

Original article. Economics studies
УДК 338(510)
<https://doi.org/10.31696/2227-5568-2024-01-127-145>

HONG KONG PORT: THE FORMER AND FUTURE LEADER OF THE PORT INDUSTRY?

Nelli Semenova

Institute of Oriental Studies of the Russian Academy of Sciences, Moscow, Russia,
semenovanelli-2011@mail.ru, <https://orcid.org/0000-0001-7872-8972>

Abstract. The special status of Hong Kong and the specifics of its historical development have an impact on the current state of the economy, including the port development of the Special Administrative Region of the People's Republic of China. The article analyzes the place of Hong Kong in the global and regional port systems, the history of the economic and political formation of Hong Kong, the economic indicators of the port over a thirty-year period.

Investigating the causes of the economic decline, the author comes to the conclusion that the reasons for the weakening of the economy of Hong Kong container ports are a combination of several factors, including increased competition within and outside the industry, especially from the port cities of mainland China, the expansion of buyers' opportunities for air and rail transportation, etc. The problem of Chino-American trade significantly increases these risks. Ports in China and other countries are becoming more competitive, putting pressure on Hong Kong. Despite the fact that the global rating of Hong Kong Port has declined in recent years, it has not lost its status as a center of high-quality logistics services. On the contrary, in the face of increasingly fierce competition from nearby ports, the container traffic of Hong Kong ports is still among the top ten in the world, reflecting its reliable logistics infrastructure and professional logistics service capabilities.

Keywords: Hong Kong Special Administrative Region of the People's Republic of China, history, port economy, economy, development prospects

For citation: Semenova N. K. Hong Kong Port: the former and future leader of the port industry? *Eastern Analytics*. 2024;(1):127-145. <https://doi.org/10.31696/2227-5568-2024-01-127-145>

Научная статья. Экономические науки

ПОРТ ГОНКОНГА: БЫВШИЙ И БУДУЩИЙ ЛИДЕР ПОРТОВОЙ ОТРАСЛИ?

Нелли Кимовна Семенова

Институт востоковедения РАН, Москва, Россия,
semenovanelli-2011@mail.ru, <https://orcid.org/0000-0001-7872-8972>

Аннотация. Особый статус Гонконга и особенности его исторического развития оказывают влияние на современное состояние экономики, в том числе портовое развитие Специального административного района Китайской Народной Республики. В статье анализируется место Гонконга в глобальной и региональной портовой системе, истории экономического и политического становления Гонконга, экономических показателей порта за тридцатилетний период.



Контент доступен под лицензией Creative Commons «Attribution-ShareAlike» («Атрибуция-СохранениеУсловий») 4.0 Всемирная.

Исследуя причины экономического спада, автор приходит к выводу, что причинами ослабления экономики контейнерных портов Гонконга является совокупность нескольких факторов, в том числе усиление конкуренции внутри и за пределами отрасли, особенно со стороны портовых городов материкового Китая, расширение возможностей покупателей для авиа- и железнодорожных перевозок и т. д. Проблема китайско-американской торговли существенно увеличивает эти риски. Порты Китая и других стран становятся более конкурентоспособными, оказывая давление на Гонконг. Несмотря на то, что глобальный рейтинг порта Гонконга в последние годы снизился, он не утратил статуса центра качественных логистических услуг, напротив, в условиях все более жесткой конкуренции со стороны близлежащих портов контейнерные перевозки портов Гонконга по-прежнему входят в десятку лучших портов мира, что отражает надежную логистическую инфраструктуру и возможности профессионального логистического обслуживания.

Ключевые слова: Гонконг, специальный административный район Китайской Народной Республики, история, портовое хозяйство, экономика, перспективы развития

Для цитирования: Семенова Н. К. Порт Гонконга: бывший и будущий лидер портовой отрасли? *Восточная аналитика*. 2024;14(1):127-145. (На англ. яз.). <https://doi.org/10.31696/2227-5568-2024-01-127-145>

With more than 150 years of maritime development history, Hong Kong has become one of the largest maritime centers in the world, which plays a decisive role in the functioning of the modern global maritime industry. International Shipping Centers (MSC) are important port cities that distribute shipping resources on a global scale based on high-quality port facilities, advanced logistics systems and key geographical points provided by high-quality delivery services. From an economic standpoint, ports play a significant role in the comprehensive growth of cities and possess the potential to exert a significant stimulative effect on the economy of the interior. As a hub connecting various modes of transport, such as railways, highways, aviation and pipelines, ports are an indispensable component of the transport network. At the same time, ports are the gateway for the foreign trade of a country or region. The efficiency of ports is directly related to the effectiveness of foreign economic cooperation. In addition, the development of ports is closely linked to the economic security of the country. Ports initiate the socio-economic growth of the region and serve as centers of social activity. Ports are also a major source of employment.

Today, Hong Kong is one of several hub ports serving the Southeast and East Asian regions and is an economic gateway to mainland China. The port is part of the Maritime Silk Road, which runs from the Chinese coast through the Suez Canal to the Mediterranean Sea and from there to the Upper Adriatic region of Trieste, which is connected by rail to Central and Eastern Europe.

Taking into account its special status, features of historical development, and influence on the current state of the world and regional economies, including in the port sector and maritime transport system, Hong Kong is a sought-after



This work is licensed under a Creative Commons Attribution-ShareAlike 4.0 International (CC BY-SA 4.0).

site for scientific research. Domestic scientific thought mainly examines general issues relating to Hong Kong, in particular: the role of Hong Kong in the context of economic processes in the Asia-Pacific region (APR) [Fainshmidt, Fedorenko, 2020, pp. 133–150], Hong Kong as a financial gateway to China [Litvinova, 2021, pp. 237–245] and as a global financial center [Shkaruppa, Mustafin, 2020, pp. 205–213], features of economic activity in the SAR PRC Hong Kong [Ivshin, Kremleva, Bochkov, 2018, pp. 303–312], and political future of Hong Kong [Stepanov, 2020, pp. 21–30]. More specialized topics are also explored, for example, the peculiarities of the formation of an urban agglomeration in the Pearl River Delta [Glazunov, Chichinova, 2021, p. 90–101], the interaction of the economies of Hong Kong and mainland China [Novopashin, 2015], legal issues of environmental regulation of shipping activities in Hong Kong [Nozdrina, Novikov, Slabkaya, 2022, pp. 492–498], etc. Hong Kong itself, as one of the leading seaports, is not given enough attention in the domestic bibliography. Foreign, especially Chinese, studies of the port cluster of the Guangdong-Hong Kong-Macao Greater Bay Area [Ding, at all, 2023, pp. 1577–1588] and its participation in the global shipping network [Wang, Chen, Wei, 2022, pp. 236–246] are more widely represented.

