

改訂前

造船統計月報（平成30年6月分）

鋼船しゅん工実績の推移

| | | 平成25年 | 平成26年 | 平成27年 | 平成28年 | 平成29年 | 平成29年 | | | | | | 平成30年 | | | | | | |
|------|----------|------------|------------|------------|------------|------------|-----------|---------|---------|---------|---------|---------|-----------|---------|-----------|-----------|---------|-----------|----|
| | | | | | | | 7月分 | 8月分 | 9月分 | 10月分 | 11月分 | 12月分 | 1月分 | 2月分 | 3月分 | 4月分 | 5月分 | 6月分 | |
| 合 計 | 隻数 | 588 | 584 | 572 | 565 | 528 | 44 | 35 | 41 | 34 | 32 | 28 | 60 | 31 | 74 | 35 | 30 | 47 | |
| | G/T | 14,422,948 | 13,293,748 | 12,622,582 | 12,989,727 | 12,643,099 | 1,041,662 | 748,915 | 970,935 | 748,075 | 760,773 | 724,679 | 1,937,898 | 759,154 | 1,807,800 | 1,159,521 | 747,970 | 1,814,611 | |
| | 生産 指数 | 114.9 | 109.5 | 100.0 | 106.5 | 107.3 | 95.8 | 78.6 | 99.4 | 84.9 | 73.5 | 72.5 | 184.8 | 89.7 | 203.8 | 112.6 | 67.4 | 167.6 | |
| | 指数 前年比 | 84.0 | 95.4 | 91.3 | 106.5 | 100.7 | 137.1 | 122.3 | 82.8 | 89.6 | 77.6 | 223.1 | 116.3 | 90.2 | 104.8 | 86.1 | 85.8 | 138.3 | |
| 国内 船 | 小 計 | 隻数 | 252 | 247 | 221 | 221 | 215 | 14 | 16 | 17 | 16 | 15 | 18 | 15 | 17 | 41 | 17 | 10 | 18 |
| | G/T | 825,475 | 1,025,945 | 862,447 | 630,338 | 814,025 | 4,888 | 26,132 | 86,713 | 37,421 | 26,609 | 193,845 | 77,313 | 168,387 | 374,079 | 366,263 | 51,725 | 532,204 | |
| | 生産 指数 | 106.7 | 116.7 | 100.0 | 95.1 | 105.4 | 35.1 | 81.7 | 106.9 | 101.7 | 97.7 | 156.1 | 105.1 | 115.7 | 360.1 | 256.3 | 38.1 | 277.2 | |
| | 指数 前年比 | 91.6 | 109.4 | 85.7 | 95.1 | 110.9 | 63.4 | 170.5 | 67.7 | 51.6 | 115.1 | 294.6 | 334.2 | 55.8 | 242.1 | 272.8 | 41.0 | 249.1 | |
| | 貨物 船 | 隻数 | 70 | 71 | 68 | 74 | 52 | 5 | 7 | 2 | 6 | 3 | 2 | 7 | 7 | 9 | 7 | 2 | 8 |
| | G/T | 451,422 | 609,009 | 707,215 | 323,458 | 673,395 | 2,874 | 24,597 | 75,457 | 18,703 | 22,806 | 183,318 | 75,429 | 166,026 | 227,624 | 182,895 | 50,005 | 521,469 | |
| | 貨客 船 | 隻数 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | G/T | 460 | 5,681 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 客 船 | 隻数 | 7 | 6 | 3 | 11 | 11 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 2 | 4 | 0 | 0 | 1 |
| | G/T | 707 | 6,046 | 13,113 | 39,455 | 3,424 | 0 | 137 | 3,023 | 0 | 10 | 0 | 0 | 94 | 72 | 0 | 0 | 69 | |
| | 自動車 航送 船 | 隻数 | 4 | 8 | 10 | 6 | 10 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 |
| | G/T | 14,619 | 18,308 | 52,594 | 9,998 | 72,758 | 0 | 0 | 195 | 13,816 | 0 | 2,694 | 0 | 765 | 1,953 | 22,202 | 0 | 0 | |
| | 油送 船 | 隻数 | 50 | 42 | 18 | 25 | 35 | 2 | 1 | 5 | 2 | 2 | 5 | 0 | 0 | 4 | 2 | 2 | 3 |
| | G/T | 340,512 | 355,225 | 62,540 | 221,188 | 35,017 | 1,088 | 469 | 6,911 | 4,827 | 1,497 | 5,948 | 0 | 0 | 141,244 | 160,601 | 539 | 10,592 | |
| | 漁 船 | 隻数 | 50 | 47 | 36 | 27 | 39 | 4 | 6 | 3 | 2 | 4 | 3 | 2 | 3 | 5 | 2 | 3 | 2 |
| | G/T | 7,314 | 12,677 | 5,802 | 3,805 | 6,131 | 679 | 925 | 319 | 18 | 897 | 643 | 170 | 181 | 1,844 | 38 | 657 | 30 | |
| その他 | 隻数 | 70 | 72 | 85 | 78 | 68 | 3 | 1 | 4 | 5 | 7 | 6 | 4 | 18 | 4 | 3 | 4 | | |
| G/T | 10,441 | 18,999 | 21,164 | 32,434 | 23,300 | 247 | 4 | 808 | 57 | 1,399 | 1,242 | 1,714 | 1,321 | 1,342 | 527 | 524 | 44 | | |
| 輸出 船 | 小 計 | 隻数 | 336 | 337 | 351 | 344 | 313 | 30 | 19 | 24 | 18 | 17 | 10 | 45 | 14 | 33 | 18 | 20 | 29 |
| | G/T | 13,597,473 | 12,267,803 | 11,760,135 | 12,359,389 | 11,829,074 | 1,036,774 | 722,783 | 884,222 | 710,654 | 734,164 | 530,834 | 1,860,585 | 590,767 | 1,433,721 | 793,258 | 696,245 | 1,282,407 | |
| | 生産 指数 | 116.5 | 108.1 | 100.0 | 108.8 | 107.7 | 107.7 | 78.0 | 98.0 | 81.6 | 68.8 | 56.1 | 200.4 | 84.6 | 173.3 | 84.5 | 73.2 | 146.2 | |
| | 指数 前年比 | 82.7 | 92.8 | 92.5 | 108.8 | 99.0 | 148.0 | 115.6 | 86.9 | 109.3 | 71.2 | 197.1 | 109.0 | 108.0 | 85.2 | 61.3 | 96.5 | 118.8 | |
| | 貨物 船 | 隻数 | 297 | 273 | 281 | 253 | 217 | 19 | 12 | 14 | 12 | 11 | 4 | 28 | 6 | 23 | 10 | 11 | 14 |
| | G/T | 12,459,311 | 10,882,087 | 10,932,614 | 9,987,562 | 8,909,736 | 731,463 | 577,328 | 604,893 | 629,383 | 350,764 | 212,482 | 1,371,967 | 281,281 | 1,084,363 | 398,635 | 314,576 | 751,285 | |
| | 油送 船 | 隻数 | 31 | 54 | 57 | 82 | 85 | 10 | 6 | 10 | 4 | 6 | 6 | 16 | 5 | 9 | 8 | 7 | 14 |
| | G/T | 1,070,140 | 1,341,210 | 764,935 | 2,216,492 | 2,752,815 | 304,990 | 141,870 | 279,329 | 75,250 | 383,400 | 318,352 | 485,033 | 297,564 | 349,037 | 394,623 | 331,043 | 527,537 | |
| | その他 | 隻数 | 8 | 10 | 13 | 9 | 11 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 3 | 1 | 0 | 2 | 1 |
| | G/T | 68,022 | 44,506 | 62,586 | 155,335 | 166,523 | 321 | 3,585 | 0 | 6,021 | 0 | 0 | 3,585 | 11,922 | 321 | 0 | 50,626 | 3,585 | |

改訂後（令和元年6月18日）

鋼船しゅん工実績の推移

| 合 計 | 隻数 | 平成25年 | 平成26年 | 平成27年 | 平成28年 | 平成29年 | 平成29年 | | | | | | 平成30年 | | | | | |
|-----|-----------|------------|------------|------------|------------|------------|-----------|---------|---------|---------|---------|---------|-----------|---------|-----------|-----------|---------|-----------|
| | | | | | | | 7月分 | 8月分 | 9月分 | 10月分 | 11月分 | 12月分 | 1月分 | 2月分 | 3月分 | 4月分 | 5月分 | 6月分 |
| | | | | | | | | | | | | | | | | | | |
| | | 588 | 584 | 572 | 565 | 542 | 45 | 35 | 44 | 36 | 34 | 30 | 62 | 35 | 78 | 37 | 31 | 51 |
| | G/T | 14,422,948 | 13,293,748 | 12,622,582 | 12,989,727 | 12,740,094 | 1,041,860 | 748,915 | 971,393 | 748,472 | 761,045 | 724,885 | 1,938,419 | 764,369 | 1,810,334 | 1,163,167 | 748,320 | 1,816,114 |
| | 生産指数 | 114.9 | 109.5 | 100.0 | 106.5 | 108.4 | 96.3 | 78.6 | 100.6 | 85.8 | 74.3 | 73.0 | 185.7 | 96.8 | 206.8 | 114.6 | 67.9 | 169.8 |
| | 指数前年比 | 84.0 | 95.4 | 91.3 | 106.5 | 101.7 | 137.7 | 122.3 | 83.7 | 90.6 | 78.4 | 224.8 | 116.8 | 97.3 | 106.3 | 84.4 | 86.4 | 136.1 |
| 国内船 | 小計 | | | | | | | | | | | | | | | | | |
| | 隻数 | 252 | 247 | 221 | 221 | 227 | 15 | 16 | 20 | 18 | 17 | 20 | 17 | 20 | 45 | 19 | 11 | 22 |
| | G/T | 825,475 | 1,025,945 | 862,447 | 630,338 | 815,994 | 5,086 | 26,132 | 87,171 | 37,818 | 26,881 | 194,051 | 77,834 | 170,017 | 376,613 | 369,909 | 52,075 | 533,707 |
| | 生産指数 | 106.7 | 116.7 | 100.0 | 95.1 | 107.9 | 38.0 | 81.7 | 113.8 | 107.5 | 102.5 | 159.5 | 110.3 | 141.2 | 378.0 | 268.5 | 40.8 | 290.4 |
| | 指数前年比 | 91.6 | 109.4 | 85.7 | 95.1 | 113.5 | 68.6 | 170.5 | 72.1 | 54.5 | 120.7 | 301.0 | 351.1 | 68.0 | 254.1 | 278.5 | 44.0 | 253.8 |
| | 貨物船 | | | | | | | | | | | | | | | | | |
| | 隻数 | 70 | 71 | 68 | 74 | 52 | 5 | 7 | 2 | 6 | 3 | 2 | 8 | 7 | 11 | 9 | 2 | 9 |
| | G/T | 451,422 | 609,009 | 707,215 | 323,458 | 673,395 | 2,874 | 24,597 | 75,457 | 18,703 | 22,806 | 183,318 | 75,691 | 166,026 | 228,672 | 186,541 | 50,005 | 521,968 |
| | 貨客船 | | | | | | | | | | | | | | | | | |
| | 隻数 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | G/T | 460 | 5,681 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 客船 | | | | | | | | | | | | | | | | | |
| | 隻数 | 7 | 6 | 3 | 11 | 13 | 0 | 1 | 3 | 0 | 1 | 1 | 0 | 2 | 4 | 0 | 0 | 1 |
| | G/T | 707 | 6,046 | 13,113 | 39,455 | 3,504 | 0 | 137 | 3,087 | 0 | 10 | 16 | 0 | 94 | 72 | 0 | 0 | 69 |
| | 自動車航送船 | | | | | | | | | | | | | | | | | |
| | 隻数 | 4 | 8 | 10 | 6 | 10 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 1 |
| | G/T | 14,619 | 18,308 | 52,594 | 9,998 | 72,758 | 0 | 0 | 195 | 13,816 | 0 | 2,694 | 0 | 765 | 2,940 | 22,202 | 0 | 987 |
| | 油送船 | | | | | | | | | | | | | | | | | |
| | 隻数 | 50 | 42 | 18 | 25 | 37 | 2 | 1 | 6 | 2 | 2 | 5 | 0 | 0 | 5 | 2 | 3 | 3 |
| | G/T | 340,512 | 355,225 | 62,540 | 221,188 | 35,414 | 1,088 | 469 | 7,110 | 4,827 | 1,497 | 5,948 | 0 | 0 | 141,743 | 160,601 | 889 | 10,592 |
| 漁船 | | | | | | | | | | | | | | | | | | |
| 隻数 | 50 | 47 | 36 | 27 | 39 | 4 | 6 | 3 | 2 | 4 | 3 | 2 | 3 | 5 | 2 | 3 | 2 | |
| G/T | 7,314 | 12,677 | 5,802 | 3,805 | 6,131 | 679 | 925 | 319 | 18 | 897 | 643 | 170 | 181 | 1,844 | 38 | 657 | 30 | |
| その他 | | | | | | | | | | | | | | | | | | |
| 隻数 | 70 | 72 | 85 | 78 | 76 | 4 | 1 | 5 | 7 | 7 | 8 | 7 | 7 | 18 | 4 | 3 | 6 | |
| G/T | 10,441 | 18,999 | 21,164 | 32,434 | 24,792 | 445 | 4 | 1,003 | 454 | 1,671 | 1,432 | 1,973 | 2,951 | 1,342 | 527 | 524 | 61 | |
| 輸出船 | 小計 | | | | | | | | | | | | | | | | | |
| | 隻数 | 336 | 337 | 351 | 344 | 315 | 30 | 19 | 24 | 18 | 17 | 10 | 45 | 15 | 33 | 18 | 20 | 29 |
| | G/T | 13,597,473 | 12,267,803 | 11,760,135 | 12,359,389 | 11,924,100 | 1,036,774 | 722,783 | 884,222 | 710,654 | 734,164 | 530,834 | 1,860,585 | 594,352 | 1,433,721 | 793,258 | 696,245 | 1,282,407 |
| | 生産指数 | 116.5 | 108.1 | 100.0 | 108.8 | 108.5 | 107.7 | 78.0 | 98.0 | 81.6 | 68.8 | 56.1 | 200.4 | 88.1 | 173.3 | 84.5 | 73.2 | 146.2 |
| | 指数前年比 | 82.7 | 92.8 | 92.5 | 108.8 | 99.7 | 148.0 | 115.6 | 86.9 | 109.3 | 71.2 | 197.1 | 109.0 | 112.5 | 85.2 | 58.9 | 96.5 | 115.3 |
| | 貨物船 | | | | | | | | | | | | | | | | | |
| | 隻数 | 297 | 273 | 281 | 253 | 218 | 19 | 12 | 14 | 12 | 11 | 4 | 28 | 6 | 23 | 10 | 11 | 14 |
| | G/T | 12,459,311 | 10,882,087 | 10,932,614 | 9,987,562 | 8,944,636 | 731,463 | 577,328 | 604,893 | 629,383 | 350,764 | 212,482 | 1,371,967 | 281,281 | 1,084,363 | 398,635 | 314,576 | 751,285 |
| | 油送船 | | | | | | | | | | | | | | | | | |
| | 隻数 | 31 | 54 | 57 | 82 | 86 | 10 | 6 | 10 | 4 | 6 | 6 | 16 | 5 | 9 | 8 | 7 | 14 |
| G/T | 1,070,140 | 1,341,210 | 764,935 | 2,216,492 | 2,812,941 | 304,990 | 141,870 | 279,329 | 75,250 | 383,400 | 318,352 | 485,033 | 297,564 | 349,037 | 394,623 | 331,043 | 527,537 | |
| その他 | | | | | | | | | | | | | | | | | | |
| 隻数 | 8 | 10 | 13 | 9 | 11 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 4 | 1 | 0 | 2 | 1 | |
| G/T | 68,022 | 44,506 | 62,586 | 155,335 | 166,523 | 321 | 3,585 | 0 | 6,021 | 0 | 0 | 3,585 | 15,507 | 321 | 0 | 50,626 | 3,585 | |

