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Feature Article

空運貨物統計
Air Cargo Statistics

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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 2014 年繼續佔世界各地機場的首位。本文就 2010 年至 2014 年的香港空運貨物統計數字作詳細分析，本文亦會根據 2013 年第 1 季至 2015 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 2014. This article provides a detailed analysis of the air cargo statistics of Hong Kong from 2010 to 2014 and briefly highlights the more recent performance of the industry by making reference to the quarterly air cargo statistics from the first quarter of 2013 to the third quarter of 2015.

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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 2014 年繼續佔世界各地機場的首位。

1.2 本文就 2010 年至 2014 年的香港空運貨物統計數字作詳細分析，以及根據 2013 年第 1 季至 2015 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香港機場管理局所提供的數據編製而成的。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，香港貿易統計數字是由政府統計處編製的。

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 2014.

1.2 This article provides a detailed analysis of the air cargo statistics of Hong Kong from 2010 to 2014 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 2013 to the third quarter of 2015.

2. Data sources

2.1 Air cargo statistics of Hong Kong are compiled by the Civil Aviation Department based on information provided by the Airport Authority Hong Kong. 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2014年的貨物吞吐量為438萬公噸，佔世界各地機場的國際空運貨物¹吞吐量首位。而緊接着的是仁川、杜拜、上海及台北，它們的吞吐量分別是247萬公噸、237萬公噸、233萬公噸及207萬公噸。

(圖1)

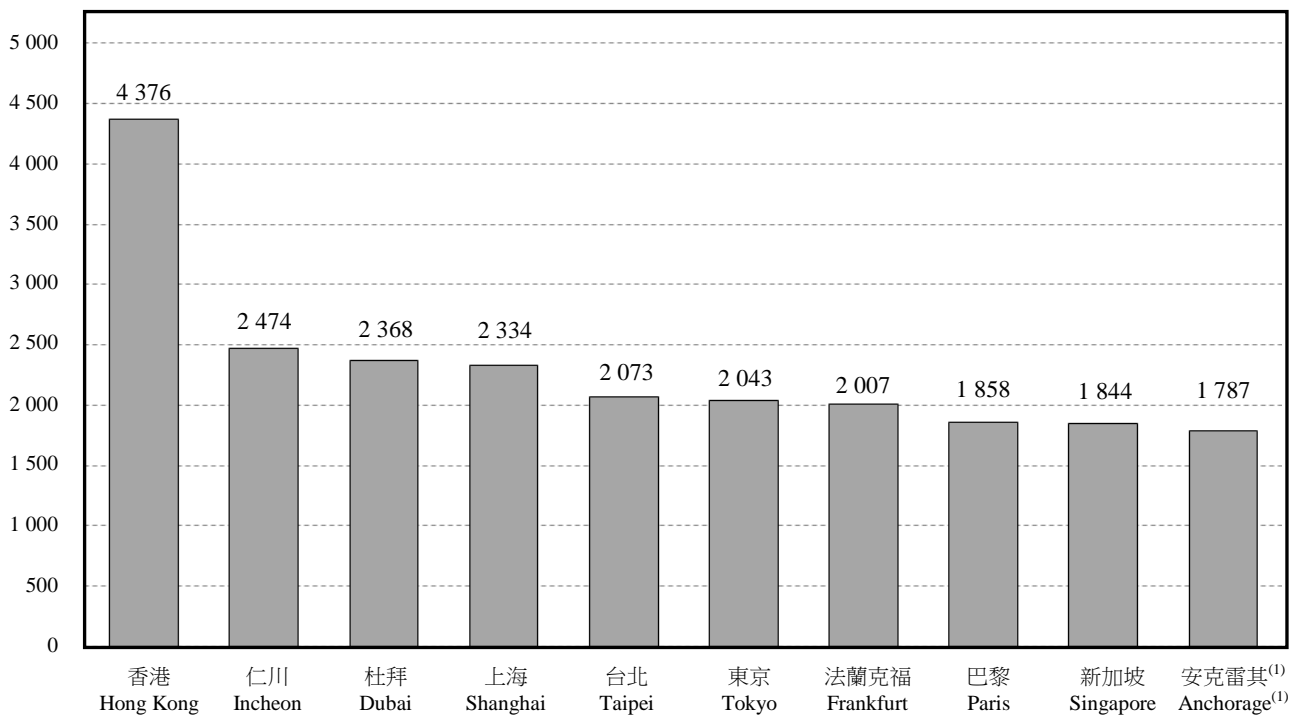
3. International air cargo throughput ranking