Hong Kong's place in the global and regional port system

Table 1. Capacity indicators and port capacity growth coefficients of the economies of the East Asian Port System 2000–2020, MM TEU (data rounded)

No	Economy	Year	2000	2010	2020	Growth rate, 2020/2000 (%)	Growth rate, 2020/2010 (%)
1.	China		41,00	131,99	245,10	498	86
2.	Singapore		17,10	29,15	36,87	116	26
3.	Republic of Korea		9,03	18,52	28,43	215	53
4.	Malaysia		4,64	16,84	26,66	475	58
5.	Japan		13,10	18,97	21,39	63	13
6.	Hong Kong (PRC)		18,10	23,60	17,33	–4	–27
7.	Taiwan (PRC)		10,51	12,50	14,59	39	17
8.	Indonesia		3,80	9,01	14,03	269	56
9.	Vietnam		1,19	5,89	12,42	944	111
10.	Thailand		3,18	6,82	10,21	221	50
11.	Philippines		3,03	5,59	7,51	148	34
12.	Cambodia		0,25	0,29	0,76	205	167
13.	North Korea		–	–	–	–	–

Symbols: «*» – data for 2007, previously container handling was not carried out in the ports of Cambodia; «-» – no data.

Source: compiled and calculated by the author according to: [Hai Shi Chu, 2022; The World Bank Group, 2022; The World Bank Group, 2023; Port of Hong Kong in Figures, 2005; Gan Kou Ji Hai... 2021; Wang Baixun, 2014, pp. 135–166].

The Hong Kong Special Administrative Region (SAR) of the People's Republic of China (香港) and the port of the same name are located in the heart of the Far Eastern Trade Route in the center of the rapidly developing Asia-Pacific region. Hong Kong, the recent world leader in the port industry, is ranked 6th in the regional ranking of the East Asian Port System as of 2020. [tab. 1].

Despite the decline in indicators, Hong Kong, as of June 2022, ranked second in the Asia-Pacific region in terms of the economic competitiveness index [Business World, 2022] and 5th globally. Also, Hong Kong has been a world-famous offshore market and financial center with deep international influence for many years and occupies leading positions in international ratings of the maritime transportation industry and related industries:

- 4th place in the tonnage of deadweight of registered vessels (205,092 MM deadweight tons), the share of the total global deadweight of Hong Kong in 2021 was 9.6%, an increase of 1.8% by 2020 [Unctad, 2022];
- 5th place in the ranking of the largest ship-owning economies in terms of the share in the carrying capacity of the world fleet with an indicator of more than 11 % [Clarkson's Research, 2021; Unctadstat, 2021(1)];
- 6th place in the ranking of leading economies according to the Index of Linear Shipping Services by the results of Q4 2021; by the results of Q2 2022, the port of Hong Kong moved to 10th place [Unctadstat, 2021 (2)];
- 7th place in the world ranking of the leading economies in terms of container ports cargo traffic [Lloyd's List, 2021] and in the ranking of container ports of the world in terms of capacity (9th in 2020, 8th in 2019) [Unctadstat, 2021 (3); Statista, 2022; 2021 Quan Qiu...];
- 9th place in the ranking of the largest ship-owning economies [Clarkson's Research, 2021];
- 10th place in the ranking of economies in terms of the number of ship arrivals at ports and the average time spent in port [Clarkson's Research, 2021; Unctadstat, 2021 (4)];
- Hong Kong Orient Overseas Container Lines (OOCL has been part of the COSCO Group since 2018; author's note) was named the "Best Shipping Line - Intra-Asian" [OOCL, 2021] at the Asian Freight, Logistics and Supply Chain (AFLAS) Awards ceremony in 2021 [Alphaliner, 2022];
- 32nd place (23rd in 2020) in the list of leading ports by cargo turnover [Quanqiu Shofa, 2021].

Hong Kong as an International Shipping Center (ISC)

Hong Kong was part of the first wave of industrial countries, the so-called "Asian tigers", and has been in a leadership position in the port sector for decades. The Port of Hong Kong is one of the region's important hub ports and a

transit port on the mainland, receiving approximately 60% of the route's total container throughput. With an average throughput of 67 K TEU per day, the Port of Hong Kong is one of the busiest ports in the world. In total, Hong Kong received 62,477 K flights of ocean and river vessels in 2021 [tab. 2].

The Port of Hong Kong provides container liner services with frequent sailings and extensive coverage. Hong Kong is home to 800 maritime companies providing a variety of maritime services. There are approximately 270 international container ships every week, connecting almost 600 destinations around the world. "One Belt, One Road" covers 150 countries around the world, and the port of Hong Kong has sea freight connections with more than 90 of them. Hong Kong International Airport is the busiest international cargo airport in the world. In 2021, approximately 120 airlines operated flights between Hong Kong International Airport and approximately 150 destinations worldwide (including approximately 15 mainland destinations) [Gang Kou Ji Jian...].

Based on the results of 2022, MSC Hong Kong ranks 32nd in 2021 and 23rd in 2020 in the ranking of the largest ports in the world in terms of cargo turnover, with an indicator of 213.73 MM tons (-14.3% by 2020) [Quanqiu Shofa, 2021; tab. 1] and 9th place in terms of container throughput with an indicator of 16.69 MM TEU [Marine Department SAR, 2023], 17.77 MM TEU in 2021 (-1.1% by 2020) [Lloyd's List, 2021; tab. 2], of which about 14.6 MM TEU were handled at the Kwai Tsing Container Terminal, the remaining 3.2 MM TEU were handled at transshipment operations and other terminals [Hai Shi Chu, 2023].

Being located in the Special Administrative Region of the same name, the port of Hong Kong does not participate in the national ranking of Chinese ports, but provides separate statistics according to which the indicators of the port of Hong Kong tend to decline [tab. 2].

The Hong Kong Special Administrative Region Government and the Mainland Government are working together to improve cross-border transport infrastructure to cope with increasingly close mutual economic cooperation and growing demand for cross-border passenger and freight transport. The Shenzhen Bay Highway Bridge and the Sheung Shui Lok Ma Chau Line, the Hong Kong-Zhuhai-Macao Bridge [Sou Hu, 2022], and the Guangzhou-Shenzhen-Hong Kong High-Speed Railway were built and put into operation.

With the growth of mainland ports and the congestion and high costs of Hong Kong ports, shippers gradually began to use mainland ports to ship goods directly, and Hong Kong trade evolved from transshipment trade to offshore trade (accounting for 13–14% of total Hong Kong trade) [Wang Luwen, 2017]. This means that the rate of added value of offshore trade is much lower than that of local exports and re-exports of products.

Table 2. The main Hong Kong port statistics for 2016–2020

Indicator	2016	2020	2021	Year-on-year percentage change, %	
				2020–2021	2016–2021
Total ship arrivals:	185 011	87 831	62 477	–28.9%	–19.5%
Ocean vessels:	16 256	22 001	27 642	–26.1%	–10.1%
<i>marine cargo vessels</i>	16 096	21 871	25 869	–26.4%	–9.1%
<i>ocean passenger vessels</i>	1 773	130	160	+23.1%	–38.2%
River vessels:	157 369	65 830	46 221	–29.8%	–21.7%
<i>cargo</i>	72 810	58 996	45 058	–23.6%	–9.2%
<i>passenger</i>	84 559	6834	1163	–83.0%	–57.6%
Volume of ships arriving (thous. t)	521 638	433 702	302 260	–30.3%	–10.3%
ocean vessels	409 453	347 507	245 125	–29.5%	–9.8%
river vessels	112 186	86 195	57 135	–33.7%	–12.6%
Capacity of containers (thousand TEU)	19 813	17 969	17 798	–1.0%	–2.1%
At the parking place:					
<i>Kwai Tsing</i>	15 203	14 456	14 580	+0.9%	–0.8%
<i>Other</i>	4 609	3 513	3 219	–8.4%	–6.9%
By type of transport:					
<i>sea</i>	13 565	12 458	13 316	+6.9%	–0.4%
<i>river</i>	6 248	5 511	4 482	–18.7%	–6.4%
Port cargo throughput (thous. t)	256 730	249 286	213 731	–14.3%	–3.6%
sea	164 084	149 174	149 256	+0.1%	–1.9%
river	92 646	100 111	64 475	–35.6%	–7.0%
Cross-border ferries, including cruise passenger transportation (thousand passengers)	29 113	1 260	357	–71.7%	–58.5%
Passenger transportation at sea ferry terminals:	24 952	844	0	–100.0%	–100.0%
Macau	20 704	698	0	–100.0%	–100.0%
Mainland China	4 248	146	0	–100.0%	–100.0%

Source: compiled by the author according to: [2021 Xiang Gan Gan Kou...]