なお、上記推移表の他に、以下表についても改訂を行った。

- ・鋼船建造実績（造船第 1 表）
- ・強化プラスチック（木）船しゅん工実績（造船第 2 表）
- ・用途別・トン数階級別受注鋼船隻数及びトン数（造船第 3 表）
- ・用途別・トン数階級別起工鋼船隻数及びトン数（造船第 4 表）
- ・用途別・トン数階級別進水鋼船隻数及びトン数（造船第 5 表）
- ・用途別・トン数階級別しゅん工鋼船隻数、トン数及び船価（造船第 6 表）
- ・用途別・トン数階級別しゅん工強化プラスチック（木）船隻数、トン数及び船価（造船第 7 表）
- ・船質別・国籍別修繕船舶隻数、トン数及び修繕高（造船第 9 表）
- ・地方運輸局管轄区域別建造実績及び船舶修繕実績（造船第 10 表）

（令和元年 12 月 6 日追記）改訂の該当する表については次頁以降のとおり。

(改訂前)

1. 造船調査

鋼船建造実績

第1表 工場数 389工場

| 用途別 | 受注 | | 起工 | | 進水 | | しゅん工 | | しゅん工船 船価(千円) | G/T当り船価 (千円) | | |
|-----------|-----------|------|---------|---------|-----------|---------|---------|---------|-----------------|-----------------|-----------------|------------------|
| | 隻数 | G/T | 隻数 | G/T | 隻数 | G/T | 隻数 | G/T | | | | |
| 平成30年6月分 | 合計 | 19 | 247,796 | 33 | 1,201,952 | 37 | 995,175 | 47 | 1,814,611 | 198,488,620 | 109 | |
| 国内船 | 計 | 10 | 4,396 | 16 | 264,653 | 14 | 79,818 | 18 | 532,204 | 53,682,920 | 101 | |
| | 貨物船計 | 1 | 499 | 4 | 253,099 | 4 | 78,667 | 8 | 521,469 | 50,170,690 | 96 | |
| | 一般貨物船 | 1 | 499 | | | 3 | 1,767 | 2 | 1,198 | 1,190,000 | 993 | |
| | 鉱石専用船 | | | | | | | | | | | |
| | ばら積み船 | | | 1 | 49,800 | | | | | | | |
| | コンテナ船 | | | 1 | 145,000 | | | 2 | 297,319 | 26,177,076 | 88 | |
| | 自動車専用船 | | | | | 1 | 76,900 | | | | | |
| | 鉱石兼撤積船 | | | 1 | 57,800 | | | 2 | 200,717 | 13,054,406 | 65 | |
| | 石炭専用船 | | | | | | | | | | | |
| | セメント専用船 | | | | | | | | | | | |
| | R O R O 船 | | | | | | | 2 | 22,235 | 9,749,208 | 438 | |
| | 木材兼撤積船 | | | | | | | | | | | |
| | その他貨物船 | | | 1 | 499 | | | | | | | |
| | 貨客船 | | | | | | | | | | | |
| | 客船 | | | 1 | 123 | 2 | 192 | 1 | 69 | -- | -- | |
| | 自動車航送船 | | | | | | | | | | | |
| | 油送船計 | 2 | 2,349 | 3 | 4,797 | | | 3 | 10,592 | 2,857,000 | 270 | |
| | 一般油送船 | | | | | | | | | | | |
| | プロダクトキャリア | | | | | | | | | | | |
| | L P G 船 | 1 | 1,850 | | | | | 1 | 5,850 | -- | -- | |
| | 化学薬品船 | 1 | 499 | 3 | 4,797 | | | 2 | 4,742 | -- | -- | |
| | L N G 船 | | | | | | | | | | | |
| | その他油送船 | | | | | | | | | | | |
| | 漁船 | 4 | 921 | 1 | 199 | 1 | 380 | 2 | 30 | 194,000 | 6,467 | |
| | その他 | 3 | 627 | 7 | 6,435 | 7 | 579 | 4 | 44 | 211,230 | 4,801 | |
| | 輸出船 | 計 | 9 | 243,400 | 17 | 937,299 | 23 | 915,357 | 29 | 1,282,407 | 144,805,700 | 113 |
| | | 貨物船計 | 7 | 234,800 | 12 | 527,299 | 13 | 685,913 | 14 | 751,285 | 46,896,767 | 62 |
| 一般貨物船 | | 2 | 13,400 | 1 | 9,999 | 1 | 9,999 | 3 | 68,265 | 7,970,840 | 117 | |
| 鉱石専用船 | | | | | | | | 1 | 135,953 | -- | -- | |
| ばら積み船 | | 3 | 138,800 | 5 | 161,100 | 5 | 158,650 | 5 | 150,979 | 13,747,811 | 91 | |
| コンテナ船 | | | | 2 | 183,200 | 3 | 328,200 | 2 | 249,757 | -- | -- | |
| 自動車専用船 | | | | 1 | 76,900 | | | | | | | |
| 鉱石兼撤積船 | | | | 3 | 96,100 | 4 | 189,064 | 3 | 146,331 | 11,118,077 | 76 | |
| 石炭専用船 | | | | | | | | | | | | |
| セメント専用船 | | | | | | | | | | | | |
| R O R O 船 | | | | | | | | | | | | |
| 木材兼撤積船 | | | | | | | | | | | | |
| その他貨物船 | | 2 | 82,600 | | | | | | | | | |
| 油送船計 | | 2 | 8,600 | 5 | 410,000 | 9 | 229,123 | 14 | 527,537 | 94,430,253 | 179 | |
| 一般油送船 | | | | 3 | 381,500 | 2 | 91,100 | 2 | 123,700 | 12,494,094 | 101 | |
| プロダクトキャリア | | | | | | | | | | | | |
| L P G 船 | | 2 | 8,600 | | | 1 | 47,300 | 1 | 5,850 | -- | -- | |
| 化学薬品船 | | | | 2 | 28,500 | 6 | 90,723 | 9 | 127,155 | 30,353,319 | 239 | |
| L N G 船 | | | | | | | | 2 | 270,832 | -- | -- | |
| その他油送船 | | | | | | | | | | | | |
| その他 | | | | | | 1 | 321 | 1 | 3,585 | -- | -- | |
| 用途別 | | | 受注 | | 起工 | | 進水 | | しゅん工 | | しゅん工船 船価(千円) | 排水トン当り船価 (千円) |
| | | | 隻数 | 排水トン | 隻数 | 排水トン | 隻数 | 排水トン | 隻数 | 排水トン | | |
| 平成30年6月分 | | 合計 | | | | | 2 | 320 | 2 | 320 | 360,000 | 360,000 |
| | | 国内船 | | | | | 2 | 320 | 2 | 320 | 360,000 | 360,000 |
| | | 輸出船 | | | | | | | | | | |

(注)工場数は、調査票を回収した工場の数である。

(改訂後)

1. 造船調査

鋼船建造実績

第1表 工場数 389工場

| 用途別 | 受注 | | | 起工 | | 進水 | | しゅん工 | | しゅん工船 船価(千円) | G/T当り船価 (千円) | |
|-----------|-----------|------|---------|---------|-----------|---------|---------|---------|-----------|-----------------|------------------|-----|
| | 隻数 | G/T | | 隻数 | G/T | 隻数 | G/T | 隻数 | G/T | | | |
| 平成30年6月分 | 合計 | 23 | 249,431 | 36 | 1,202,829 | 44 | 999,464 | 51 | 1,816,114 | 201,047,018 | 111 | |
| 国内船 | 計 | 14 | 6,031 | 19 | 265,530 | 21 | 84,107 | 22 | 533,707 | 56,241,318 | 105 | |
| | 貨物船計 | 1 | 499 | 4 | 253,099 | 7 | 82,630 | 9 | 521,968 | 50,700,690 | 97 | |
| | 一般貨物船 | 1 | 499 | | | 5 | 2,765 | 3 | 1,697 | 1,720,000 | 1,014 | |
| | 鉱石専用船 | | | | | | | | | | | |
| | ばら積み船 | | | 1 | 49,800 | | | | | | | |
| | コンテナ船 | | | 1 | 145,000 | | | 2 | 297,319 | 26,177,076 | 88 | |
| | 自動車専用船 | | | | | 1 | 76,900 | | | | | |
| | 鉱石兼撤積船 | | | 1 | 57,800 | | | 2 | 200,717 | 13,054,406 | 65 | |
| | 石炭専用船 | | | | | 1 | 2,965 | | | | | |
| | セメント専用船 | | | | | | | | | | | |
| | RORO船 | | | | | | | | 2 | 22,235 | 9,749,208 | 438 |
| | 木材兼撤積船 | | | | | | | | | | | |
| | その他貨物船 | | | 1 | 499 | | | | | | | |
| | 貨客船 | | | | | | | | | | | |
| | 客船 | 1 | 17 | 2 | 142 | 2 | 192 | 1 | 69 | -- | -- | |
| | 自動車航送船 | 1 | 850 | 1 | 850 | 1 | 185 | 1 | 987 | -- | -- | |
| | 油送船計 | 3 | 3,098 | 3 | 4,797 | | | 3 | 10,592 | 2,857,000 | 270 | |
| | 一般油送船 | | | | | | | | | | | |
| | プロダクトキャリア | | | | | | | | | | | |
| | LPG船 | 2 | 2,599 | | | | | | 1 | 5,850 | -- | -- |
| | 化学薬品船 | 1 | 499 | 3 | 4,797 | | | 2 | 4,742 | -- | -- | |
| | LNG船 | | | | | | | | | | | |
| | その他油送船 | | | | | | | | | | | |
| | 漁船 | 4 | 921 | 1 | 199 | 1 | 380 | 2 | 30 | 194,000 | 6,467 | |
| | その他 | 4 | 646 | 8 | 6,443 | 10 | 720 | 6 | 61 | 280,230 | 4,594 | |
| | 輸出船 | 計 | 9 | 243,400 | 17 | 937,299 | 23 | 915,357 | 29 | 1,282,407 | 144,805,700 | 113 |
| | | 貨物船計 | 7 | 234,800 | 12 | 527,299 | 13 | 685,913 | 14 | 751,285 | 46,896,767 | 62 |
| 一般貨物船 | | 2 | 13,400 | 1 | 9,999 | 1 | 9,999 | 3 | 68,265 | 7,970,840 | 117 | |
| 鉱石専用船 | | | | | | | | 1 | 135,953 | -- | -- | |
| ばら積み船 | | 3 | 138,800 | 5 | 161,100 | 5 | 158,650 | 5 | 150,979 | 13,747,811 | 91 | |
| コンテナ船 | | | | 2 | 183,200 | 3 | 328,200 | 2 | 249,757 | 5,949,882 | 24 | |
| 自動車専用船 | | | | 1 | 76,900 | | | | | | | |
| 鉱石兼撤積船 | | | | 3 | 96,100 | 4 | 189,064 | 3 | 146,331 | 11,118,077 | 76 | |
| 石炭専用船 | | | | | | | | | | | | |
| セメント専用船 | | | | | | | | | | | | |
| RORO船 | | | | | | | | | | | | |
| 木材兼撤積船 | | | | | | | | | | | | |
| その他貨物船 | | 2 | 82,600 | | | | | | | | | |
| 油送船計 | | 2 | 8,600 | 5 | 410,000 | 9 | 229,123 | 14 | 527,537 | 94,430,253 | 179 | |
| 一般油送船 | | | | 3 | 381,500 | 2 | 91,100 | 2 | 123,700 | 12,494,094 | 101 | |
| プロダクトキャリア | | | | | | | | | | | | |
| LPG船 | | 2 | 8,600 | | | 1 | 47,300 | 1 | 5,850 | -- | -- | |
| 化学薬品船 | | | | 2 | 28,500 | 6 | 90,723 | 9 | 127,155 | 30,353,319 | 239 | |
| LNG船 | | | | | | | | 2 | 270,832 | -- | -- | |
| その他油送船 | | | | | | | | | | | | |
| その他 | | | | | 1 | 321 | 1 | 3,585 | -- | -- | | |
| 平成30年6月分 | 用途別 | 受注 | | 起工 | | 進水 | | しゅん工 | | しゅん工船 船価(千円) | 排水トン当り船価 (千円) | |
| | 合計 | 隻数 | 排水トン | 隻数 | 排水トン | 隻数 | 排水トン | 隻数 | 排水トン | | | |
| | 国内船 | 計 | | | | | | | | | | |
| 輸出船 | 計 | | | | | | | | | | | |