3.1 The cargo throughput of the Hong Kong International Airport in 2014, at 4.38 million tonnes, was the largest in terms of international air cargoes¹ handled among all airports in the world followed by airports in Incheon, Dubai, Shanghai and Taipei. Their respective figures on throughput were 2.47 million tonnes, 2.37 million tonnes, 2.33 million tonnes and 2.07 million tonnes. (Chart 1)

圖1 2014年國際機場按空運貨物吞吐量的排名次序(首10位)

Chart 1 Ranking of international airports by air cargo throughput in 2014 (Top 10)

千公噸
Thousand tonnes



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

2010 年至 2014 年按年空運貨物吞吐量

4.1 香港的空運貨物吞吐量由 2010 年的 413 萬公噸普遍增加至 2014 年的 438 萬公噸，平均按年增長率為 1.5%。此增長低於總貨物吞吐量在同期間的平均按年增長率 2.0%。（圖 2）

4.2 空運貨物吞吐量的增長較大部分是由抵港貨物所帶動。抵港空運貨物由 2010 年的 148 萬公噸增加至 2014 年的 159 萬公噸，平均按年增長率為 1.7%。同期間，離港空運貨物由 265 萬公噸增加至 279 萬公噸，平均按年增長率為 1.3%。（圖 2）

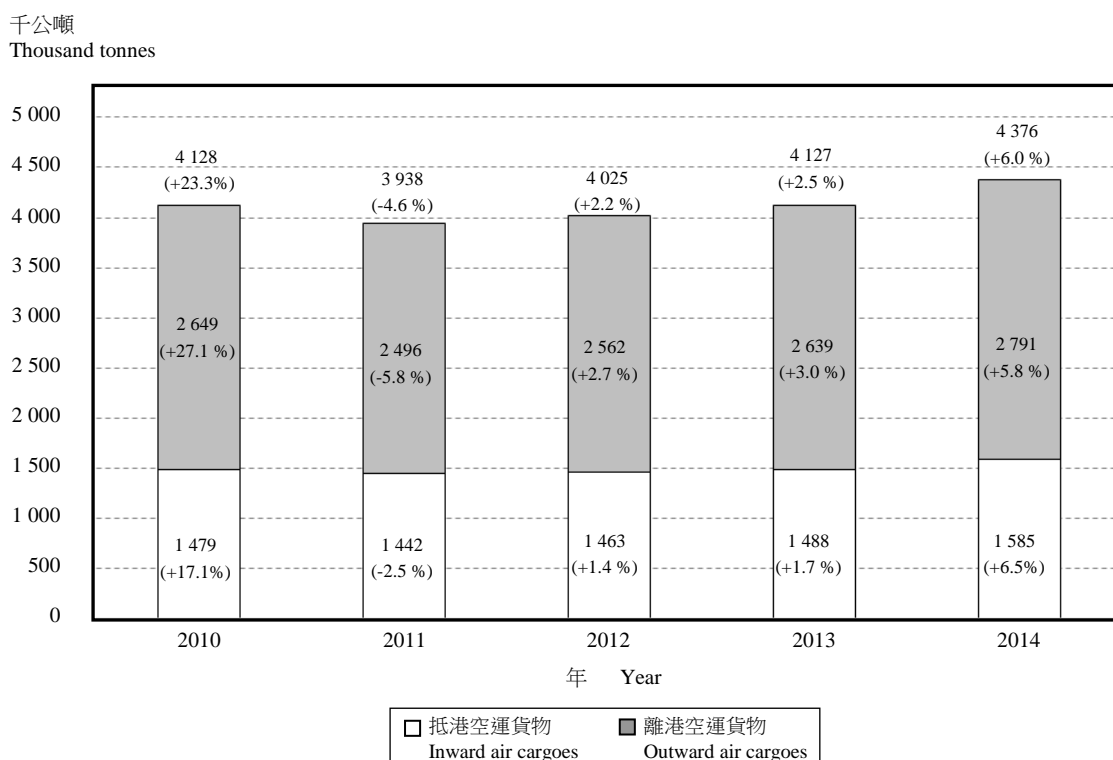
4. Air cargo throughput of Hong Kong

Annual air cargo throughput from 2010 to 2014

4.1 The air cargo throughput of Hong Kong increased generally from 4.13 million tonnes in 2010 to 4.38 million tonnes in 2014 with an average annual growth rate of 1.5%. This was lower than the 2.0% 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 inward air cargoes which increased from 1.48 million tonnes in 2010 to 1.59 million tonnes in 2014, with an average annual growth rate of 1.7%. Over the same period, outward air cargoes increased from 2.65 million tonnes to 2.79 million tonnes, with an average annual growth rate of 1.3%. (Chart 2)