Hong Kong is a free port and has a free trade policy. There are no trade barriers here. Import and export procedures are convenient, and there is no need to pay customs duties, which is rarely practiced in other ports in the world. These are the most important advantages of Hong Kong logistics.

Hong Kong's port economy

The maritime and port industries contributed HK\$35.4 billion to Hong Kong's total domestic product (GDP) in 2020. This accounted for 1.4% of the total economic output of the Hong Kong SAR economy. Among them, the port and related segment accounted for about 35%, while the share of the shipping and maritime business services sectors in the industry was about 55% and 9%, respectively [Transport and Logistics Bureau, 2022; fig. 2a].

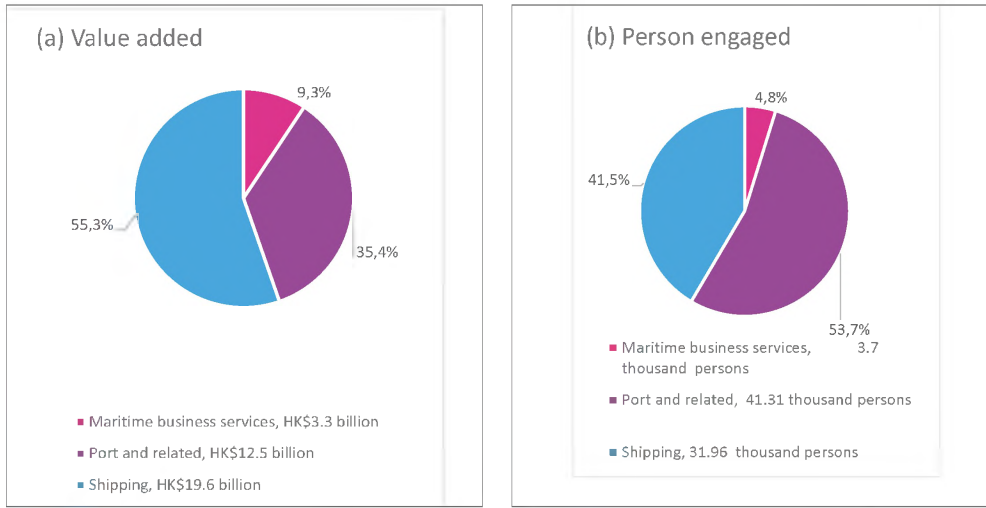


Fig. 1. Economic contribution of the Hong Kong maritime and port industry by sector in 2020. (a) Value added. (b) Persons Engaged (data rounded)

Source: [Transport and Logistics Bureau, 2022]

In 2020, Hong Kong’s maritime and port industry employed 76.98 K people, accounting for 2.1% of total employment. Within this sector, ports and related services, shipping and maritime businesses accounted for about 54%, 42% and 5%, respectively of the total industry volume [fig. 2b].

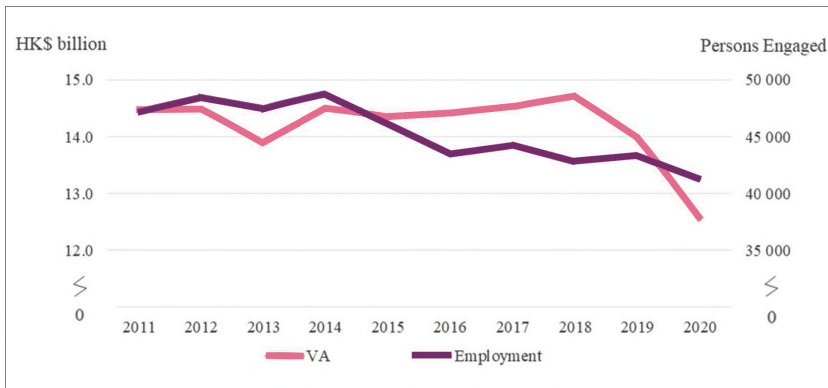


Fig. 2. Value added (VA) and employment of the port and related sector, 2011–2020, billion HK\$ (Hong Kong dollar), K (K) persons

Source: [Transport and Logistics Bureau, 2022]

The port and port-related sector generated HK\$12.5 billion annually, accounting for 0.5% of Hong Kong’s GDP (2020). As the largest employer in the maritime and port industry, 41.31 K people were hired, accounting for 1.1% of Hong Kong’s total employment. The notable decline in value added (VA) in

2020 was mainly due to lower container throughput during the pandemic, as well as an increase in the share of transshipment and empty containers at the Port of Hong Kong [fig. 3].

The shipping sector contributed HK\$19.6 billion to Hong Kong's GDP in 2020, representing 0.8% of the economy. It employed about 31.96 K people, which is 0.9% of the total employment in Hong Kong [fig. 3]. The notable increase in business performance was primarily driven by higher freight rates amid supply chain disruptions caused by COVID-19.



Fig. 3. Value added (VA) and employment of the shipping sector, 2011–2020, billion HK\$ (Hong Kong dollar), thousand (K) persons

Source: [Transport and Logistics Bureau, 2022]

The maritime business services sector contributed HK\$3.3 billion to Hong Kong's GDP in 2020, equivalent to 0.1% of the economy. However, ship finance remained the largest sub-sector in terms of VA, followed by shipbuilding and ship repair, which are the largest employers in this sector. The maritime business services sector employed 3.7 K people in 2020, representing 0.1% of Hong Kong's total employment.

As for the direct activities of the ports of Hong Kong, namely the throughput of sea cargo, based on the observation of dynamics for the period 1993–2021 [tab. 3], it is obvious that for sea freight unloaded, there is an uneven positive dynamic of the indicator in physical terms from 68.2 MM tons in 1993 to 84.7 MM tons in 2022, which is an increase of about 24% over the period, or about 0.83% of the average annual increase in the indicator. The largest volume of sea freight unloaded by capacity in the port of Hong Kong for the period 1993–2021 was recorded in 2014, when the figure was 130.5 MM tons. The lowest value for the period was recorded in 1993 (68.2 MM tons) [tab. 3].