(注)工場数は、調査票を回収した工場の数である。

(改訂前)

強化プラスチック(木)船しゅん工実績

第2表 工場数 140工場

| | 用途別 | しゅん工 | | しゅん工船 船価(千円) | G/T当り船価 (千円) | |
|----------|-----|------|-----|-----------------|-----------------|-------|
| | | 隻数 | G/T | | | |
| 平成30年6月分 | 合計 | 3 | 54 | 285,641 | 5,290 | |
| | 国内船 | 計 | 3 | 54 | 285,641 | 5,290 |
| | | 貨物船 | | | | |
| | | 客船 | | | | |
| | | 漁船 | 2 | 27 | .. | .. |
| | | その他 | 1 | 27 | .. | .. |
| | 輸出船 | 計 | | | | |

(注)工場数は、調査票を回収した工場の数である。

(改訂後)

強化プラスチック(木)船しゅん工実績

第2表 工場数 153工場

| | 用途別 | しゅん工 | | しゅん工船 船価(千円) | G/T当り船価 (千円) |
|----------|-----|------|-----|-----------------|-----------------|
| | | 隻数 | G/T | | |
| 平成30年6月分 | 合計 | 4 | 58 | 420,597 | 7,252 |
| | 国内船 | 4 | 58 | 420,597 | 7,252 |
| | 貨物船 | | | | |
| | 客船 | | | | |
| | 漁船 | 3 | 31 | .. | .. |
| | その他 | 1 | 27 | .. | .. |
| 輸出船 | 計 | | | | |

(注)工場数は、調査票を回収した工場の数である。

用途別・トン数階級別受注鋼船隻数及びトン数

第3表

| 区分 | 用途 | トン数階級 (単位G/T) | 平成30年6月分 | | | |
|-----------------|---------------|------------------|----------|---------|-------|-------|
| | | | 隻数 | G/T | D/W | |
| 合 | 計 | 計 | 19 | 247,796 | - | |
| | | 20G/T未満 | | | | |
| | | 20～100 | | | | |
| | | 100～500 | 9 | 2,546 | | |
| | | 500～1,000 | | | | |
| | | 1,000～2,000 | 1 | 1,850 | | |
| | | 2,000～3,000 | | | | |
| | | 3,000～4,000 | | | | |
| | | 4,000～5,000 | 2 | 8,600 | | |
| | | 5,000～6,000 | | | | |
| | | 6,000～7,000 | 2 | 13,400 | | |
| | | 7,000～8,000 | | | | |
| | | 8,000～9,000 | | | | |
| | | 9,000～10,000 | | | | |
| | | 10,000～15,000 | | | | |
| | | 15,000～20,000 | | | | |
| | | 20,000～25,000 | | | | |
| | | 25,000～30,000 | | | | |
| | | 30,000～35,000 | | | | |
| | | 35,000～40,000 | 1 | 37,000 | | |
| | | 40,000～45,000 | 2 | 82,600 | | |
| | | 45,000～50,000 | 1 | 49,800 | | |
| | | 50,000～55,000 | 1 | 52,000 | | |
| | | 55,000～60,000 | | | | |
| 60,000～65,000 | | | | | | |
| 65,000～70,000 | | | | | | |
| 70,000～75,000 | | | | | | |
| 75,000～100,000 | | | | | | |
| 100,000～150,000 | | | | | | |
| 150,000～200,000 | | | | | | |
| 200,000～ | | | | | | |
| 国内船 | 貨物船 | 計 | 1 | 499 | 1,700 | |
| | | 20G/T未満 | | | | |
| | | 20～100 | | | | |
| | | 100～500 | 1 | 499 | 1,700 | |
| | | 500～1,000 | | | | |
| | | 1,000～2,000 | | | | |
| | | 2,000～3,000 | | | | |
| | | 3,000～4,000 | | | | |
| | | 4,000～5,000 | | | | |
| | | 5,000～6,000 | | | | |
| | | 6,000～7,000 | | | | |
| | | 7,000～8,000 | | | | |
| | | 8,000～9,000 | | | | |
| | | 9,000～10,000 | | | | |
| | 10,000～15,000 | | | | | |
| | 客船 | 計 | | | | |
| | | 20G/T未満 | | | | |
| | | 20～100 | | | | |
| | 自動車航送船 | 計 | | | | |
| | | 20G/T未満 | | | | |
| | | 20～100 | | | | |
| | 油送船 | 計 | 2 | 2,349 | 2,600 | |
| | | 20G/T未満 | | | | |
| | | 20～100 | | | | |
| | | 100～500 | (化学薬) | 1 | 499 | 1,200 |

| | | | | | | |
|-----|-----|----------------|-------|---|---------|---------|
| | | 500～1,000 | | | | |
| | | 1,000～2,000 | (LPG) | 1 | 1,850 | 1,400 |
| | | 2,000～3,000 | | | | |
| | | 3,000～4,000 | | | | |
| 漁 | 船 | 計 | | 4 | 921 | - |
| | | 20G/T未満 | | | | - |
| | | 20～100 | | | | - |
| | | 100～500 | | 4 | 921 | - |
| | | 500～1,000 | | | | - |
| そ | の | 計 | | 3 | 627 | - |
| 他 | | 20G/T未満 | | | | - |
| | | 20～100 | | | | - |
| | | 100～500 | | 3 | 627 | - |
| | | 500～1,000 | | | | - |
| | | 1,000～2,000 | | | | - |
| | | 2,000～3,000 | | | | - |
| | | 3,000～4,000 | | | | - |
| | | 4,000～5,000 | | | | - |
| | | 5,000～6,000 | | | | - |
| | | 6,000～7,000 | | | | - |
| | | 7,000～8,000 | | | | - |
| 輸出船 | 貨物船 | 計 | | 7 | 234,800 | 338,270 |
| | | 20G/T未満 | | | | |
| | | 20～100 | | | | |
| | | 100～500 | | | | |
| | | 500～1,000 | | | | |
| | | 1,000～2,000 | | | | |
| | | 2,000～3,000 | | | | |
| | | 3,000～4,000 | | | | |
| | | 4,000～5,000 | | | | |
| | | 5,000～6,000 | | | | |
| | | 6,000～7,000 | | 2 | 13,400 | 17,000 |
| | | 7,000～8,000 | | | | |
| | | 8,000～9,000 | | | | |
| | | 9,000～10,000 | | | | |
| | | 10,000～15,000 | | | | |
| | | 15,000～20,000 | | | | |
| | | 20,000～25,000 | | | | |
| | | 25,000～30,000 | | | | |
| | | 30,000～35,000 | | | | |
| | | 35,000～40,000 | (撤積) | 1 | 37,000 | 64,070 |
| | | 40,000～45,000 | (その他) | 2 | 82,600 | 98,700 |
| | | 45,000～50,000 | (撤積) | 1 | 49,800 | 60,000 |
| | | 50,000～55,000 | (撤積) | 1 | 52,000 | 98,500 |
| | | 55,000～60,000 | | | | |
| | | 60,000～65,000 | | | | |
| | | 65,000～70,000 | | | | |
| | | 70,000～75,000 | | | | |
| | | 75,000～100,000 | | | | |
| 油 | 送 | 計 | | 2 | 8,600 | 9,900 |
| | 船 | 20G/T未満 | | | | |
| | | 20～100 | | | | |
| | | 100～500 | | | | |
| | | 500～1,000 | | | | |
| | | 1,000～2,000 | | | | |
| | | 2,000～3,000 | | | | |
| | | 3,000～4,000 | | | | |
| | | 4,000～5,000 | (LPG) | 2 | 8,600 | 9,900 |
| | | 5,000～6,000 | | | | |
| | | 6,000～7,000 | | | | |
| | | 7,000～8,000 | | | | |
| | | 8,000～9,000 | | | | |
| | | 9,000～10,000 | | | | |

| | | | | | | |
|--|---------------|--|--|--|--|--|
| | 10,000~15,000 | | | | | |
| | 15,000~20,000 | | | | | |
| | 20,000~25,000 | | | | | |
| | 25,000~30,000 | | | | | |
| | 30,000~35,000 | | | | | |
| | 35,000~40,000 | | | | | |
| | 40,000~45,000 | | | | | |
| | 45,000~50,000 | | | | | |
| | 50,000~55,000 | | | | | |
| | 55,000~60,000 | | | | | |
| | 60,000~65,000 | | | | | |

用途別・トン数階級別受注鋼船隻数及びトン数

第3表

| 区分 | 用途 | トン数階級 (単位G/T) | 平成30年6月分 | | | |
|-----------------|-----|------------------|----------|---------|-------|-------|
| | | | 隻数 | G/T | D/W | |
| 合 | 計 | 計 | 23 | 249,431 | - | |
| | | 20G/T未満 | 2 | 36 | - | |
| | | 20～100 | | | - | |
| | | 100～500 | 9 | 2,546 | - | |
| | | 500～1,000 | 2 | 1,599 | - | |
| | | 1,000～2,000 | 1 | 1,850 | - | |
| | | 2,000～3,000 | | | - | |
| | | 3,000～4,000 | | | - | |
| | | 4,000～5,000 | 2 | 8,600 | - | |
| | | 5,000～6,000 | | | - | |
| | | 6,000～7,000 | 2 | 13,400 | - | |
| | | 7,000～8,000 | | | - | |
| | | 8,000～9,000 | | | - | |
| | | 9,000～10,000 | | | - | |
| | | 10,000～15,000 | | | - | |
| | | 15,000～20,000 | | | - | |
| | | 20,000～25,000 | | | - | |
| | | 25,000～30,000 | | | - | |
| | | 30,000～35,000 | | | - | |
| | | 35,000～40,000 | 1 | 37,000 | - | |
| | | 40,000～45,000 | 2 | 82,600 | - | |
| | | 45,000～50,000 | 1 | 49,800 | - | |
| | | 50,000～55,000 | 1 | 52,000 | - | |
| 55,000～60,000 | | | - | | | |
| 60,000～65,000 | | | - | | | |
| 65,000～70,000 | | | - | | | |
| 70,000～75,000 | | | - | | | |
| 75,000～100,000 | | | - | | | |
| 100,000～150,000 | | | - | | | |
| 150,000～200,000 | | | - | | | |
| 200,000～ | | | - | | | |
| 国内船 | 貨物船 | 計 | 1 | 499 | 1,700 | |
| | | 20G/T未満 | | | | |
| | | 20～100 | | | | |
| | | 100～500 | 1 | 499 | 1,700 | |
| | | 500～1,000 | | | | |
| | | 1,000～2,000 | | | | |
| | | 2,000～3,000 | | | | |
| | | 3,000～4,000 | | | | |
| | | 4,000～5,000 | | | | |
| | | 5,000～6,000 | | | | |
| | | 6,000～7,000 | | | | |
| | | 7,000～8,000 | | | | |
| | | 8,000～9,000 | | | | |
| | | 9,000～10,000 | | | | |
| | | 10,000～15,000 | | | | |
| | | 客船 | 計 | 1 | 17 | - |
| | | | 20G/T未満 | 1 | 17 | - |
| | | | 20～100 | | | - |
| | | 自動車航送船 | 計 | 1 | 850 | - |
| | | | 20G/T未満 | | | - |
| | | | 20～100 | | | - |
| | | 油送船 | 計 | 3 | 3,098 | 3,520 |
| | | | 20G/T未満 | | | |
| 20～100 | | | | | | |
| | | 100～500 | | | | |
| | | 500～1,000 | 1 | 850 | - | |