圖 2 2010 年至 2014 年的空運貨物吞吐量
Chart 2 Air cargo throughputs, 2010 to 2014



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，個別數字加起來可能與總數不符。

資料來源： 民航處

Notes: Figures in brackets refer to percentage change over preceding year.

Figures may not add up to total due to rounding.

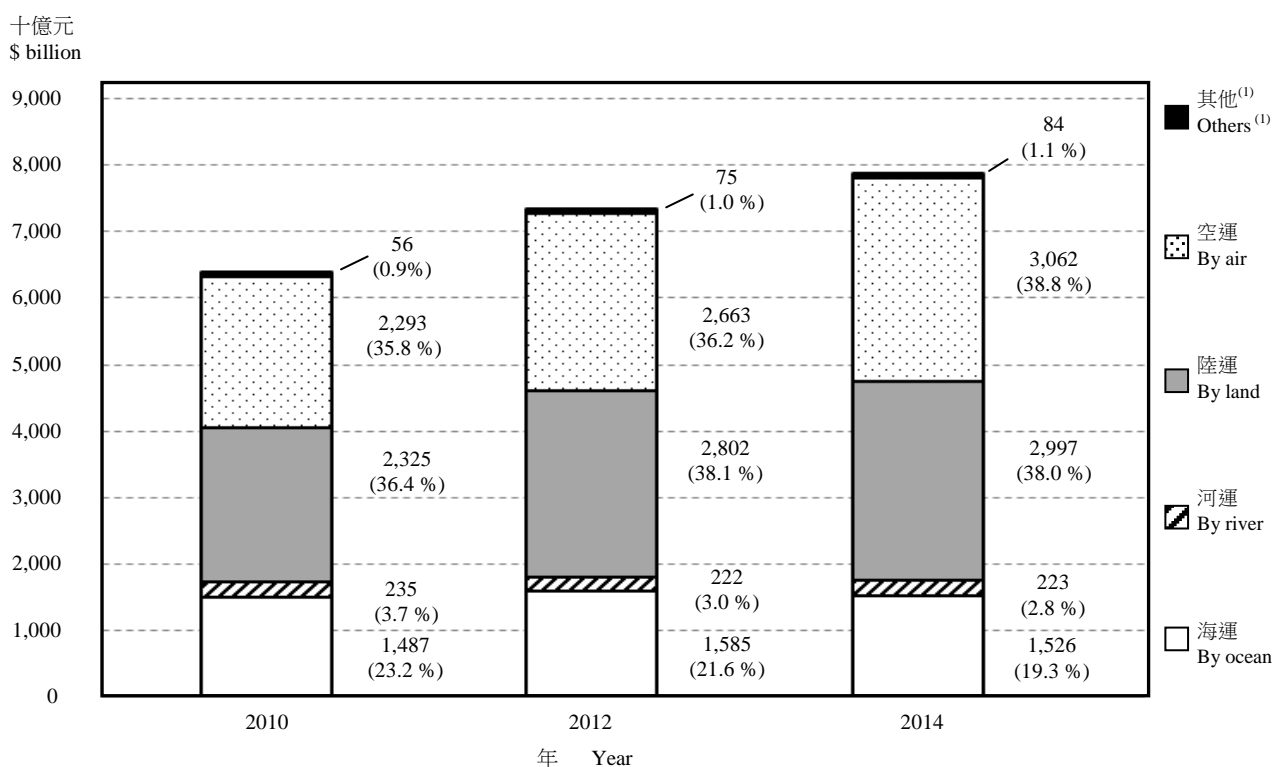
Source: Civil Aviation Department

4.3 以貨物噸量計算，空運貨物只佔 2014 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小，但其在香港總貿易貨值中所佔的比重則由 2010 年的 36% 升至 2014 年的 39%，這反映航空貨運業在香港經濟中所扮演的角色日益重要。

(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 2014. 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 in 2010 and the proportion rose to 39% in 2014. This reflected the growing importance of the air freight industry in the Hong Kong economy. (Chart 3)

