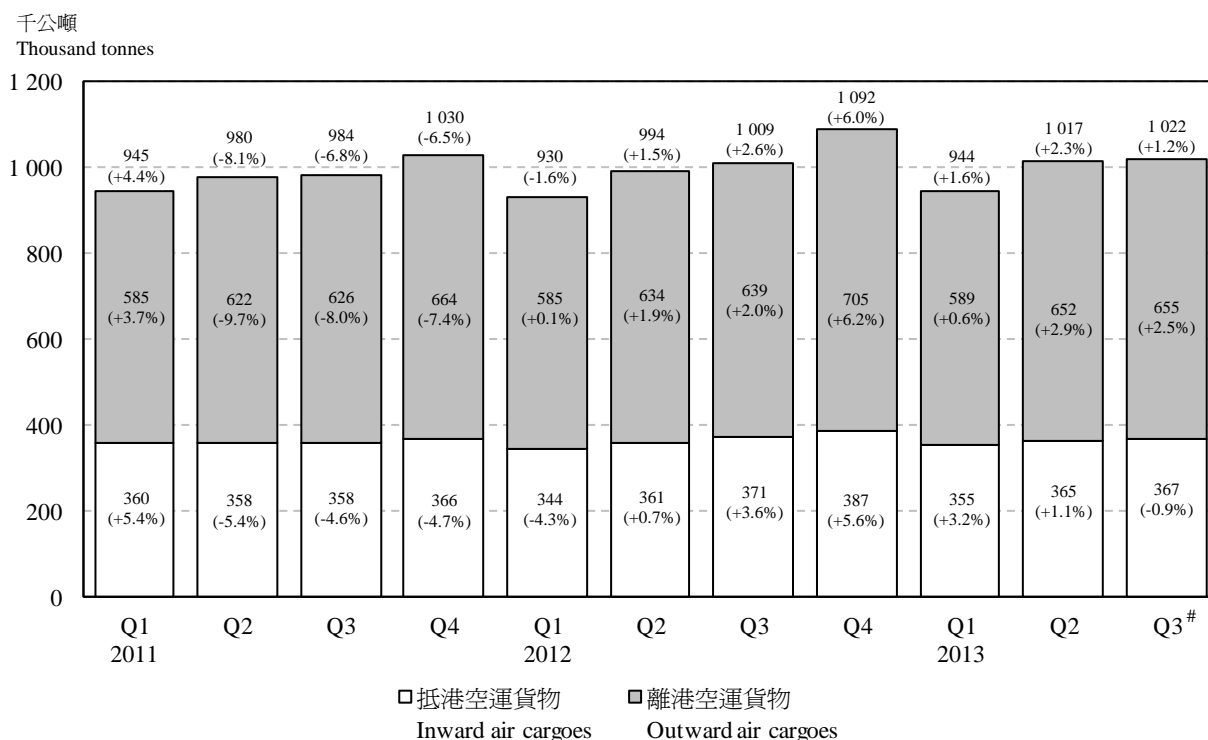
4.9 在 2013 年第 3 季的 102 萬公噸空運貨物吞吐量中，66 萬公噸為離港空運貨物，較上年上升 2.5%，而抵港空運貨物則有 37 萬公噸，較上年下跌 0.9%。（圖 6）

## Quarterly air cargo throughput from the first quarter of 2011 to the third quarter of 2013

4.8 Chart 6 shows the quarterly statistics on air cargo throughput from the first quarter of 2011 to the third quarter of 2013. The air cargo throughput recorded year-on-year increase of 1.6%, 2.3% and 1.2% in first quarter to third quarter of 2013 when compared with the first quarter to third quarter of 2012.

4.9 Of the 1.02 million tonnes of the total air cargo throughput in the third quarter of 2013, 0.66 million tonnes were outward air cargoes with a year-on-year increase of 2.5%, while 0.37 million tonnes were inward air cargoes with a year-on-year decrease of 0.9%. (Chart 6)

**圖 6 2011 年第 1 季至 2013 年第 3 季的按季空運貨物吞吐量**  
**Chart 6 Quarterly air cargo throughputs, first quarter of 2011 to third quarter of 2013**



註釋： 括號內的數字指與去年同期比較的變動百分率。

由於四捨五入關係，個別數字相加起來可能不等於其總計。

# 臨時數字。

資料來源： 民航處

Notes: Figures in brackets refer to the percentage changes over the same period of preceding year.

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

# Provisional figure.

Source: Civil Aviation Department