| | | | | | | | |
|-----|-----|----------------|---------|---|---------|--|---------|
| | | 100～500 | (化学薬) 1 | | 499 | | 1,200 |
| | | 500～1,000 | (LPG) 1 | | 749 | | 920 |
| | | 1,000～2,000 | (LPG) 1 | | 1,850 | | 1,400 |
| | | 2,000～3,000 | | | | | |
| | | 3,000～4,000 | | | | | |
| 漁 | 船 | 計 | | 4 | 921 | | - |
| | | 20G/T未満 | | | | | - |
| | | 20～100 | | | | | - |
| | | 100～500 | | 4 | 921 | | - |
| | | 500～1,000 | | | | | - |
| そ | の | 計 | | 4 | 646 | | - |
| 他 | | 20G/T未満 | | 1 | 19 | | - |
| | | 20～100 | | | | | - |
| | | 100～500 | | 3 | 627 | | - |
| | | 500～1,000 | | | | | - |
| | | 1,000～2,000 | | | | | - |
| | | 2,000～3,000 | | | | | - |
| | | 3,000～4,000 | | | | | - |
| | | 4,000～5,000 | | | | | - |
| | | 5,000～6,000 | | | | | - |
| | | 6,000～7,000 | | | | | - |
| | | 7,000～8,000 | | | | | - |
| | | 8,000～9,000 | | | | | - |
| 輸出船 | 貨物船 | 計 | | 7 | 234,800 | | 338,270 |
| | | 20G/T未満 | | | | | |
| | | 20～100 | | | | | |
| | | 100～500 | | | | | |
| | | 500～1,000 | | | | | |
| | | 1,000～2,000 | | | | | |
| | | 2,000～3,000 | | | | | |
| | | 3,000～4,000 | | | | | |
| | | 4,000～5,000 | | | | | |
| | | 5,000～6,000 | | | | | |
| | | 6,000～7,000 | | 2 | 13,400 | | 17,000 |
| | | 7,000～8,000 | | | | | |
| | | 8,000～9,000 | | | | | |
| | | 9,000～10,000 | | | | | |
| | | 10,000～15,000 | | | | | |
| | | 15,000～20,000 | | | | | |
| | | 20,000～25,000 | | | | | |
| | | 25,000～30,000 | | | | | |
| | | 30,000～35,000 | | | | | |
| | | 35,000～40,000 | (撤積) 1 | | 37,000 | | 64,070 |
| | | 40,000～45,000 | (その他) 2 | | 82,600 | | 98,700 |
| | | 45,000～50,000 | (撤積) 1 | | 49,800 | | 60,000 |
| | | 50,000～55,000 | (撤積) 1 | | 52,000 | | 98,500 |
| | | 55,000～60,000 | | | | | |
| | | 60,000～65,000 | | | | | |
| | | 65,000～70,000 | | | | | |
| | | 70,000～75,000 | | | | | |
| | | 75,000～100,000 | | | | | |
| 油 | 送 | 計 | | 2 | 8,600 | | 9,900 |
| | | 20G/T未満 | | | | | |
| | | 20～100 | | | | | |
| | | 100～500 | | | | | |
| | | 500～1,000 | | | | | |
| | | 1,000～2,000 | | | | | |
| | | 2,000～3,000 | | | | | |
| | | 3,000～4,000 | | | | | |
| | | 4,000～5,000 | (LPG) 2 | | 8,600 | | 9,900 |
| | | 5,000～6,000 | | | | | |
| | | 6,000～7,000 | | | | | |
| | | 7,000～8,000 | | | | | |

| | | | | | | |
|--|---------------|--|--|--|--|--|
| | 8,000~9,000 | | | | | |
| | 9,000~10,000 | | | | | |
| | 10,000~15,000 | | | | | |
| | 15,000~20,000 | | | | | |
| | 20,000~25,000 | | | | | |
| | 25,000~30,000 | | | | | |
| | 30,000~35,000 | | | | | |
| | 35,000~40,000 | | | | | |
| | 40,000~45,000 | | | | | |
| | 45,000~50,000 | | | | | |
| | 50,000~55,000 | | | | | |
| | 55,000~60,000 | | | | | |
| | 60,000~65,000 | | | | | |

用途別・トン数階級別起工鋼船隻数及びトン数

第4表

| 区分 | 用途 | トン数階級 (単位G/T) | 平成30年6月分 | | |
|-----------------|-----|------------------|----------|-----------|---------|
| | | | 隻数 | G/T | D/W |
| 合 | 計 | 計 | 33 | 1,201,952 | - |
| | | 20G/T未満 | 1 | 19 | - |
| | | 20～100 | 4 | 137 | - |
| | | 100～500 | 4 | 1,000 | - |
| | | 500～1,000 | | | - |
| | | 1,000～2,000 | 3 | 4,797 | - |
| | | 2,000～3,000 | | | - |
| | | 3,000～4,000 | | | - |
| | | 4,000～5,000 | | | - |
| | | 5,000～6,000 | | | - |
| | | 6,000～7,000 | 1 | 6,100 | - |
| | | 7,000～8,000 | | | - |
| | | 8,000～9,000 | | | - |
| | | 9,000～10,000 | 1 | 9,999 | - |
| | | 10,000～15,000 | 1 | 11,900 | - |
| | | 15,000～20,000 | 1 | 16,600 | - |
| | | 20,000～25,000 | 4 | 91,800 | - |
| | | 25,000～30,000 | | | - |
| | | 30,000～35,000 | 1 | 32,200 | - |
| | | 35,000～40,000 | 3 | 108,300 | - |
| | | 40,000～45,000 | | | - |
| | | 45,000～50,000 | 1 | 49,800 | - |
| | | 50,000～55,000 | | | - |
| | | 55,000～60,000 | 2 | 114,900 | - |
| | | 60,000～65,000 | 1 | 61,100 | - |
| | | 65,000～70,000 | | | - |
| 70,000～75,000 | | | - | | |
| 75,000～100,000 | 1 | 76,900 | - | | |
| 100,000～150,000 | 1 | 145,000 | - | | |
| 150,000～200,000 | 3 | 471,400 | - | | |
| 200,000～ | | | - | | |
| 国内船 | 貨物船 | 計 | 4 | 253,099 | 285,512 |
| | | 20G/T未満 | | | |
| | | 20～100 | | | |
| | | 100～500 | (その他) 1 | 499 | 1,850 |
| | | 500～1,000 | | | |
| | | 1,000～2,000 | | | |
| | | 2,000～3,000 | | | |
| | | 3,000～4,000 | | | |
| | | 4,000～5,000 | | | |
| | | 5,000～6,000 | | | |
| | | 6,000～7,000 | | | |
| | | 7,000～8,000 | | | |
| | | 8,000～9,000 | | | |
| | | 9,000～10,000 | | | |
| | | 10,000～15,000 | | | |
| | | 15,000～20,000 | | | |
| | | 20,000～25,000 | | | |
| | | 25,000～30,000 | | | |
| | | 30,000～35,000 | | | |
| | | 35,000～40,000 | | | |
| 40,000～45,000 | | | | | |

| | | | | | | |
|-----|---|-----------------|--------|----|---------|---------|
| | | 45,000～50,000 | (撤積) | 1 | 49,800 | 60,000 |
| | | 50,000～55,000 | | | | |
| | | 55,000～60,000 | (鉱・撤) | 1 | 57,800 | 100,165 |
| | | 60,000～65,000 | | | | |
| | | 65,000～70,000 | | | | |
| | | 70,000～75,000 | | | | |
| | | 75,000～100,000 | | | | |
| | | 100,000～150,000 | (コンテナ) | 1 | 145,000 | 123,497 |
| 客 | 船 | 計 | | 1 | 123 | - |
| | | 20G/T未満 | | | | - |
| | | 20～100 | | | | - |
| | | 100～500 | | 1 | 123 | - |
| 油 | 送 | 計 | | 3 | 4,797 | 7,300 |
| | 船 | 20G/T未満 | | | | |
| | | 20～100 | | | | |
| | | 100～500 | | | | |
| | | 500～1,000 | | | | |
| | | 1,000～2,000 | (化学薬) | 3 | 4,797 | 7,300 |
| 漁 | 船 | 計 | | 1 | 199 | - |
| | | 20G/T未満 | | | | - |
| | | 20～100 | | | | - |
| | | 100～500 | | 1 | 199 | - |
| そ | の | 計 | | 7 | 6,435 | - |
| 他 | | 20G/T未満 | | 1 | 19 | - |
| | | 20～100 | | 4 | 137 | - |
| | | 100～500 | | 1 | 179 | - |
| | | 500～1,000 | | | | - |
| | | 1,000～2,000 | | | | - |
| | | 2,000～3,000 | | | | - |
| | | 3,000～4,000 | | | | - |
| | | 4,000～5,000 | | | | - |
| | | 5,000～6,000 | | | | - |
| | | 6,000～7,000 | | 1 | 6,100 | - |
| 輸出船 | 貨 | 計 | | 12 | 527,299 | 651,065 |
| | 物 | 20G/T未満 | | | | |
| | 船 | 20～100 | | | | |
| | | 100～500 | | | | |
| | | 500～1,000 | | | | |
| | | 1,000～2,000 | | | | |
| | | 2,000～3,000 | | | | |
| | | 3,000～4,000 | | | | |
| | | 4,000～5,000 | | | | |
| | | 5,000～6,000 | | | | |
| | | 6,000～7,000 | | | | |
| | | 7,000～8,000 | | | | |
| | | 8,000～9,000 | | | | |
| | | 9,000～10,000 | | 1 | 9,999 | 14,000 |
| | | 10,000～15,000 | | | | |
| | | 15,000～20,000 | | | | |
| | | 20,000～25,000 | (撤積) | 3 | 68,500 | 107,250 |
| | | 20,000～25,000 | (鉱・撤) | 1 | 23,300 | 37,600 |
| | | 25,000～30,000 | | | | |
| | | 30,000～35,000 | (コンテナ) | 1 | 32,200 | 37,400 |
| | | 35,000～40,000 | (撤積) | 1 | 35,500 | 62,100 |
| | | 35,000～40,000 | (鉱・撤) | 2 | 72,800 | 126,000 |
| | | 40,000～45,000 | | | | |
| | | 45,000～50,000 | | | | |

| | | | | | |
|-------|-----------------|--------|---|---------|---------|
| | 50,000～55,000 | | | | |
| | 55,000～60,000 | (撤積) | 1 | 57,100 | 103,500 |
| | 60,000～65,000 | | | | |
| | 65,000～70,000 | | | | |
| | 70,000～75,000 | | | | |
| | 75,000～100,000 | (自動車) | 1 | 76,900 | 17,700 |
| | 100,000～150,000 | | | | |
| | 150,000～200,000 | (コンテナ) | 1 | 151,000 | 145,515 |
| 油 送 船 | 計 | | 5 | 410,000 | 706,101 |
| | 20G/T未満 | | | | |
| | 20～100 | | | | |
| | 100～500 | | | | |
| | 500～1,000 | | | | |
| | 1,000～2,000 | | | | |
| | 2,000～3,000 | | | | |
| | 3,000～4,000 | | | | |
| | 4,000～5,000 | | | | |
| | 5,000～6,000 | | | | |
| | 6,000～7,000 | | | | |
| | 7,000～8,000 | | | | |
| | 8,000～9,000 | | | | |
| | 9,000～10,000 | | | | |
| | 10,000～15,000 | (化学薬) | 1 | 11,900 | 19,900 |
| | 15,000～20,000 | (化学薬) | 1 | 16,600 | 25,700 |
| | 20,000～25,000 | | | | |
| | 25,000～30,000 | | | | |
| | 30,000～35,000 | | | | |
| | 35,000～40,000 | | | | |
| | 40,000～45,000 | | | | |
| | 45,000～50,000 | | | | |
| | 50,000～55,000 | | | | |
| | 55,000～60,000 | | | | |
| | 60,000～65,000 | | 1 | 61,100 | 83,861 |
| | 65,000～70,000 | | | | |
| | 70,000～75,000 | | | | |
| | 75,000～100,000 | | | | |
| | 100,000～150,000 | | | | |
| | 150,000～200,000 | | 2 | 320,400 | 576,640 |