Table 3. Dynamics of Hong Kong port cargo throughput and ocean cargo throughput in 1993–2022 (MM metric tons, %)

Year	Port cargo throughput						Ocean cargo throughput					
	Remove		Install		Total		Remove		Install		Total	
	1MM metric tons	Rate of change, %	1MM metric tons	Rate of change, %	1MM metric tons	Rate of change, %	1MM metric tons	Rate of change, %	1MM metric tons	Rate of change, %	1MM metric tons	Rate of change, %
1993	80.0	+13.4	38.1	+18.3	118.1	+14.9	68.2	+15.8	27.87	+13.7	96.1	+15.2
1994	92.8	+16.0	48.2	+26.4	141.0	+19.4	76.7	+12.4	34.3	+23.0	111.0	+15.4
1995	101.8	+9.6	54.1	+12.4	155.9	+10.6	87.1	+13.5	40.1	+17.1	127.2	+14.6
1996	100.9	-0.8	56.4	+4.1	157.3	+0.9	86.7	-0.4	39.2	-2.4	125.8	-1.1
1997	107.5	+6.5	61.7	+9.5	169.2	+7.6	92.0	+6.1	41.4	+5.6	133.3	+5.9
1998	106.9	-0.6	60.3	-2.3	167.2	-1.2	90.1	-2.0	37.4	-9.6	127.5	-4.4
1999	106.3	-0.5	62.5	+3.7	168.8	+1.0	88.6	-1.6	39.6	5.9	128.2	+0.6
2000	106.9	+0.6	67.7	+8.3	174.6	+3.4	88.0	-0.7	42.9	+8.4	130.9	+2.1
2001	110.5	+3.3	67.7	+0.05	178.2	+2.0	88.5	+0.6	42.2	-1.8	130.7	-0.2
2002	119.7	+8.4	72.8	+7.4	192.5	+8.0	93.4	+5.6	44.9	+6.4	138.3	+5.8
2003	128.6	+7.4	79.1	+8.6	207.6	+7.8	99.4	+6.3	49.3	+9.8	148.6	+7.5
2004	134.9	+4.9	86.0	+8.8	220.9	+6.4	104.6	+5.3	54.0	+9.6	158.6	+6.7
2005	141.0	+4.5	89.2	+3.7	230.1	+4.2	106.7	+2.0	54.8	+1.4	161.5	+1.8
2006	141.5	+0.4	96.7	+8.4	238.2	+3.5	106.6	-0.1	59.6	+8.9	166.2	+2.9
2007	141.3	-0.2	104.1	+7.7	245.4	+3.0	109.4	+2.7	67.9	+13.9	177.4	+6.7
2008	146.0	+3.3	113.4	+8.9	259.4	+5.7	110.2	+0.7	69.8	+2.7	180.0	+1.5
2009	139.3	-4.6	103.7	-8.6	243.0	-6.3	105.6	-4.2	56.0	-19.7	161.6	-10.2
2010	154.3	+10.7	113.6	+9.5	267.8	+10.2	114.5	+8.4	67.6	+20.7	182.0	+12.6
2011	157.8	+2.3	119.6	+5.3	277.4	+3.6	120.2	+5.0	74.7	+10.6	194.9	+7.1
2012	154.7	-2.0	114.6	-4.2	269.3	-2.9	117.5	-2.3	71.4	-4.5	188.9	-3.1
2013	162.3	+4.9	113.8	-0.7	276.1	+2.5	116.1	-1.2	68.2	-4.5	184.2	-2.4
2014	184.2	+13.5	113.6	-0.2	297.7	+7.9	130.5	+12.5	66.8	-2.0	197.3	+7.1
2015	152.8	-17.0	103.8	-8.6	256.6	-13.8	112.2	-14.1	56.4	-15.6	168.6	-14.6
2016	150.8	-1.3	106.0	+2.1	256.7	+0.1	110.3	-1.7	53.8	-4.6	164.1	-2.7
2017	174.6	+15.8	107.0	+1.0	281.6	+9.7	118.9	+7.8	58.0	+7.9	176.9	+7.8
2018	159.5	-8.6	99.0	-7.4	258.5	-8.2	109.8	-7.6	54.7	-5.8	164.6	-7.0
2019	170.9	+7.2	92.4	-6.7	263.3	+1.8	111.2	+1.2	50.2	-8.2	161.3	-2.0
2020	169.9	-0.6	79.4	-14.1	249.3	-5.3	103.6	-6.8	45.6	-9.1	149.2	-7.5
2021	134.9	-20.6	78.8	-0.7	213.7	-14.3	97.5	-5.9	51.8	13.6	149.3	+0.1
2022	121.1	-10.3	71.0	-9.9	192.1	-10.1	84.7	-13.1	45.3	-12.5	130.0	-12.9

Source: compiled by the author according to:
[Zheng Fu Tong Ji Chu (2023 (1), Zheng Fu Tong Ji Chu (2023 (2))]

By sea freight in the busy port of Hong Kong for the period 1993–2021, there is an overall uneven positive dynamic of the indicator in physical terms from 27.9 MM tons in 1993 to 45.3 MM tons in 2022, which is about 62.4% of the increase over the period, or about 2.08% of the average annual increase in the indicator. The largest volume of loaded sea freight by throughput in the port of Hong Kong for the period 1993–2021 was recorded in 2011, when the figure was 74.7 MM tons. The lowest value for the period was recorded in 1993 (27.9 MM tons) [tab. 3].

In terms of the total throughput of maritime cargo at the port of Hong Kong for the period 1993–2021, accordingly, there is also an overall uneven positive dynamic of the indicator in natural values from 96.1 MM tons in 1993 to 130 MM tons in 2022, which is about a 35.3% increase over the period, or about a 1.18% average annual increase in the indicator. The largest volume of total sea cargo throughput in the port of Hong Kong for the period 1993–2021 was recorded in 2014, when the figure was 197.3 MM tons. The lowest value for the period was recorded in 1993 (96.1 MM tons) [tab. 3].

The coronavirus (COVID-19) outbreak has caused a deep shock to the global economy, including the Hong Kong economy. As many countries went into lockdown, industrial production slowed, leading to major supply chain route cancellations, and also impacting maritime logistics. Congestion at ports has become commonplace, with container ships arriving at their destinations with significant delays. A significant amount of the world's container ship capacity was not utilized. This, in our opinion, mainly explains the sharp decline in performance at the port of Hong Kong in the period 2020–2022.

According to the Hong Kong Census and Statistics Department's ship, port cargo and container statistics for the fourth quarter of 2022 [Zheng Fu Tong Ji Chu, 2023 (1)], the port's cargo throughput fell by 11.0% in the fourth quarter of 2022 (-11.9% in 4Q 2021, -9.5% in 4Q 2020) compared to the same period of the previous year to 48.1 MM tons. Among them, inbound port cargo and outbound port cargo decreased by 11.7% and 9.9% (-15.6% and -4.8% in 2021), respectively, compared to the fourth quarter of 2021, to 30.1 MM tons and 18 MM tons [Sina Corp, 2022; tab. 4].