圖 3 2010 年、2012 年及 2014 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, 2010, 2012 and 2014



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，個別數字加起來可能不等於 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 share of the respective total. They 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 2010 年至 2014 年期間，來自亞洲國家／地區的抵港貨物由 99 萬公噸增至 105 萬公噸，而其所佔的比重則由 67% 減至 66%。

(圖 4)

4.5 其他主要裝貨國家／地區為歐洲和北美洲。在 2014 年，它們分別佔總抵港貨物約 14% 和 12%。然而，值得注意的是，由北美洲抵港貨物所佔的比重保持平穩，而由歐洲抵港貨物所佔的比重則下降。

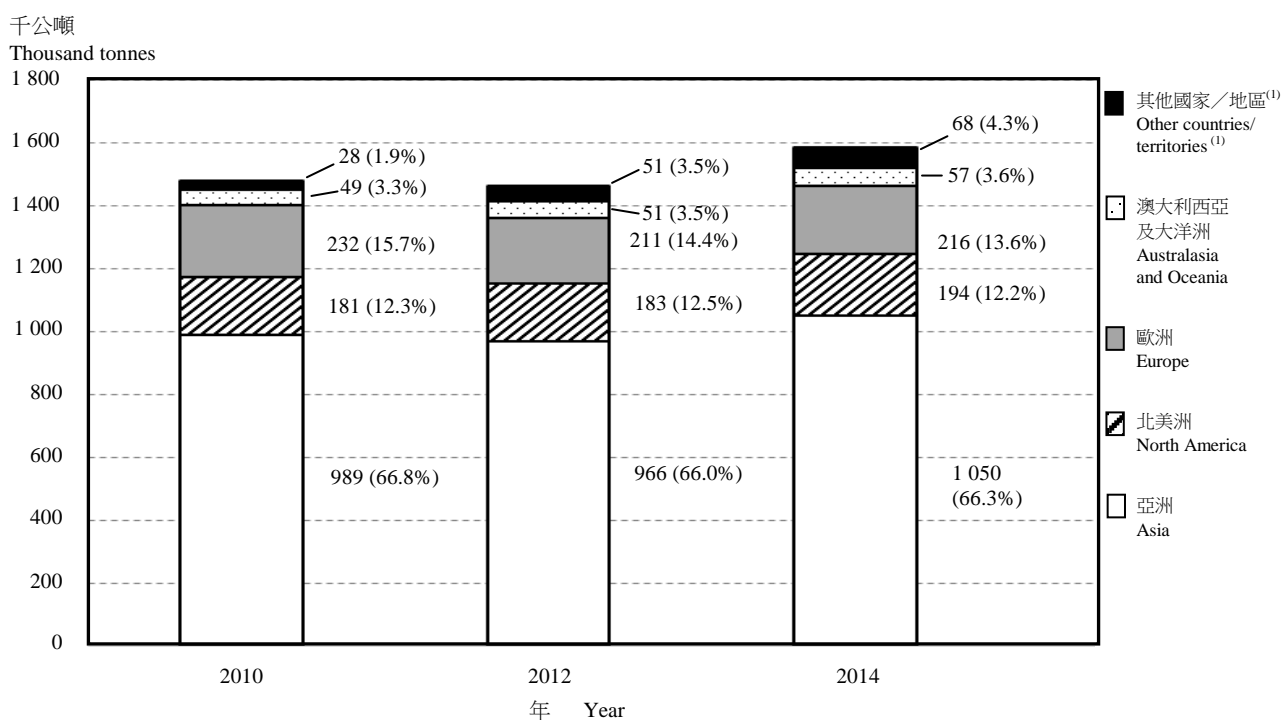
(圖 4)

Major regions of loading/discharge

4.4 Inward air cargoes came mainly from countries/territories in Asia. From 2010 to 2014, inward cargoes from Asia grew from 0.99 million tonnes to 1.05 million tonnes, while its share decreased from 67% to 66%.

4.5 Other major countries/territories of loading included Europe and North America, accounting for around 14% and 12% of the total inward cargoes in 2014 respectively. However, it should be noted that while the share of inward cargoes from North America held steady, there was a decline in the share of inward cargoes from Europe.

圖 4 2010 年、2012 年及 2014 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, 2010, 2012 and 2014



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，個別數字加起來可能不等於 100%。

資料來源： 民航處

Notes: (1) Include Middle East.