用途別・トン数階級別起工鋼船隻数及びトン数

第4表

| 区分 | 用途 | トン数階級 (単位G/T) | 平成30年6月分 | | |
|-----------------|-----|------------------|----------|-----------|---------|
| | | | 隻数 | G/T | D/W |
| 合 | 計 | 計 | 36 | 1,202,829 | - |
| | | 20G/T未満 | 3 | 46 | - |
| | | 20～100 | 4 | 137 | - |
| | | 100～500 | 4 | 1,000 | - |
| | | 500～1,000 | 1 | 850 | - |
| | | 1,000～2,000 | 3 | 4,797 | - |
| | | 2,000～3,000 | | | - |
| | | 3,000～4,000 | | | - |
| | | 4,000～5,000 | | | - |
| | | 5,000～6,000 | | | - |
| | | 6,000～7,000 | 1 | 6,100 | - |
| | | 7,000～8,000 | | | - |
| | | 8,000～9,000 | | | - |
| | | 9,000～10,000 | 1 | 9,999 | - |
| | | 10,000～15,000 | 1 | 11,900 | - |
| | | 15,000～20,000 | 1 | 16,600 | - |
| | | 20,000～25,000 | 4 | 91,800 | - |
| | | 25,000～30,000 | | | - |
| | | 30,000～35,000 | 1 | 32,200 | - |
| | | 35,000～40,000 | 3 | 108,300 | - |
| | | 40,000～45,000 | | | - |
| | | 45,000～50,000 | 1 | 49,800 | - |
| | | 50,000～55,000 | | | - |
| | | 55,000～60,000 | 2 | 114,900 | - |
| | | 60,000～65,000 | 1 | 61,100 | - |
| | | 65,000～70,000 | | | - |
| | | 70,000～75,000 | | | - |
| 75,000～100,000 | 1 | 76,900 | - | | |
| 100,000～150,000 | 1 | 145,000 | - | | |
| 150,000～200,000 | 3 | 471,400 | - | | |
| 200,000～ | | | - | | |
| 国内船 | 貨物船 | 計 | 4 | 253,099 | 285,512 |
| | | 20G/T未満 | | | |
| | | 20～100 | | | |
| | | 100～500 | (その他) 1 | 499 | 1,850 |
| | | 500～1,000 | | | |
| | | 1,000～2,000 | | | |
| | | 2,000～3,000 | | | |
| | | 3,000～4,000 | | | |
| | | 4,000～5,000 | | | |
| | | 5,000～6,000 | | | |
| | | 6,000～7,000 | | | |
| | | 7,000～8,000 | | | |
| | | 8,000～9,000 | | | |
| | | 9,000～10,000 | | | |
| | | 10,000～15,000 | | | |
| | | 15,000～20,000 | | | |
| | | 20,000～25,000 | | | |
| | | 25,000～30,000 | | | |
| | | 30,000～35,000 | | | |
| | | 35,000～40,000 | | | |
| | | 40,000～45,000 | | | |

| | | | | | | |
|--------|-----|-----------------|--------|----|---------|---------|
| | | 45,000～50,000 | (撤積) | 1 | 49,800 | 60,000 |
| | | 50,000～55,000 | | | | |
| | | 55,000～60,000 | (鉋・撤) | 1 | 57,800 | 100,165 |
| | | 60,000～65,000 | | | | |
| | | 65,000～70,000 | | | | |
| | | 70,000～75,000 | | | | |
| | | 75,000～100,000 | | | | |
| | | 100,000～150,000 | (コンテナ) | 1 | 145,000 | 123,497 |
| 客 | 船 | 計 | | 2 | 142 | - |
| | | 20G/T未満 | | 1 | 19 | - |
| | | 20～100 | | | | - |
| | | 100～500 | | 1 | 123 | - |
| 自動車航送船 | | 計 | | 1 | 850 | - |
| | | 20G/T未満 | | | | - |
| | | 20～100 | | | | - |
| | | 100～500 | | | | - |
| | | 500～1,000 | | 1 | 850 | - |
| 油送船 | | 計 | | 3 | 4,797 | 7,300 |
| | | 20G/T未満 | | | | |
| | | 20～100 | | | | |
| | | 100～500 | | | | |
| | | 500～1,000 | | | | |
| | | 1,000～2,000 | (化学薬) | 3 | 4,797 | 7,300 |
| 漁 | 船 | 計 | | 1 | 199 | - |
| | | 20G/T未満 | | | | - |
| | | 20～100 | | | | - |
| | | 100～500 | | 1 | 199 | - |
| その他 | | 計 | | 8 | 6,443 | - |
| | | 20G/T未満 | | 2 | 27 | - |
| | | 20～100 | | 4 | 137 | - |
| | | 100～500 | | 1 | 179 | - |
| | | 500～1,000 | | | | - |
| | | 1,000～2,000 | | | | - |
| | | 2,000～3,000 | | | | - |
| | | 3,000～4,000 | | | | - |
| | | 4,000～5,000 | | | | - |
| | | 5,000～6,000 | | | | - |
| | | 6,000～7,000 | | 1 | 6,100 | - |
| 輸出船 | 貨物船 | 計 | | 12 | 527,299 | 651,065 |
| | | 20G/T未満 | | | | |
| | | 20～100 | | | | |
| | | 100～500 | | | | |
| | | 500～1,000 | | | | |
| | | 1,000～2,000 | | | | |
| | | 2,000～3,000 | | | | |
| | | 3,000～4,000 | | | | |
| | | 4,000～5,000 | | | | |
| | | 5,000～6,000 | | | | |
| | | 6,000～7,000 | | | | |
| | | 7,000～8,000 | | | | |
| | | 8,000～9,000 | | | | |
| | | 9,000～10,000 | | 1 | 9,999 | 14,000 |
| | | 10,000～15,000 | | | | |
| | | 15,000～20,000 | | | | |
| | | 20,000～25,000 | (撤積) | 3 | 68,500 | 107,250 |
| | | 20,000～25,000 | (鉋・撤) | 1 | 23,300 | 37,600 |
| | | 25,000～30,000 | | | | |

| | | | | | |
|-------|-----------------|--------|---|---------|---------|
| | 30,000～35,000 | (コンテナ) | 1 | 32,200 | 37,400 |
| | 35,000～40,000 | (撤積) | 1 | 35,500 | 62,100 |
| | 35,000～40,000 | (鉱・撤) | 2 | 72,800 | 126,000 |
| | 40,000～45,000 | | | | |
| | 45,000～50,000 | | | | |
| | 50,000～55,000 | | | | |
| | 55,000～60,000 | (撤積) | 1 | 57,100 | 103,500 |
| | 60,000～65,000 | | | | |
| | 65,000～70,000 | | | | |
| | 70,000～75,000 | | | | |
| | 75,000～100,000 | (自動車) | 1 | 76,900 | 17,700 |
| | 100,000～150,000 | | | | |
| | 150,000～200,000 | (コンテナ) | 1 | 151,000 | 145,515 |
| 油 送 船 | 計 | | 5 | 410,000 | 706,101 |
| | 20G/T未満 | | | | |
| | 20～100 | | | | |
| | 100～500 | | | | |
| | 500～1,000 | | | | |
| | 1,000～2,000 | | | | |
| | 2,000～3,000 | | | | |
| | 3,000～4,000 | | | | |
| | 4,000～5,000 | | | | |
| | 5,000～6,000 | | | | |
| | 6,000～7,000 | | | | |
| | 7,000～8,000 | | | | |
| | 8,000～9,000 | | | | |
| | 9,000～10,000 | | | | |
| | 10,000～15,000 | (化学薬) | 1 | 11,900 | 19,900 |
| | 15,000～20,000 | (化学薬) | 1 | 16,600 | 25,700 |
| | 20,000～25,000 | | | | |
| | 25,000～30,000 | | | | |
| | 30,000～35,000 | | | | |
| | 35,000～40,000 | | | | |
| | 40,000～45,000 | | | | |
| | 45,000～50,000 | | | | |
| | 50,000～55,000 | | | | |
| | 55,000～60,000 | | | | |
| | 60,000～65,000 | | 1 | 61,100 | 83,861 |
| | 65,000～70,000 | | | | |
| | 70,000～75,000 | | | | |
| | 75,000～100,000 | | | | |
| | 100,000～150,000 | | | | |
| | 150,000～200,000 | | 2 | 320,400 | 576,640 |

用途別・トン数階級別進水鋼船隻数及びトン数

第5表

| 区分 | 用途 | トン数階級 (単位G/T) | 平成30年6月分 | | |
|-----------------|-----|------------------|----------|---------|--------|
| | | | 隻数 | G/T | D/W |
| 合 | 計 | 計 | 37 | 995,175 | - |
| | | 20G/T未満 | 4 | 44 | - |
| | | 20～100 | 1 | 69 | - |
| | | 100～500 | 7 | 1,628 | - |
| | | 500～1,000 | 2 | 1,498 | - |
| | | 1,000～2,000 | | | - |
| | | 2,000～3,000 | | | - |
| | | 3,000～4,000 | | | - |
| | | 4,000～5,000 | | | - |
| | | 5,000～6,000 | | | - |
| | | 6,000～7,000 | | | - |
| | | 7,000～8,000 | | | - |
| | | 8,000～9,000 | | | - |
| | | 9,000～10,000 | 2 | 19,349 | - |
| | | 10,000～15,000 | 3 | 35,873 | - |
| | | 15,000～20,000 | | | - |
| | | 20,000～25,000 | 6 | 136,582 | - |
| | | 25,000～30,000 | | | - |
| | | 30,000～35,000 | 2 | 62,200 | - |
| | | 35,000～40,000 | 2 | 72,232 | - |
| | | 40,000～45,000 | 1 | 43,600 | - |
| | | 45,000～50,000 | 2 | 94,500 | - |
| | | 50,000～55,000 | | | - |
| | | 55,000～60,000 | | | - |
| | | 60,000～65,000 | 1 | 61,100 | - |
| | | 65,000～70,000 | | | - |
| 70,000～75,000 | | | - | | |
| 75,000～100,000 | 2 | 170,500 | - | | |
| 100,000～150,000 | 1 | 145,000 | - | | |
| 150,000～200,000 | 1 | 151,000 | - | | |
| 200,000～ | | | - | | |
| 国内船 | 貨物船 | 計 | 4 | 78,667 | 23,000 |
| | | 20G/T未満 | | | |
| | | 20～100 | | | |
| | | 100～500 | 1 | 269 | 850 |
| | | 500～1,000 | 2 | 1,498 | 4,450 |
| | | 1,000～2,000 | | | |
| | | 2,000～3,000 | | | |
| | | 3,000～4,000 | | | |
| | | 4,000～5,000 | | | |
| | | 5,000～6,000 | | | |
| | | 6,000～7,000 | | | |
| | | 7,000～8,000 | | | |
| | | 8,000～9,000 | | | |
| | | 9,000～10,000 | | | |
| | | 10,000～15,000 | | | |
| | | 15,000～20,000 | | | |
| | | 20,000～25,000 | | | |
| | | 25,000～30,000 | | | |
| | | 30,000～35,000 | | | |
| | | 35,000～40,000 | | | |
| | | 40,000～45,000 | | | |

| | | | | | | |
|-----|-------|-----------------|--------|----|---------|---------|
| | | 45,000～50,000 | | | | |
| | | 50,000～55,000 | | | | |
| | | 55,000～60,000 | | | | |
| | | 60,000～65,000 | | | | |
| | | 65,000～70,000 | | | | |
| | | 70,000～75,000 | | | | |
| | | 75,000～100,000 | (自動車) | 1 | 76,900 | 17,700 |
| | 客 船 | 計 | | 2 | 192 | - |
| | | 20G/T未満 | | | | - |
| | | 20～100 | | 1 | 69 | - |
| | | 100～500 | | 1 | 123 | - |
| | 漁 船 | 計 | | 1 | 380 | - |
| | | 20G/T未満 | | | | - |
| | | 20～100 | | | | - |
| | | 100～500 | | 1 | 380 | - |
| | そ の 他 | 計 | | 7 | 579 | - |
| | | 20G/T未満 | | 4 | 44 | - |
| | | 20～100 | | | | - |
| | | 100～500 | | 3 | 535 | - |
| 輸出船 | 貨 物 船 | 計 | | 13 | 685,913 | 911,882 |
| | | 20G/T未満 | | | | |
| | | 20～100 | | | | |
| | | 100～500 | | | | |
| | | 500～1,000 | | | | |
| | | 1,000～2,000 | | | | |
| | | 2,000～3,000 | | | | |
| | | 3,000～4,000 | | | | |
| | | 4,000～5,000 | | | | |
| | | 5,000～6,000 | | | | |
| | | 6,000～7,000 | | | | |
| | | 7,000～8,000 | | | | |
| | | 8,000～9,000 | | | | |
| | | 9,000～10,000 | | 1 | 9,999 | 13,900 |
| | | 10,000～15,000 | | | | |
| | | 15,000～20,000 | | | | |
| | | 20,000～25,000 | (撤積) | 3 | 67,850 | 108,850 |
| | | 20,000～25,000 | (鉦・撤) | 1 | 23,232 | 37,500 |
| | | 25,000～30,000 | | | | |
| | | 30,000～35,000 | (コンテナ) | 1 | 32,200 | 37,400 |
| | | 35,000～40,000 | (鉦・撤) | 2 | 72,232 | 126,000 |
| | | 40,000～45,000 | (撤積) | 1 | 43,600 | 52,800 |
| | | 45,000～50,000 | (撤積) | 1 | 47,200 | 83,820 |
| | | 50,000～55,000 | | | | |
| | | 55,000～60,000 | | | | |
| | | 60,000～65,000 | | | | |
| | | 65,000～70,000 | | | | |
| | | 70,000～75,000 | | | | |
| | | 75,000～100,000 | (鉦・撤) | 1 | 93,600 | 182,600 |
| | | 100,000～150,000 | (コンテナ) | 1 | 145,000 | 123,497 |
| | | 150,000～200,000 | (コンテナ) | 1 | 151,000 | 145,515 |
| | 油 送 船 | 計 | | 9 | 229,123 | 332,458 |
| | | 20G/T未満 | | | | |
| | | 20～100 | | | | |
| | | 100～500 | | | | |
| | | 500～1,000 | | | | |
| | | 1,000～2,000 | | | | |
| | | 2,000～3,000 | | | | |

| | | | | |
|-------|---------------|---------|--------|--------|
| | 3,000～4,000 | | | |
| | 4,000～5,000 | | | |
| | 5,000～6,000 | | | |
| | 6,000～7,000 | | | |
| | 7,000～8,000 | | | |
| | 8,000～9,000 | | | |
| | 9,000～10,000 | (化学薬) 1 | 9,350 | 15,500 |
| | 10,000～15,000 | (化学薬) 3 | 35,873 | 59,550 |
| | 15,000～20,000 | | | |
| | 20,000～25,000 | (化学薬) 2 | 45,500 | 74,000 |
| | 25,000～30,000 | | | |
| | 30,000～35,000 | 1 | 30,000 | 50,000 |
| | 35,000～40,000 | | | |
| | 40,000～45,000 | | | |
| | 45,000～50,000 | (LPG) 1 | 47,300 | 49,547 |
| | 50,000～55,000 | | | |
| | 55,000～60,000 | | | |
| | 60,000～65,000 | 1 | 61,100 | 83,861 |
| そ の 他 | 計 | 1 | 321 | - |
| | 20G/T未満 | | | - |
| | 20～100 | | | - |
| | 100～500 | 1 | 321 | - |