The total cargo turnover (river and sea cargo) of the port for the full year 2022 decreased by 10.23% (-14.3% in 2021) from the 2021 indicators and amounted to 192.1 MM tons (213.7 MM tons in 2021). Among them, the volume of incoming and outgoing port cargo decreased by 10.33% and 10.08% (-20.6% and -0.7% in 2021), respectively, from the previous year, reaching 121.06 MM tons and 71.04 MM tons (134.9 MM tons and 78.8 MM tons in 2021) (tab. 4). According to data for the 1st and 2nd quarters of 2023, the total cargo turnover (river and sea cargo) amounted to 41.2 MM tons and 44.5 MM tons, which demonstrates a decrease in indicators of 2.8 and 14.9%, respectively.

This allows us to conclude that the rate of decline in indicators is decreasing. Therefore, the data does not show that the complex geopolitical environment in the Taiwan Strait is affecting the operation of the Hong Kong port.

Table 4. Port of Hong Kong cargo throughput in 2018–2022, quarterly (thousand (K) metric tons, %)

Remove/install		Remove port cargo throughput		Install port cargo throughput		Total port cargo throughput	
Year	Season	thousand metric tons	Year-on-year percentage change, %	thousand metric tons	Year-on-year percentage change, %	thousand metric tons	Year-on-year percentage change, %
2018	1	40 612	+1.6	25 079	-4.3	65 691	-0.7
	2	41 605	-5.1	24 495	-5.3	66 100	-5.2
	3	37 325	-15.4	24 373	-9.0	61 698	-13.0
	4	39 968	-14.3	25 084	-10.8	65 052	-13.0
<i>Total for the year:</i>		159 509	-8.6	99 032	-7.4	258 541	-8.2
2019	1	36 988	-8.9	22 073	-12.0	59 061	-10.1
	2	44 463	+6.9	24 842	+1.4	69 304	+4.8
	3	43 708	+17.1	23 468	-3.7	67 175	+8.9
	4	45 775	+14.5	22 000	-12.3	67 775	+4.2
<i>Total for the year:</i>		170 933	+7.2	92 382	-6.7	263 315	+1.8
2020	1	39 015	+5.5	18 150	-17.8	57 165	-3.2
	2	47 671	+7.2	19 785	-20.4	67 456	-2.7
	3	42 902	-1.8	20 426	-13.0	63 328	-5.7
	4	40 342	-11.9	20 994	-4.6	61 337	-9.5
<i>Total for the year:</i>		169 931	-0.6	79 355	-14.1	249 286	-5.3
2021	1	31 941	-18.1	17 233	-5.1	49 174	-14.0
	2	34 283	-28.1	20 729	+4.8	55 012	-18.4
	3	34 636	-19.3	20 870	+2.2	55 506	-12.4
	4	34 043	-15.6	19 995	-4.8	54 038	-11.9
<i>Total for the year:</i>		134 904	-20.6	78 827	-0.7	213 731	-14.3
2022	1	27 672	-13.4	14 735	-14.5	42 406	-13.8
	2	32 618	-4.9	19 656	-5.2	52 274	-5.0
	3	30 709	-11.3	18 641	-10.7	49 350	-11.1
	4	30 065	-11.7	18 009	-9.9	48 074	-11.0
<i>Total for the year:</i>		121 064	-10.33	71 041	-10.08	192 104	-10.2
2023	1	26 201	-5.3	15 019	+1.9	41 219	-2.8
	2	28 345	-13.1	16 158	-17.8	44 504	-14.9

Source: compiled by the author according to: Zheng Fu Tong Ji Chu (2023 (2))

At the end of 2022, the total cargo turnover (river and sea cargo) of the port of Hong Kong slightly slowed down the rate of decline. The negative dynamics amounted to -10.23%, and in physical units, they amounted to 192.1 MM tons (tab. 4). Among them, incoming port cargo and outgoing port cargo decreased by 10.33% and 10.08%, respectively, compared with 2021, reaching 121.1 MM tons and 71.0 MM tons [tab. 4].

Among port cargo, the volume of sea cargo in 2022 decreased by 12.9% compared to 2021 to 129.99 MM tons. In 2018, the decrease in sea cargo was 7%, in 2019 – 2%, in 2020. -7.5%; 2020: an increase of 0.1%; 2022: the decline in sea freight turnover significantly exceeded the five-year average and amounted to 12.9% [tab. 5, tab. 3].

Among port cargo, sea cargo recorded a decrease of 18.4% in the fourth quarter of 2022 (an increase of 2.6% in 2021) compared to the fourth quarter of 2020 to 37.8 MM tons [tab. 5].

Among port cargo, sea cargo in the fourth quarter of 2022 decreased by 18.4% compared to the fourth quarter of 2021 to 30.9 MM tons, while river cargo increased by 6.1% during the period. In the fourth quarter of 2021 to 17.2 MM tons [Zhitong Caijing, 2023; tab. 5]. When comparing data for the 1st and 2nd quarters, there is a decrease of 12.3 and 13%, respectively, compared to the same period in 2022, which is from 2018 to 2023 and records the largest percentage decline in the indicator. Which indicates a decrease in maritime traffic activity in the Hong Kong area due to the tense situation in the Taiwan Strait in 2023.

The main loading countries/regions that recorded double-digit declines in the weight of cargo arriving at ports (Q4 2022) were South Korea (-42.8%), Taiwan (-41.7% by 2021), Singapore (-27.5%), Vietnam (-18.4%), and the USA (-16.1%). Among outbound port cargoes, the top unloading countries/regions with double-digit weight declines were Australia (-37.9%), the US (-35.5%), Taiwan (-30.4%), Japan (-24.1%), Vietnam (-19.9%), and Thailand (-13.6%) [Zhitong Caijing, 2023].

The main loading countries/regions that recorded double-digit declines in the weight of cargo arriving at ports (Q4 2022) were South Korea (-42.8%), Taiwan (-41.7% by 2021), Singapore (-27.5%), Vietnam (-18.4%), and the USA (-16.1%). Among outbound port cargoes, the top unloading countries/regions with double-digit weight declines were Australia (-37.9%), the US (-35.5%), Taiwan (-30.4%), Japan (-24.1%), Vietnam (-19.9%), and Thailand (-13.6%) [Zhitong Caijing, 2023].

Based on the composition of cargo arriving at the port of Hong Kong in Q4 2022, compared to the same period in 2021, the main cargoes with a double-digit weight loss are oil, petroleum products and their products (-20.4% by 2021), artificial resins and plastics (-13.9%), stone, sand and gravel (-13.2%) and

engineering products (-10.0%). Among the cargoes leaving the port, the main cargoes with double-digit weight changes were stone, sand and gravel (up 18.5% by 2021) and machinery and equipment (-32.2%) [Zhitong Caijing, 2023].