Figures in brackets refer to the percentage share of the respective total. They 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 2014 年，有關的離港貨物達 144 萬公噸，其在 2010 年相應的數字為 133 萬公噸，平均按年增長率為 2.1%。

(圖 5)

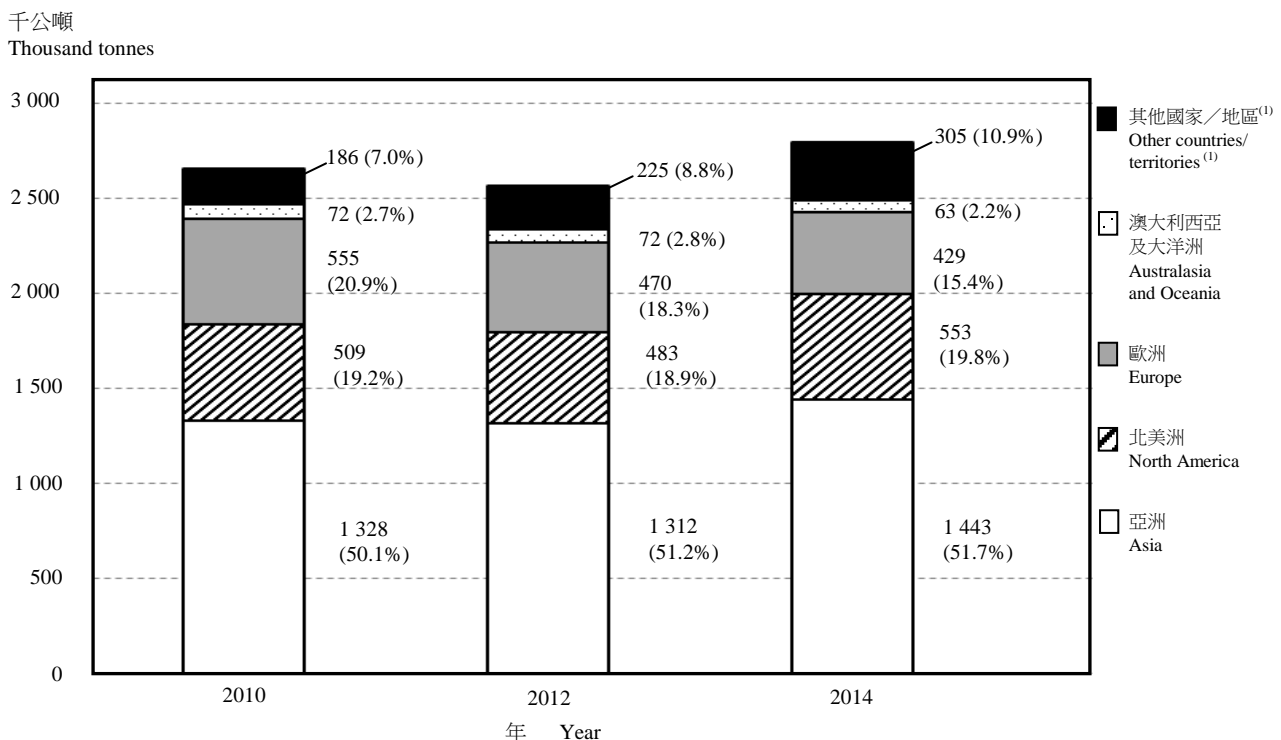
4.7 僅次於亞洲的主要卸貨國家／地區是北美洲和歐洲。離港至北美洲的貨物所佔的比重由 2010 年的 19% 上升至 2014 年的 20%。同期間，輸往歐洲和澳大利西亞及大洋洲的貨物所佔的比重則分別由 21% 下降至 15% 和由 3% 下降至 2%。另一方面，其他國家／地區所佔的比重，則由 7% 上升至 11%。

(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 2014, there were 1.44 million tonnes. Compared with the 1.33 million tonnes in 2010, this represented an average annual growth rate of 2.1%. (Chart 5)

4.7 North America and Europe were the major countries/territories of discharge, just after Asia. The share of outward cargoes to North America increased from 19% in 2010 to 20% in 2014. Over the same period, the share of outward cargoes to Europe as well as Australasia and Oceania dropped from 21% to 15% and from 3% to 2% respectively. On the other hand, the share of other countries/territories showed a rise from 7% to 11%. (Chart 5)

圖 5 2010 年、2012 年及 2014 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, 2010, 2012 and 2014



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，個別數字加起來可能不等於 100%。

資料來源： 民航處

Notes: (1) Include Middle East.