用途別・トン数階級別進水鋼船隻数及びトン数

第5表

| 区分 | 用途 | トン数階級 (単位G/T) | 平成30年6月分 | | |
|-----------------|-----|------------------|----------|---------|--------|
| | | | 隻数 | G/T | D/W |
| 合 | 計 | 計 | 44 | 999,464 | - |
| | | 20G/T未満 | 6 | 73 | - |
| | | 20～100 | 1 | 69 | - |
| | | 100～500 | 11 | 2,923 | - |
| | | 500～1,000 | 2 | 1,498 | - |
| | | 1,000～2,000 | | | - |
| | | 2,000～3,000 | 1 | 2,965 | - |
| | | 3,000～4,000 | | | - |
| | | 4,000～5,000 | | | - |
| | | 5,000～6,000 | | | - |
| | | 6,000～7,000 | | | - |
| | | 7,000～8,000 | | | - |
| | | 8,000～9,000 | | | - |
| | | 9,000～10,000 | 2 | 19,349 | - |
| | | 10,000～15,000 | 3 | 35,873 | - |
| | | 15,000～20,000 | | | - |
| | | 20,000～25,000 | 6 | 136,582 | - |
| | | 25,000～30,000 | | | - |
| | | 30,000～35,000 | 2 | 62,200 | - |
| | | 35,000～40,000 | 2 | 72,232 | - |
| | | 40,000～45,000 | 1 | 43,600 | - |
| | | 45,000～50,000 | 2 | 94,500 | - |
| | | 50,000～55,000 | | | - |
| | | 55,000～60,000 | | | - |
| | | 60,000～65,000 | 1 | 61,100 | - |
| | | 65,000～70,000 | | | - |
| | | 70,000～75,000 | | | - |
| 75,000～100,000 | 2 | 170,500 | - | | |
| 100,000～150,000 | 1 | 145,000 | - | | |
| 150,000～200,000 | 1 | 151,000 | - | | |
| 200,000～ | | | - | | |
| 国内船 | 貨物船 | 計 | 7 | 82,630 | 28,740 |
| | | 20G/T未満 | | | |
| | | 20～100 | | | |
| | | 100～500 | 3 | 1,267 | 4,190 |
| | | 500～1,000 | 2 | 1,498 | 4,450 |
| | | 1,000～2,000 | | | |
| | | 2,000～3,000 | (石炭) 1 | 2,965 | 2,400 |
| | | 3,000～4,000 | | | |
| | | 4,000～5,000 | | | |
| | | 5,000～6,000 | | | |
| | | 6,000～7,000 | | | |
| | | 7,000～8,000 | | | |
| | | 8,000～9,000 | | | |
| | | 9,000～10,000 | | | |
| | | 10,000～15,000 | | | |
| | | 15,000～20,000 | | | |
| | | 20,000～25,000 | | | |
| | | 25,000～30,000 | | | |
| | | 30,000～35,000 | | | |
| | | 35,000～40,000 | | | |
| | | 40,000～45,000 | | | |

| | | | | | | |
|---------|-----|-----------------|--------|----|---------|---------|
| | | 45,000～50,000 | | | | |
| | | 50,000～55,000 | | | | |
| | | 55,000～60,000 | | | | |
| | | 60,000～65,000 | | | | |
| | | 65,000～70,000 | | | | |
| | | 70,000～75,000 | | | | |
| | | 75,000～100,000 | (自動車) | 1 | 76,900 | 17,700 |
| 客 | 船 | 計 | | 2 | 192 | - |
| | | 20G/T未満 | | | | - |
| | | 20～100 | | 1 | 69 | - |
| | | 100～500 | | 1 | 123 | - |
| 自動車航送船 | | 計 | | 1 | 185 | - |
| | | 20G/T未満 | | | | - |
| | | 20～100 | | | | - |
| | | 100～500 | | 1 | 185 | - |
| 漁 | 船 | 計 | | 1 | 380 | - |
| | | 20G/T未満 | | | | - |
| | | 20～100 | | | | - |
| | | 100～500 | | 1 | 380 | - |
| その他 | | 計 | | 10 | 720 | - |
| | | 20G/T未満 | | 6 | 73 | - |
| | | 20～100 | | | | - |
| | | 100～500 | | 4 | 647 | - |
| 輸出船 | 貨物船 | 計 | | 13 | 685,913 | 911,882 |
| | | 20G/T未満 | | | | |
| | | 20～100 | | | | |
| | | 100～500 | | | | |
| | | 500～1,000 | | | | |
| | | 1,000～2,000 | | | | |
| | | 2,000～3,000 | | | | |
| | | 3,000～4,000 | | | | |
| | | 4,000～5,000 | | | | |
| | | 5,000～6,000 | | | | |
| | | 6,000～7,000 | | | | |
| | | 7,000～8,000 | | | | |
| | | 8,000～9,000 | | | | |
| | | 9,000～10,000 | | 1 | 9,999 | 13,900 |
| | | 10,000～15,000 | | | | |
| | | 15,000～20,000 | | | | |
| | | 20,000～25,000 | (撤積) | 3 | 67,850 | 108,850 |
| | | 20,000～25,000 | (鉤・撤) | 1 | 23,232 | 37,500 |
| | | 25,000～30,000 | | | | |
| | | 30,000～35,000 | (コンテナ) | 1 | 32,200 | 37,400 |
| | | 35,000～40,000 | (鉤・撤) | 2 | 72,232 | 126,000 |
| | | 40,000～45,000 | (撤積) | 1 | 43,600 | 52,800 |
| | | 45,000～50,000 | (撤積) | 1 | 47,200 | 83,820 |
| | | 50,000～55,000 | | | | |
| | | 55,000～60,000 | | | | |
| | | 60,000～65,000 | | | | |
| | | 65,000～70,000 | | | | |
| | | 70,000～75,000 | | | | |
| | | 75,000～100,000 | (鉤・撤) | 1 | 93,600 | 182,600 |
| | | 100,000～150,000 | (コンテナ) | 1 | 145,000 | 123,497 |
| | | 150,000～200,000 | (コンテナ) | 1 | 151,000 | 145,515 |
| | | 油送船 | | 計 | | 9 |
| 20G/T未満 | | | | | | |
| 20～100 | | | | | | |

| | | | | | |
|-------|---------------|-------|---|--------|--------|
| | 100～500 | | | | |
| | 500～1,000 | | | | |
| | 1,000～2,000 | | | | |
| | 2,000～3,000 | | | | |
| | 3,000～4,000 | | | | |
| | 4,000～5,000 | | | | |
| | 5,000～6,000 | | | | |
| | 6,000～7,000 | | | | |
| | 7,000～8,000 | | | | |
| | 8,000～9,000 | | | | |
| | 9,000～10,000 | (化学薬) | 1 | 9,350 | 15,500 |
| | 10,000～15,000 | (化学薬) | 3 | 35,873 | 59,550 |
| | 15,000～20,000 | | | | |
| | 20,000～25,000 | (化学薬) | 2 | 45,500 | 74,000 |
| | 25,000～30,000 | | | | |
| | 30,000～35,000 | | 1 | 30,000 | 50,000 |
| | 35,000～40,000 | | | | |
| | 40,000～45,000 | | | | |
| | 45,000～50,000 | (LPG) | 1 | 47,300 | 49,547 |
| | 50,000～55,000 | | | | |
| | 55,000～60,000 | | | | |
| | 60,000～65,000 | | 1 | 61,100 | 83,861 |
| そ の 他 | 計 | | 1 | 321 | - |
| | 20G/T未満 | | | | - |
| | 20～100 | | | | - |
| | 100～500 | | 1 | 321 | - |

用途別・トン数階級別しゅん工鋼船隻数、トン数及び船価

第6表

| 区分 | 用途 | トン数階級 (単位G/T) | 平成30年6月分 | | | | |
|-----------------|----------|------------------|----------|------------|---------|-------------|---------|
| | | | 隻数 | G/T | D/W | 船価(千円) | G/T当り船価 |
| 合 | 計 | 計 | 47 | 1,814,611 | - | 198,488,620 | 109 |
| | | 20G/T未満 | 6 | 74 | - | 405,230 | 5,476 |
| | | 20～100 | 1 | 69 | - | .. | .. |
| | | 100～500 | 2 | 697 | - | 945,000 | 1,356 |
| | | 500～1,000 | 1 | 699 | - | .. | .. |
| | | 1,000～2,000 | | | - | | |
| | | 2,000～3,000 | | | - | | |
| | | 3,000～4,000 | 1 | 3,585 | - | .. | .. |
| | | 4,000～5,000 | 2 | 9,434 | - | 1,777,000 | 188 |
| | | 5,000～6,000 | 2 | 11,700 | - | 4,540,000 | 388 |
| | | 6,000～7,000 | 1 | 6,249 | - | .. | .. |
| | | 7,000～8,000 | | | - | | |
| | | 8,000～9,000 | | | - | | |
| | | 9,000～10,000 | 1 | 9,418 | - | .. | .. |
| | | 10,000～15,000 | 6 | 72,191 | - | 17,795,729 | 247 |
| | | 15,000～20,000 | 2 | 32,760 | - | 9,515,442 | 290 |
| | | 20,000～25,000 | 4 | 91,708 | - | 13,007,606 | 142 |
| | | 25,000～30,000 | 1 | 29,447 | - | .. | .. |
| | | 30,000～35,000 | 1 | 32,145 | - | .. | .. |
| | | 35,000～40,000 | 2 | 73,710 | - | 6,155,664 | 84 |
| | | 40,000～45,000 | 2 | 86,451 | - | 6,911,957 | 80 |
| | | 45,000～50,000 | 1 | 48,261 | - | .. | .. |
| | | 50,000～55,000 | | | - | | |
| | | 55,000～60,000 | 1 | 59,880 | - | .. | .. |
| | | 60,000～65,000 | 2 | 123,700 | - | 12,494,094 | 101 |
| | | 65,000～70,000 | | | - | | |
| | | 70,000～75,000 | | | - | | |
| 75,000～100,000 | 1 | 93,664 | - | .. | .. | | |
| 100,000～150,000 | 5 | 659,089 | - | 77,941,179 | 118 | | |
| 150,000～200,000 | 1 | 152,068 | - | .. | .. | | |
| 200,000～ | 1 | 217,612 | - | .. | .. | | |
| 国内船 | 貨物船 | 計 | 8 | 521,469 | 698,199 | 50,170,690 | 96 |
| | | 20G/T未満 | | | | | |
| | | 20～100 | | | | | |
| | | 100～500 | 1 | 499 | 1,700 | .. | .. |
| | | 500～1,000 | 1 | 699 | 2,000 | .. | .. |
| | | 1,000～2,000 | | | | | |
| | | 2,000～3,000 | | | | | |
| | | 3,000～4,000 | | | | | |
| | | 4,000～5,000 | | | | | |
| | | 5,000～6,000 | | | | | |
| | | 6,000～7,000 | (RORO) 1 | 6,249 | 8,300 | .. | .. |
| | | 7,000～8,000 | | | | | |
| | | 8,000～9,000 | | | | | |
| | | 9,000～10,000 | | | | | |
| | | 10,000～15,000 | | | | | |
| | | 15,000～20,000 | (RORO) 1 | 15,986 | 7,250 | .. | .. |
| | | 20,000～25,000 | | | | | |
| | | 25,000～30,000 | | | | | |
| | | 30,000～35,000 | | | | | |
| | | 35,000～40,000 | | | | | |
| | | 40,000～45,000 | | | | | |
| | | 45,000～50,000 | | | | | |
| | | 50,000～55,000 | | | | | |
| | | 55,000～60,000 | | | | | |
| | | 60,000～65,000 | | | | | |
| | | 65,000～70,000 | | | | | |
| | | 70,000～75,000 | | | | | |
| 75,000～100,000 | (艀・撤) 1 | 93,664 | 182,930 | .. | .. | | |
| 100,000～150,000 | (コンテナ) 1 | 145,251 | 139,335 | .. | .. | | |
| 100,000～150,000 | (艀・撤) 1 | 107,053 | 210,036 | .. | .. | | |
| 150,000～200,000 | (コンテナ) 1 | 152,068 | 146,648 | .. | .. | | |
| 客 | 船 | 計 | 1 | 69 | - | .. | .. |
| | | 20G/T未満 | | | - | | |
| | | 20～100 | 1 | 69 | - | .. | .. |
| 自動車航送船 | 計 | 計 | | | - | | |
| | | 20G/T未満 | | | - | | |
| | | 20～100 | | | - | | |
| | | 100～500 | | | - | | |