Table 5. Sea cargo capacity of Hong Kong Port in 2018–2022, quarterly (K metric tons, %)

Transportation method				Shipping			
Remove/install		Remove port cargo throughput		Install port cargo throughput		Total port cargo throughput	
Year	Season	Thousand metric tons	Year-on-year percentage change, %	Thousand metric tons	Year-on-year percentage change, %	Thousand metric tons	Year-on-year percentage change, %
2018	1	27 051	-5.8	13 591	-2.9	40 641	-4.8
	2	28 637	-7.4	13 605	-11.5	42 242	-8.8
	3	26 711	-9.4	13 756	-5.4	40 468	-8.1
	4	27 478	-7.6	13 720	-2.7	41 198	-6.0
Total for the year:		109 878	-7.6	54 672	-5.8	164 550	-7.0
2019	1	25 084	-7.3	12 273	-9.7	37 357	-8.1
	2	29 530	+3.1	12 749	-6.3	42 279	+0.1
	3	27 246	+2.0	12 533	-8.9	39 779	-1.7
	4	29 293	+6.6	12 617	-8.0	41 910	+1.7
Total for the year:		111 152	+1.2	50 172	-8.2	161 324	-2.0
2020	1	24 897	-0.7	10 768	-12.3	35 665	-4.5
	2	27 911	-5.5	11 342	-11.0	39 253	-7.2
	3	25 795	-5.3	11 607	-7.4	37 402	-6.0
	4	24 974	-14.7	11 881	-5.8	36 855	-12.1
Total for the year:		103 577	-6.8	45 597	-9.1	149 174	-7.5
2021	1	22 401	-10.0	11 784	+9.4	34 185	-4.1
	2	24 907	-10.8	13 374	+17.9	38 281	-2.5
	3	25 445	-1.4	13 528	+16.5	38 972	+4.2
	4	24 707	-1.1	13 112	+10.4	37 819	+2.6
Total for the year:		97 459	-5.9	51 797	+13.6	149 256	+0.1
2022	1	20 618	-8.0	10 521	-10.7	31 140	-8.9
	2	22 366	-10.2	12 302	-8.0	34 669	-9.4
	3	21 658	-14.9	11 665	-13.8	33 323	-14.5
	4	20 022	-19.0	10 836	-17.4	30 858	-18.4
Total for the year:		84 664	-13.1	45 324	-12.5	129 989	-12.9
2023	1	18 148	-12.0	9 167	-12.9	27 315	-12.3
	2	19 767	-11.6	10 384	-15.6	30 151	-13.0

Source: compiled by the author according to: [Zheng Fu Tong Ji Chu (2023 (1))]

Among the cargoes that arrived at the port for the whole of 2022 compared to 2021, the main goods that recorded a double-digit weight loss were stone, sand and gravel (-20.2%), artificial resins and plastics (-15.9%), oil, petroleum products and their products (-14.8%) and coal, coking coal and briquettes (-13.8%). Among outgoing port cargoes, the main cargoes whose weight decreased by half were stone, sand, and gravel (-27.2%), machinery and equipment (-23.2%) [Zhitong Caijing, 2023].

As for the container turnover of the port of Hong Kong, at the end of 2022, the port handled 16.69 MM TEU, which is 6.3% less than for the whole of 2021. Among them, the number of loaded containers decreased by 10.5% to 13.32 MM TEU, and the number of empty ones increased by 15.5% to 3.37 MM TEU. Among loaded containers, incoming and outgoing containers fell by 6.6% and 14.7%, respectively, to 7.25 MM TEU and 6.07 MM TEU. Amid them, the number of sea containers decreased by 16.1% compared to 2021 to 9.37 MM TEU, while the number of river containers increased by 6.2% to 3.95 MM TEU [Zhitong Caijing, 2023].

Based on the number of ships arriving at the Port of Hong Kong in 2022, the number of ocean-going ships increased to 16,735 (+2.9% by 2021), but their total capacity decreased by 0.8% to 243.2 MM tons. At the same time, the number of inland river vessels arriving in Hong Kong increased to 50,055 (+8.3% by 2021), and their total capacity also increased by 15.3% to 65.8 MM net tons. This confirms the thesis about the smooth transition of the PRC economy from an external to an internal "circuit" [Salitsky, Semenova, 2021, pp. 14–22].

One of the reasons for the significant negative dynamics, especially regarding maritime transport, seems to be the complex geopolitical situation in the regional port system under the influence of the "Taiwan Question".

Conclusion

The reasons for the weakening of Hong Kong's port economy are a combination of several factors, including increased competition within and outside the industry, especially from port cities in mainland China, as well as increasing buyer opportunities for air and rail transport. The issue of Sino-US trade significantly increases these risks. Ports in China and elsewhere are becoming more competitive, putting pressure on Hong Kong.

The expert community is exploring the reasons for the decline in economic, and, in particular, port, indicators. Various versions are discussed [Sou Hu, 2016; Wang Jian, 2016]. In our opinion, a combination of actions and factors, many of which at one time led Hong Kong to prosperity, over time became the causes of stagnation in the economy. And the following objective events have the most serious impact on these processes.

Firstly, even before reunification with mainland China, the economy of Hong Kong was developed, and the observed stagnation and decline of some indicators is an inevitable result of historical development and, to one degree or another, is observed in many countries where "hypertrophied development of the financial sector and successes in the political and economic control over the periphery were relegated to the background by industrial capital and the real sector" [Salitsky, Semenova, 2021, pp. 14–22].

Secondly, globalization has changed the original structure of industry and trade in East Asia, and Hong Kong's economy has difficulty adapting to these changes due to its service industry orientation, which also causes difficulties in integrating with the real economy on the mainland.

Third, the opening of mainland China to the outside world resulted in Hong Kong losing its status as the mainland's entrepôt trading center. With the growth of mainland ports and the congestion and high costs of Hong Kong ports, shippers gradually began to use mainland ports to ship goods directly. Hong Kong trade has evolved from transshipment trade to offshore trade, which accounts for about 14% of Hong Kong's total trade. The added value of offshore trade is much lower than that of local exports and re-exports of products.

Fourthly, in addition to the announced long-term trends, force majeure situations have a significant downward impact on the activities of the port of Hong Kong. One of them, caused by the COVID-2019 pandemic, has already been practically leveled out. But it was replaced by an even more unpredictable situation, namely, the tense situation in the Taiwan Strait provoked by the collective West.

It remains to be hoped that Hong Kong will soon again have the opportunity to demonstrate its unique advantages, namely economic freedom and openness. Hong Kong's unique status as a financial and commercial center cannot be changed. Hong Kong has been a world-renowned offshore market and financial center with deep international influence for many years. The mainland's powerful resources are also unmatched in Hong Kong, and further development in the future is only possible through mutual integration. The PRC leadership is doing a lot of work [The Government..., 2022] to maintain Hong Kong's status as an international maritime center.

Overall, as the situation between Russia and Ukraine continues and inflation in Europe and the US remains high, Hong Kong's export performance to the European and US markets is under pressure. In contrast, Hong Kong's export prospects to the ASEAN market are relatively bright. Mainland China's economic recovery is accelerating, and restrictions on cross-border land transport between Hong Kong and the mainland have already been lifted, which should ease some of the pressure on Hong Kong's exports. It is believed that Hong Kong's export performance should improve in the second half of 2023.