Figures in brackets refer to the percentage share of the respective total. They may not add up to 100% due to rounding.

Source: Civil Aviation Department

2013年第1季至2015年第3季的按季空運貨物吞吐量

4.8 圖6顯示2013年第1季至2015年第3季按季空運貨物吞吐量的統計數字。與2014年相比，航空貨運吞吐量在2015年第1季錄得2.9%的按年增長，但在第2和第3季度則分別按年下跌1.4%和0.7%。

4.9 在2015年第3季的109萬公噸空運貨物吞吐量中，70萬公噸為離港空運貨物，而抵港空運貨物則有39萬公噸，按年下跌百分率分別為0.2%及1.5%。（圖6）

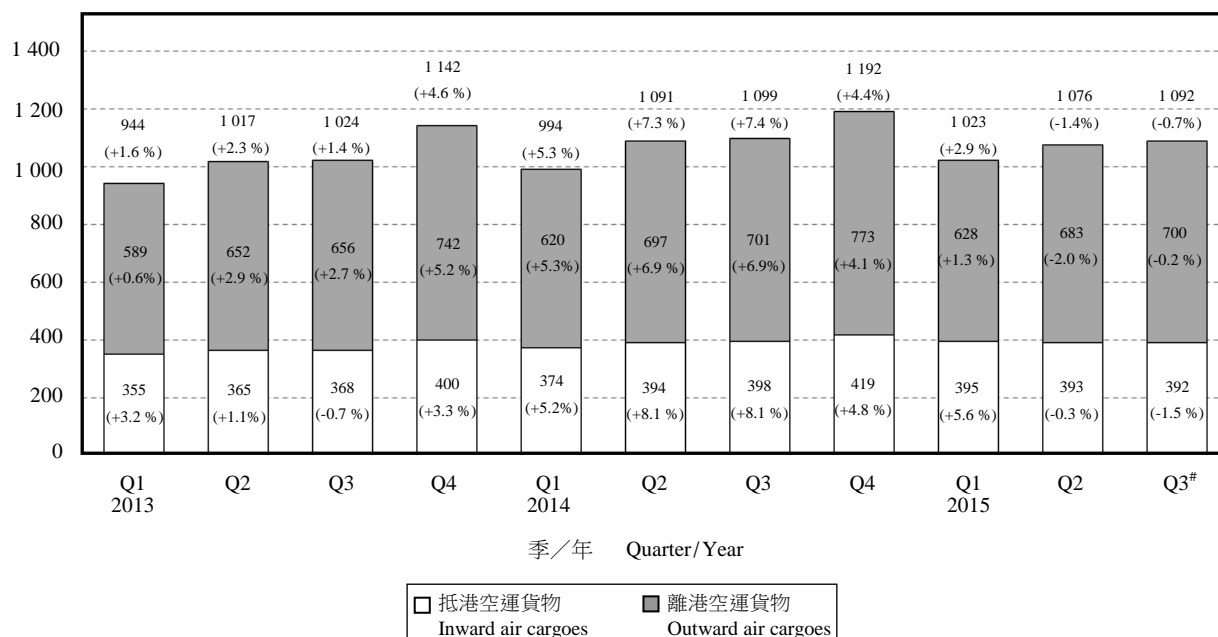
Quarterly air cargo throughput from the first quarter of 2013 to the third quarter of 2015

4.8 Chart 6 shows the quarterly statistics on air cargo throughput from the first quarter of 2013 to the third quarter of 2015. Comparing with 2014, the air cargo throughput recorded a 2.9% year-on-year increase in the first quarter of 2015, but fell 1.4% and 0.7% on a year-on-year basis respectively in the second and third quarter of 2015.

4.9 Of the 1.09 million tonnes of the total air cargo throughput in the third quarter of 2015, 0.70 million tonnes were outward air cargoes and 0.39 million tonnes were inward air cargoes, with the year-on-year rates of decrease being 0.2% and 1.5% respectively. (Chart 6)

圖6 2013年第1季至2015年第3季的按季空運貨物吞吐量
Chart 6 Quarterly air cargo throughputs, first quarter of 2013 to third quarter of 2015

千公噸
Thousand tonnes



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，個別數字加起來可能與總數不符。

臨時數字。

資料來源： 民航處

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

Figures may not add up to total due to rounding.

Provisional figures.

Source: Civil Aviation Department