| | | | | | | | |
|-------|-----------------|--------|----|---------|---------|------------|-----|
| | 40,000～45,000 | (鉱・撤) | 2 | 86,451 | 163,409 | .. | .. |
| | 45,000～50,000 | (撤積) | 1 | 48,261 | 87,091 | .. | .. |
| | 50,000～55,000 | | | | | | |
| | 55,000～60,000 | (鉱・撤) | 1 | 59,880 | 100,325 | .. | .. |
| | 60,000～65,000 | | | | | | |
| | 65,000～70,000 | | | | | | |
| | 70,000～75,000 | | | | | | |
| | 75,000～100,000 | | | | | | |
| | 100,000～150,000 | (鉱石) | 1 | 135,953 | 250,362 | .. | .. |
| | 150,000～200,000 | | | | | | |
| | 200,000～ | (コンテナ) | 1 | 217,612 | 199,692 | .. | .. |
| 油 送 船 | 計 | | 14 | 527,537 | 609,428 | 94,430,253 | 179 |
| | 20G/T未満 | | | | | | |
| | 20～100 | | | | | | |
| | 100～500 | | | | | | |
| | 500～1,000 | | | | | | |
| | 1,000～2,000 | | | | | | |
| | 2,000～3,000 | | | | | | |
| | 3,000～4,000 | | | | | | |
| | 4,000～5,000 | (化学薬) | 1 | 4,890 | 7,322 | .. | .. |
| | 5,000～6,000 | (LPG) | 1 | 5,850 | 6,400 | .. | .. |
| | 6,000～7,000 | | | | | | |
| | 7,000～8,000 | | | | | | |
| | 8,000～9,000 | | | | | | |
| | 9,000～10,000 | (化学薬) | 1 | 9,418 | 16,000 | .. | .. |
| | 10,000～15,000 | (化学薬) | 5 | 59,200 | 97,339 | .. | .. |
| | 15,000～20,000 | | | | | | |
| | 20,000～25,000 | (化学薬) | 1 | 24,200 | 38,500 | .. | .. |
| | 25,000～30,000 | (化学薬) | 1 | 29,447 | 49,929 | .. | .. |
| | 30,000～35,000 | | | | | | |
| | 35,000～40,000 | | | | | | |
| | 40,000～45,000 | | | | | | |
| | 45,000～50,000 | | | | | | |
| | 50,000～55,000 | | | | | | |
| | 55,000～60,000 | | | | | | |
| | 60,000～65,000 | | 2 | 123,700 | 226,541 | 12,494,094 | 101 |
| | 65,000～70,000 | | | | | | |
| | 70,000～75,000 | | | | | | |
| | 75,000～100,000 | | | | | | |
| | 100,000～150,000 | (LNG) | 2 | 270,832 | 167,397 | .. | .. |
| | 150,000～200,000 | | | | | | |
| そ の 他 | 計 | | 1 | 3,585 | - | .. | .. |
| | 20G/T未満 | | | | | | |
| | 20～100 | | | | | | |
| | 100～500 | | | | | | |
| | 500～1,000 | | | | | | |
| | 1,000～2,000 | | | | | | |
| | 2,000～3,000 | | | | | | |
| | 3,000～4,000 | | 1 | 3,585 | - | .. | .. |
| | 4,000～5,000 | | | | | | |
| | 5,000～6,000 | | | | | | |
| | 6,000～7,000 | | | | | | |
| | 7,000～8,000 | | | | | | |
| | 8,000～9,000 | | | | | | |
| | 9,000～10,000 | | | | | | |
| | 10,000～15,000 | | | | | | |
| | 15,000～20,000 | | | | | | |
| | 20,000～25,000 | | | | | | |
| | 25,000～30,000 | | | | | | |
| | 30,000～35,000 | | | | | | |
| | 35,000～40,000 | | | | | | |
| | 40,000～45,000 | | | | | | |
| | 45,000～50,000 | | | | | | |
| | 50,000～55,000 | | | | | | |

用途別・トン数階級別しゅん工鋼船隻数、トン数及び船価

第6表

| 区分 | 用途 | トン数階級 (単位G/T) | 平成30年6月分 | | | | |
|-----------------|----------|------------------|----------|------------|---------|-------------|---------|
| | | | 隻数 | G/T | D/W | 船価(千円) | G/T当り船価 |
| 合 | 計 | 計 | 51 | 1,816,114 | - | 201,047,018 | 111 |
| | | 20G/T未満 | 8 | 91 | - | 474,230 | 5,211 |
| | | 20~100 | 1 | 69 | - | .. | .. |
| | | 100~500 | 3 | 1,196 | - | 1,475,000 | 1,233 |
| | | 500~1,000 | 2 | 1,686 | - | 2,599,398 | 1,542 |
| | | 1,000~2,000 | | | - | | |
| | | 2,000~3,000 | | | - | | |
| | | 3,000~4,000 | 1 | 3,585 | - | .. | .. |
| | | 4,000~5,000 | 2 | 9,434 | - | 1,777,000 | 188 |
| | | 5,000~6,000 | 2 | 11,700 | - | 4,540,000 | 388 |
| | | 6,000~7,000 | 1 | 6,249 | - | .. | .. |
| | | 7,000~8,000 | | | - | | |
| | | 8,000~9,000 | | | - | | |
| | | 9,000~10,000 | 1 | 9,418 | - | .. | .. |
| | | 10,000~15,000 | 6 | 72,191 | - | 17,795,729 | 247 |
| | | 15,000~20,000 | 2 | 32,760 | - | 9,515,442 | 290 |
| | | 20,000~25,000 | 4 | 91,708 | - | 13,007,606 | 142 |
| | | 25,000~30,000 | 1 | 29,447 | - | .. | .. |
| | | 30,000~35,000 | 1 | 32,145 | - | .. | .. |
| | | 35,000~40,000 | 2 | 73,710 | - | 6,155,664 | 84 |
| | | 40,000~45,000 | 2 | 86,451 | - | 6,911,957 | 80 |
| | | 45,000~50,000 | 1 | 48,261 | - | .. | .. |
| | | 50,000~55,000 | | | - | | |
| 55,000~60,000 | 1 | 59,880 | - | .. | .. | | |
| 60,000~65,000 | 2 | 123,700 | - | 12,494,094 | 101 | | |
| 65,000~70,000 | | | - | | | | |
| 70,000~75,000 | | | - | | | | |
| 75,000~100,000 | 1 | 93,664 | - | .. | .. | | |
| 100,000~150,000 | 5 | 659,089 | - | 77,941,179 | 118 | | |
| 150,000~200,000 | 1 | 152,068 | - | .. | .. | | |
| 200,000~ | 1 | 217,612 | - | .. | .. | | |
| 国内船 | 貨物船 | 計 | 9 | 521,968 | 699,869 | 50,700,690 | 97 |
| | | 20G/T未満 | | | | | |
| | | 20~100 | | | | | |
| | | 100~500 | 2 | 998 | 3,370 | .. | .. |
| | | 500~1,000 | 1 | 699 | 2,000 | .. | .. |
| | | 1,000~2,000 | | | | | |
| | | 2,000~3,000 | | | | | |
| | | 3,000~4,000 | | | | | |
| | | 4,000~5,000 | | | | | |
| | | 5,000~6,000 | | | | | |
| | | 6,000~7,000 | (RORO) 1 | 6,249 | 8,300 | .. | .. |
| | | 7,000~8,000 | | | | | |
| | | 8,000~9,000 | | | | | |
| | | 9,000~10,000 | | | | | |
| | | 10,000~15,000 | | | | | |
| | | 15,000~20,000 | (RORO) 1 | 15,986 | 7,250 | .. | .. |
| | | 20,000~25,000 | | | | | |
| | | 25,000~30,000 | | | | | |
| | | 30,000~35,000 | | | | | |
| | | 35,000~40,000 | | | | | |
| | | 40,000~45,000 | | | | | |
| | | 45,000~50,000 | | | | | |
| | | 50,000~55,000 | | | | | |
| 55,000~60,000 | | | | | | | |
| 60,000~65,000 | | | | | | | |
| 65,000~70,000 | | | | | | | |
| 70,000~75,000 | | | | | | | |
| 75,000~100,000 | (鉤・撤) 1 | 93,664 | 182,930 | .. | .. | | |
| 100,000~150,000 | (コンテナ) 1 | 145,251 | 139,335 | .. | .. | | |
| 100,000~150,000 | (鉤・撤) 1 | 107,053 | 210,036 | .. | .. | | |
| 150,000~200,000 | (コンテナ) 1 | 152,068 | 146,648 | .. | .. | | |

| | | | | | | | | | |
|-----------------|---|--------------|---------------|-------------|--------|---------|-----------|------------|-------|
| 客 | 船 | 計 | 1 | 69 | - | - | .. | .. | |
| | | 20G/T未満 | | | | | | | |
| | | 20~100 | 1 | 69 | - | - | .. | .. | |
| 自動車航送船 | 船 | 計 | 1 | 987 | - | - | .. | .. | |
| | | 20G/T未満 | | | | | | | |
| | | 20~100 | | | | | | | |
| | | 100~500 | | | | | | | |
| | | 500~1,000 | 1 | 987 | - | - | .. | .. | |
| | | 1,000~2,000 | | | | | | | |
| | | 2,000~3,000 | | | | | | | |
| | | 3,000~4,000 | | | | | | | |
| | | 4,000~5,000 | | | | | | | |
| | | 5,000~6,000 | | | | | | | |
| | | 6,000~7,000 | | | | | | | |
| | | 7,000~8,000 | | | | | | | |
| | | 8,000~9,000 | | | | | | | |
| | | 9,000~10,000 | | | | | | | |
| 10,000~15,000 | | | | | | | | | |
| 油 | 送 | 船 | 計 | 3 | 10,592 | 13,656 | 2,857,000 | 270 | |
| | | | 20G/T未満 | | | | | | |
| | | | 20~100 | | | | | | |
| | | | 100~500 | (化学薬) | 1 | 198 | 405 | .. | .. |
| | | | 500~1,000 | | | | | | |
| | | | 1,000~2,000 | | | | | | |
| | | | 2,000~3,000 | | | | | | |
| | | | 3,000~4,000 | | | | | | |
| | | | 4,000~5,000 | (化学薬) | 1 | 4,544 | 6,851 | .. | .. |
| | | | 5,000~6,000 | (LPG) | 1 | 5,850 | 6,400 | .. | .. |
| | | | 6,000~7,000 | | | | | | |
| | | | 7,000~8,000 | | | | | | |
| | | | 8,000~9,000 | | | | | | |
| | | | 9,000~10,000 | | | | | | |
| | | | 10,000~15,000 | | | | | | |
| | | | 15,000~20,000 | | | | | | |
| | | | 20,000~25,000 | | | | | | |
| | | | 25,000~30,000 | | | | | | |
| | | | 30,000~35,000 | | | | | | |
| | | | 35,000~40,000 | | | | | | |
| | | | 40,000~45,000 | | | | | | |
| | | | 45,000~50,000 | | | | | | |
| | | | 50,000~55,000 | | | | | | |
| 55,000~60,000 | | | | | | | | | |
| 60,000~65,000 | | | | | | | | | |
| 65,000~70,000 | | | | | | | | | |
| 70,000~75,000 | | | | | | | | | |
| 75,000~100,000 | | | | | | | | | |
| 100,000~150,000 | | | | | | | | | |
| 150,000~200,000 | | | | | | | | | |
| 漁 | 船 | 計 | 2 | 30 | - | - | 194,000 | 6,467 | |
| | | 20G/T未満 | 2 | 30 | - | - | 194,000 | 6,467 | |
| | | 20~100 | | | | | | | |
| | | 100~500 | | | | | | | |
| | | 500~1,000 | | | | | | | |
| 1,000~2,000 | | | | | | | | | |
| そ | の | 他 | 計 | 6 | 61 | - | - | 280,230 | 4,594 |
| | | | 20G/T未満 | 6 | 61 | - | - | 280,230 | 4,594 |
| | | | 20~100 | | | | | | |
| | | | 100~500 | | | | | | |
| | | | 500~1,000 | | | | | | |
| 1,000~2,000 | | | | | | | | | |
| 輸出船 | 貨 | 物 | 船 | 計 | 14 | 751,285 | 1,109,033 | 46,896,767 | 62 |
| | | | | 20G/T未満 | | | | | |
| | | | | 20~100 | | | | | |
| | | | | 100~500 | | | | | |
| | | | | 500~1,000 | | | | | |
| | | | | 1,000~2,000 | | | | | |
| 2,000~3,000 | | | | | | | | | |