Литература / References

1. Ding W., Chen Z., Wang R., Xue T., Yao, H. (2023). The Review and Prospect of the Development of Guangdong-Hong Kong-Macao Greater Bay Area Port Cluster and Its River-Sea Intermodal Transport System. In: Li Y., Hu Y., Rigo P., Lefler F. E., Zhao G. (eds) *Proceedings of PIANC Smart Rivers 2022*. PIANC 2022. Lecture Notes in Civil Engineering, vol. 264. Springer, Singapore. Pp. 1577–1588. DOI: 10.1007/978-981-19-6138-0_139.
2. Fainshmidt R. I., Fedorenko D. O. (2020). The transformation of the Hong Kong's role in the context of economic processes in the Asia-Pacific region. *Locus: People, Society, Culture, Meanings*. 2020. Vol. 11. No. 3. Pp. 133-150. (In Russ.) DOI: 10.31862/2500-2988-2020-11-3-133-150.
3. Glazunov D. A., Chichinova A. L. (2021). Features of urban agglomeration formation in the Zhujiang Delta. *Bulletin No. 3 (136) of L. N. Gumilyov. Barnaul: Altai State University*. Pp. 91-101. (In Russ.) DOI: 10.32523/2616-6887/2021-136-3-91-101.
4. Ivshin M. S., Kremleva D. D., and Bochkov D. A. (2018). Peculiarities of conducting economic activity in the special administrative region of China - Hong Kong (Xiang Gan). *Society, science, and innovations (NPK-2018)*. Collection of articles from the XVIII All-Russian Scientific and Practical Conference: in 3 volumes. Vyatka State University. Pp. 303-312. (In Russ.)
5. Litvinova Y. G. (2021). Hong Kong as China's Financial Gateway. *Society and State in China*. Volume LI Part 1, No. 40 (1). Pp. 237-245. (In Russ.) DOI: 10.31696/9785907384699-2021-51-1-237-245.
6. Novopashin M. A. (2015). Major types of economic correlation between Hong Kong and mainland China, *Magister Dixit*. № 1(17). (In Russ.) URL: <https://cyberleninka.ru/article/v/formy-vzaimodeystviyaekonomik-gonkonga-i-materikovogo-kitay>.
7. Nozdrina N. A., Novikov A. V., and Slabkaya D. N. (2022). Legal regulation of administrative and criminal liability for pollution by ships in coastal waters: a generalization of the experience of Hong Kong. *Matters of Russian and International Law*. Vol. 12, Is. 9A. Pp. 492-498 (In Russ.) DOI: 10.34670/AR.2022.93.68.066.
8. Salitsky A. I., Semenova N. K. (2021). Two circuits: China defined with globalization // *Asia and Africa today*. № 9. Pp. 14–22 (in Russ.). DOI: 10.31857/S03215075001-6587-7.
9. Shkaruppa E. S., Mustafin T. (2020). Formation and development of Hong Kong as a global financial center. *Methodological aspects of the study of the modern world economic system*. Moscow. Pp. 205-213. (In Russ.)
10. Stepanov N. S. (2020). Economic and political future of Hong Kong // *Finance and Management*. № 2. Pp. 21-30. (In Russ.) DOI: 10.25136/2409-7802.2020.2.33443.
11. Wang Baixun (2014). *The Rise of International Shipping in East Asia // Ritsumeikan International Affairs*. Vol. 12, pp. 135–166.
12. Wang Q., Chen W., and Wei C. (2022). Participation of the global shipping network in the Guangdong-Hong Kong-Macao Greater Bay Area. *Tropical Geography [J]*, 42(02). Pp. 236–246. DOI: 10.13284/j.cnki.rddl.003431

Электронные ресурсы / Electronic sources

1. 2021 Quan Qiu 30 Da Ji Zhuang Xiang Gang Kou 2021全球30大集装箱港口 (The world's top 30 container ports in 2021) (in Chinese). URL: <https://www.bansard.com/cn/news/global-top-30-container-ports-2021>. (accessed: 15.10.2023).
2. 2021 Xiang Gan Gan Kou Tong Ji Nian Bao 2021香港港口統計年報 (2021 Hong Kong Port Statistics Annual Report) (in Chinese). https://www.mardep.gov.hk/en/fact/pdf/portstat_ast_2021.pdf (accessed: 19.10.2023).
3. Alphaliner (2022). TOP 100. URL: <https://alphaliner.axsmarine.com/PublicTop100/> (accessed: 17.10.2023).
4. Business World (2022). PHL competitiveness ranking improves. URL: <https://www.bworldonline.com/top-stories/2022/06/15/455047/phl-competitiveness-ranking-improves/> (accessed: 12.10.2023).
5. Clarksons Research (2021). Shipping Review and Outlook. URL: <https://www.crs1.com/acatalog/shipping-review-and-outlook.html> (accessed: 14.10.2023).
6. Gan Kou Ji Hai Shi Tong Ji Zi Liao Wen Jian Cun Dan 港口及海事統計資料-文件存檔 (Port and Maritime Statistics-Document Archive). Xiang Gan Gan Kou Tong Ji Shu Zi Yi Lan 香港港口統計數字一覽 (Hong Kong port statistics at a glance 2021) (in Chinese). URL: https://www.mardep.gov.hk/hk/fact/portstat_archive.html (accessed: 12.10.2023).
7. Gang Kou Ji Jian Wan Shan Ji Di Li Wei Zhi Yu Yue 港口基建完善及地理位置優越 (The port infrastructure is perfect and the geographical location is superior) (in Chinese). URL: <https://www.hkmpb.gov.hk/tc/world-class-hub-port.html> (accessed: 18.10.2023).
8. Hai Shi Chu 海事處 (Marine Department) (2022). Xiang Gang Te Be Xing Zheng Qu Zheng Fu 香港特別行政區政府 (Marine Department. Hong Kong Special Administrative Region People's Republic of China) (in Chinese). URL: <https://www.mardep.gov.hk/hk/fact/pdf/2000.pdf> (accessed: 12.10.2023).
9. Hai Shi Chu 海事處 (Marine Department) (2023). Xiang Gang Bian Lan 香港便覽 (Hong Kong Fact Sheet) // Xiang Gang Te Be Xing Zheng Qu Zheng Fu 香港特別行政區政府 (Government of the Hong Kong Special Administrative Region) (in Chinese). URL: https://www.mardep.gov.hk/sc/fact/pdf/thefacts_sc.pdf (accessed: 18.10.2023).
10. Lloyd's List (2021). One Hundred Ports. URL: <https://lloydslist.maritimeintelligence.informa.com/-/media/lloyds-list/images/top-100-ports-2021/top-100-ports-2021-digital-edition.pdf> (accessed: 15.10.2023).
11. Marine Department SAR (2023). Ranking of Container Ports of the World (As at 22.09.2023). URL: https://www.mardep.gov.hk/en/fact/pdf/portstat_2_y_b5.pdf (accessed: 18.10.2023).
12. OOCL (2021). Named «Best Shipping Line – Intra-Asia» at the 2021 Asian Freight, Logistics and Supply Chain (AFLAS) Awards. URL: <https://www.oocl.com/eng/pressandmedia/pressreleases/2021/Pages/1Nov2021.aspx> (accessed: 17.10.2023).
13. Port of Hong Kong in Figures (2005). Edition. URL: https://www.mardep.gov.hk/en/fact/pdf/portstat_pamphlet05.pdf (accessed: 12.10.2023).
14. Quanqiu Shofa: 2021 Nian Quanqiu 50 Da Gankou Paiming Gongbu 全球首发: 2021年全球50大港口排名公布 (World premiere: The ranking of the world's top 50 ports in 2021 is announced) (in Chinese). URL: (accessed: 17.10.2023).

15. Sina Corp (2022). Xiang Gan Tong Ji Chu: 2021 Nian Di Si Ji Xiang Gan Gan Kou Ho Wu Tun Tu Liang Wei Wan Gong Dun Tong Bi Xia De 香港统计处：2021年第四季香港港口货物吞吐量为5400万公吨 同比下跌11.9% (Hong Kong Census and Statistics Department: Hong Kong port cargo throughput in the fourth quarter of 2021 was 54 MM metric tons, a year-on-year decrease of 11.9%) (in Chinese). URL: <https://finance.sina.com.cn/stock/hkstock/hkstocknews/2022-03-04/doc-imcwipih6638586.shtml> (accessed: 24.10.2023).
16. Sou Hu 搜狐 (Sohu) (2016). Shanghai Zi Mao Qu Zai Xiangang Shuailo Ma? 上海自贸区会让香港衰落吗? (Will the Shanghai Free Trade Zone make Hong Kong decline?) (in Chinese). URL: https://www.sohu.com/a/110908029_114901 (accessed: 27.10.2023).
17. Sou Hu 搜狐 (Sohu) (2022). «Jiao» Rong Gou «Tong» Jiao Tong Fa Zhan Da Jian Nei Di Yu Xiang Gan Tong Xin Qiao «交»融 沟«通»—交通发展搭建内地与香港同心桥 («Communication», integrated communication and «connection» - transportation development builds a concentric bridge between the Mainland and Hong Kong) (in Chinese). URL: https://www.sohu.com/a/562925196_100031334 (accessed: 20.10.2023).
18. Statista (2022). Container throughput at ports worldwide from 2012 to 2021 with a forecast for 2022 through 2025 (in MM TEUs). URL: <https://www.statista.com/statistics/913398/container-throughput-worldwide/#:~:text=In%202021%2C%20global%20container%20throughput,compared%20with%20the%20previous%20year> (accessed: 15.10.2023).
19. The Government of the Hong Kong SAR (2022). Enhancing Hong Kong's status as an international maritime center. URL: <https://www.info.gov.hk/gia/general/202202/23/P202202300422.htm> (accessed: 30.10.2023).
20. The World Bank Group (2022). Container port traffic, Indonesia (TEU, 20-foot equivalent units). URL: <https://data.worldbank.org/indicator/IS.SHP.GOOD.TU?end=2020&start=2000&view=chart> (accessed: 12.10.2023).
21. The World Bank Group (2023). World Development Indicators. URL: <https://databank.worldbank.org/source/world-development-indicators#> (accessed: 12.10.2023).
22. Transport and Logistics Bureau (2022). Study on the Economic Contribution of the Maritime and Port Industry in 2020. URL: https://www.hkmpb.gov.hk/document/Study_on_Economic_Contribution_of_Maritime_and_Por.pdf (accessed: 21.10.2023).
23. Unctad (2022). Maritime transport and infrastructure // Review of Maritime Transport 2021. Chapter 2: URL: https://unctad.org/system/files/official-document/rmt2021ch2_en.pdf (accessed: 14.10.2023).
24. Unctadstat (2021 (1)). Merchant fleet by country of beneficial ownership. URL: <https://unctadstat.unctad.org/wds/TableViewer/tableView.aspx?ReportId=80100> (accessed: 14.10.2023)
25. Unctadstat (2021 (2)). Liner shipping connectivity index. URL: <https://unctadstat.unctad.org/wds/TableViewer/tableView.aspx?ReportId=92>. (accessed: 14.10.2023).
26. Unctadstat (2021 (3)). Maritime transport. URL: <https://unctadstat.unctad.org/wds/TableViewer/tableView.aspx?ReportId=> (accessed: 14.10.2023).
27. Unctadstat (2021 (4)). Container port throughput, annual. URL: <https://unctadstat.unctad.org/wds/TableViewer/tableView.aspx?ReportId=13321> (accessed: 17.10.2023).

28. Wang Jian 王建 (2016). Xiangang Jingzi Weihe Changzi Shuaitui? 香港经济为何长期衰退? (Why is Hong Kong's economy in recession for a long time?) (in Chinese). URL: <https://finance.sina.cn/zl/2016-02-18/zl-ifxprucs6186801.d.html> (accessed: 29.10.2023).
29. Wang Luwen (2017). Liang Xiang Shuju Jieshi Hong Kong Shuailo Zhenzheng Yuanyin 王律文:两项数据揭示香港衰落真正原因 (Wang Luwen: Two data reveal the real cause of Hong Kong's decline) (in Chinese). URL: <https://hqsbonline.wordpress.com/2017/09/09/王律文:两项数据揭示香港衰落真正原因争鸣/> (accessed: 20.10.2023).
30. Zheng Fu Tong Ji Chu 政府統計處 (Census and Statistics Department) (2023 (1)). Xiang Gang Te Be Xing Zheng Qu Zheng Fu 香港特別行政區政府 (Census and Statistics Department of the Government of the Hong Kong Special Administrative Region) Hai Yun Ho Wu Tun Tu Liang 海運貨物吞吐量 (Ocean cargo throughput) (in Chinese). URL: https://www.censtatd.gov.hk/tc/web_table.html?id=86# (accessed: 24.10.2023).
31. Zheng Fu Tong Ji Chu 政府統計處 (Census and Statistics Department) (2023 (2)). Xiang Gang Te Be Xing Zheng Qu Zheng Fu 香港特別行政區政府 (Census and Statistics Department of the Government of the Hong Kong Special Administrative Region) Gan Kou Ho Wu Tun Tu Liang 港口貨物吞吐量 (Port cargo throughput) (in Chinese). URL: https://www.censtatd.gov.hk/tc/web_table.html?id=410-55110 (accessed: 24.10.2023).
32. Zhitong Caijing 智通财经 (Zhitong Finance) (2023). Xiang Gang 2022 Nian Di Si Ji Gang Kou Ho Wu Tun Tu Liang Wei 4810 Wan Gong Dun Tong Bi Xia De 11.0% 香港2022年第四季港口货物吞吐量为4810万公吨 同比下跌11.0% (Hong Kong's port cargo throughput in the fourth quarter of 2022 was 48.1 MM tonnes, a year-on-year decrease of 11.0%) (in Chinese). URL: <https://m.zhitongcaijing.com/content/detail/886011.html> (accessed: 26.10.2023).

ИНФОРМАЦИЯ ОБ АВТОРАХ / INFORMATION ABOUT THE AUTHORS

Семенова Нелли Кимовна – канд. полит. наук, старший научный сотрудник Отдела экономических исследований Института востоковедения Российской академии наук, Москва, Россия

Semenova Nelly K. – PhD (Polit.), Senior Research Fellow, Economic Research Department, Institute of Oriental Studies of the Russian Academy of Science, Moscow, Russian Federation

Раскрытие информации о конфликте интересов

Автор заявляет об отсутствии конфликта интересов.

Информация о статье

Поступила в редакцию: 18.12.2023.

Одобрена после рецензирования и принята к публикации: 02.02.2024.

Автор прочитал и одобрил окончательный вариант рукописи.

Conflicts of Interest Disclosure

The author declares that there is no conflict of interest.

Article info

Submitted: 18.12.2023.

Approved after peer reviewing and accepted for publication: 02.02.2024.

The author has read and approved the final manuscript.