| | | | | | | | |
|-------|-----------------|--------|--------|---------|---------|------------|-----|
| | 3,000～4,000 | | | | | | |
| | 4,000～5,000 | | | | | | |
| | 5,000～6,000 | | | | | | |
| | 6,000～7,000 | | | | | | |
| | 7,000～8,000 | | | | | | |
| | 8,000～9,000 | | | | | | |
| | 9,000～10,000 | | | | | | |
| | 10,000～15,000 | 1 | 12,991 | 17,588 | .. | .. | |
| | 15,000～20,000 | 1 | 16,774 | 27,356 | .. | .. | |
| | 20,000～25,000 | (撤積) | 3 | 67,508 | 108,667 | 7,673,606 | 114 |
| | 25,000～30,000 | | | | | | |
| | 30,000～35,000 | (コンテナ) | 1 | 32,145 | 37,259 | .. | .. |
| | 35,000～40,000 | | 1 | 38,500 | 54,812 | .. | .. |
| | 35,000～40,000 | (撤積) | 1 | 35,210 | 62,472 | .. | .. |
| | 40,000～45,000 | (鉱・撤) | 2 | 86,451 | 163,409 | 6,911,957 | 80 |
| | 45,000～50,000 | (撤積) | 1 | 48,261 | 87,091 | .. | .. |
| | 50,000～55,000 | | | | | | |
| | 55,000～60,000 | (鉱・撤) | 1 | 59,880 | 100,325 | .. | .. |
| | 60,000～65,000 | | | | | | |
| | 65,000～70,000 | | | | | | |
| | 70,000～75,000 | | | | | | |
| | 75,000～100,000 | | | | | | |
| | 100,000～150,000 | (鉱石) | 1 | 135,953 | 250,362 | .. | .. |
| | 150,000～200,000 | | | | | | |
| | 200,000～ | (コンテナ) | 1 | 217,612 | 199,692 | .. | .. |
| 油 送 船 | 計 | | 14 | 527,537 | 609,428 | 94,430,253 | 179 |
| | 20G/T未満 | | | | | | |
| | 20～100 | | | | | | |
| | 100～500 | | | | | | |
| | 500～1,000 | | | | | | |
| | 1,000～2,000 | | | | | | |
| | 2,000～3,000 | | | | | | |
| | 3,000～4,000 | | | | | | |
| | 4,000～5,000 | (化学薬) | 1 | 4,890 | 7,322 | .. | .. |
| | 5,000～6,000 | (LPG) | 1 | 5,850 | 6,400 | .. | .. |
| | 6,000～7,000 | | | | | | |
| | 7,000～8,000 | | | | | | |
| | 8,000～9,000 | | | | | | |
| | 9,000～10,000 | (化学薬) | 1 | 9,418 | 16,000 | .. | .. |
| | 10,000～15,000 | (化学薬) | 5 | 59,200 | 97,339 | 15,835,529 | 267 |
| | 15,000～20,000 | | | | | | |
| | 20,000～25,000 | (化学薬) | 1 | 24,200 | 38,500 | .. | .. |
| | 25,000～30,000 | (化学薬) | 1 | 29,447 | 49,929 | .. | .. |
| | 30,000～35,000 | | | | | | |
| | 35,000～40,000 | | | | | | |
| | 40,000～45,000 | | | | | | |
| | 45,000～50,000 | | | | | | |
| | 50,000～55,000 | | | | | | |
| | 55,000～60,000 | | | | | | |
| | 60,000～65,000 | | 2 | 123,700 | 226,541 | 12,494,094 | 101 |
| | 65,000～70,000 | | | | | | |
| | 70,000～75,000 | | | | | | |
| | 75,000～100,000 | | | | | | |
| | 100,000～150,000 | (LNG) | 2 | 270,832 | 167,397 | 49,312,840 | 182 |
| | 150,000～200,000 | | | | | | |
| そ の 他 | 計 | | 1 | 3,585 | - | .. | .. |
| | 20G/T未満 | | | | | | |
| | 20～100 | | | | | | |
| | 100～500 | | | | | | |
| | 500～1,000 | | | | | | |
| | 1,000～2,000 | | | | | | |
| | 2,000～3,000 | | | | | | |
| | 3,000～4,000 | | 1 | 3,585 | - | .. | .. |
| | 4,000～5,000 | | | | | | |
| | 5,000～6,000 | | | | | | |
| | 6,000～7,000 | | | | | | |
| | 7,000～8,000 | | | | | | |

| | | | | | | | |
|--|---------------|--|--|--|---|--|--|
| | 8,000~9,000 | | | | - | | |
| | 9,000~10,000 | | | | - | | |
| | 10,000~15,000 | | | | - | | |
| | 15,000~20,000 | | | | - | | |
| | 20,000~25,000 | | | | - | | |
| | 25,000~30,000 | | | | - | | |
| | 30,000~35,000 | | | | - | | |
| | 35,000~40,000 | | | | - | | |
| | 40,000~45,000 | | | | - | | |
| | 45,000~50,000 | | | | - | | |
| | 50,000~55,000 | | | | - | | |

用途別・トン数階級別しゅん工強化プラスチック(木)船隻数、トン数及び船価

第7表

| 区分 | 用途 | トン数階級 (単位G/T) | 平成30年6月分 | | | |
|-----|---------|------------------|----------|-----|------------|-------------|
| | | | 隻数 | G/T | 船価 (千円) | G/T当り 船価 |
| 合 計 | | 計 | 3 | 54 | 285,641 | 5,290 |
| | | 20G/T未満 | 2 | 27 | .. | .. |
| | | 20~100 | 1 | 27 | .. | .. |
| | | 100~200 | | | | |
| | | 200~ | | | | |
| 国内船 | 貨物船 | 計 | | | | |
| | | 20G/T未満 | | | | |
| | | 20~100 | | | | |
| | | 100~200 | | | | |
| | | 200~ | | | | |
| | 客船 | 計 | | | | |
| | | 20G/T未満 | | | | |
| | | 20~100 | | | | |
| | | 100~200 | | | | |
| | | 200~ | | | | |
| | 漁船 | 計 | 2 | 27 | .. | .. |
| | | 20G/T未満 | 2 | 27 | .. | .. |
| | | 20~100 | | | | |
| | | 100~200 | | | | |
| | | 200~ | | | | |
| | その他 | 計 | 1 | 27 | .. | .. |
| | | 20G/T未満 | | | | |
| | | 20~100 | 1 | 27 | .. | .. |
| | | 100~200 | | | | |
| | | 200~ | | | | |
| 輸出船 | 計 | | | | | |
| | 20G/T未満 | | | | | |
| | 20~100 | | | | | |
| | 100~200 | | | | | |
| | 200~ | | | | | |

(注)上段はFRP船、下段は木船の値である。

用途別・トン数階級別しゅん工強化プラスチック(木)船隻数、トン数及び船価

第7表

| 区分 | 用途 | トン数階級 (単位G/T) | 平成30年6月分 | | | |
|-----|---------|------------------|----------|-----|------------|-------------|
| | | | 隻数 | G/T | 船価 (千円) | G/T当り 船価 |
| 合 計 | | 計 | 4 | 58 | 420,597 | 7,252 |
| | | 20G/T未満 | 3 | 31 | .. | .. |
| | | 20~100 | 1 | 27 | .. | .. |
| | | 100~200 | | | | |
| | | 200~ | | | | |
| 国内船 | 貨物船 | 計 | | | | |
| | | 20G/T未満 | | | | |
| | | 20~100 | | | | |
| | | 100~200 | | | | |
| | | 200~ | | | | |
| | 客船 | 計 | | | | |
| | | 20G/T未満 | | | | |
| | | 20~100 | | | | |
| | | 100~200 | | | | |
| | | 200~ | | | | |
| | 漁船 | 計 | 3 | 31 | .. | .. |
| | | 20G/T未満 | 3 | 31 | .. | .. |
| | | 20~100 | | | | |
| | | 100~200 | | | | |
| | | 200~ | | | | |
| | その他 | 計 | 1 | 27 | .. | .. |
| | | 20G/T未満 | | | | |
| | | 20~100 | 1 | 27 | .. | .. |
| | | 100~200 | | | | |
| | | 200~ | | | | |
| 輸出船 | 計 | | | | | |
| | 20G/T未満 | | | | | |
| | 20~100 | | | | | |
| | 100~200 | | | | | |
| | 200~ | | | | | |

(注)上段はFRP船、下段は木船の値である。

船質別・国籍別修繕船舶隻数、トン数及び修繕高

第9表

| | 船質 | 受注区分 | 工事区分 | 隻数 | 総トン数 | 修繕高(千円) |
|----------|---------|------|------|-------|-----------|-----------|
| 平成30年6月分 | 鋼船 | 合計 | 計 | 1,034 | 1,498,332 | 5,561,666 |
| | | | 入きよ | 577 | 833,257 | 5,096,646 |
| | | | 非入きよ | 457 | 665,075 | 465,020 |
| | | 日本船 | 計 | 1,005 | 721,994 | 5,084,798 |
| | | | 入きよ | 561 | 493,761 | 4,661,834 |
| | | | 非入きよ | 444 | 228,233 | 422,964 |
| | | 外国船 | 計 | 29 | 776,338 | 476,868 |
| | | | 入きよ | 16 | 339,496 | 434,812 |
| | | | 非入きよ | 13 | 436,842 | 42,056 |
| | FRP(木)船 | 日本船 | | 48 | 1,380 | 64,637 |

| | 船質 | 受注区分 | 工事区分 | 隻数 | 排水トン数 | 修繕高(千円) |
|----------|----|------|------|----|---------|-----------|
| 平成30年6月分 | 鋼船 | 合計 | 計 | 29 | 130,013 | 9,309,207 |
| | | | 入きよ | 13 | 22,703 | 8,153,701 |
| | | | 非入きよ | 16 | 107,310 | 1,155,506 |
| | | 日本船 | 計 | 29 | 130,013 | 9,309,207 |
| | | | 入きよ | 13 | 22,703 | 8,153,701 |
| | | | 非入きよ | 16 | 107,310 | 1,155,506 |
| | | 外国船 | 計 | | | |
| | | | 入きよ | | | |
| | | | 非入きよ | | | |

(改訂後)

船質別・国籍別修繕船舶隻数、トン数及び修繕高

第9表

| | 船質 | 受注区分 | 工事区分 | 隻数 | 総トン数 | 修繕高(千円) |
|----------|---------|------|------|-------|-----------|-----------|
| 平成30年6月分 | 鋼船 | 合計 | 計 | 1,201 | 1,577,512 | 6,428,983 |
| | | | 入きよ | 661 | 878,223 | 5,874,105 |
| | | | 非入きよ | 540 | 699,289 | 554,878 |
| | | 日本船 | 計 | 1,172 | 801,174 | 5,952,115 |
| | | | 入きよ | 645 | 538,727 | 5,439,293 |
| | | | 非入きよ | 527 | 262,447 | 512,822 |
| | | 外国船 | 計 | 29 | 776,338 | 476,868 |
| | | | 入きよ | 16 | 339,496 | 434,812 |
| | | | 非入きよ | 13 | 436,842 | 42,056 |
| | FRP(木)船 | 日本船 | | 55 | 1,513 | 72,783 |

| | 船質 | 受注区分 | 工事区分 | 隻数 | 排水トン数 | 修繕高(千円) |
|----------|----|------|------|----|---------|-----------|
| 平成30年6月分 | 鋼船 | 合計 | 計 | 37 | 135,536 | 9,432,719 |
| | | | 入きよ | 19 | 27,160 | 8,179,837 |
| | | | 非入きよ | 18 | 108,376 | 1,252,882 |
| | | 日本船 | 計 | 37 | 135,536 | 9,432,719 |
| | | | 入きよ | 19 | 27,160 | 8,179,837 |
| | | | 非入きよ | 18 | 108,376 | 1,252,882 |
| | | 外国船 | 計 | | | |
| | | | 入きよ | | | |
| | | | 非入きよ | | | |

地方運輸局管轄区域別建造実績及び船舶修繕実績

第10表

| 運輸局名 | 内外別 | 鋼船建造実績 | | | | | | | | | 国籍別修繕船舶隻数、 トン数及び修繕高 | | | |
|---------|-----|--------|---------|----|-----------|----|---------|------|-----------|-------------|------------------------|-------|-----------|-----------|
| | | 受注 | | 起工 | | 進水 | | しゅん工 | | | 受注区分 | 隻数 | 総トン数 | 修繕高(千円) |
| | | 隻数 | G/T | 隻数 | G/T | 隻数 | G/T | 隻数 | G/T | 船価(千円) | | | | |
| 北海道運輸局 | 計 | | | | | | | 2 | 21,566 | 2,663,833 | 計 | 139 | 49,237 | 443,452 |
| | 国内船 | | | | | | | 1 | 16 | .. | 日本船 | 134 | 48,839 | 422,816 |
| | 輸出船 | | | | | | | 1 | 21,550 | .. | 外国船 | 5 | 398 | 20,636 |
| 東北運輸局 | 計 | 2 | 398 | 1 | 199 | 3 | 36,780 | 3 | 36,414 | 8,620,000 | 計 | 101 | 17,213 | 187,434 |
| | 国内船 | 2 | 398 | 1 | 199 | 1 | 380 | 1 | 14 | .. | 日本船 | 100 | 17,133 | .. |
| | 輸出船 | | | | | 2 | 36,400 | 2 | 36,400 | .. | 外国船 | 1 | 80 | .. |
| 関東運輸局 | 計 | 1 | 37,000 | 2 | 160,362 | 4 | 681 | 3 | 63,790 | 9,793,880 | 計 | 167 | 248,364 | 479,163 |
| | 国内船 | | | 1 | 62 | 3 | 360 | 1 | 5 | .. | 日本船 | 162 | 34,327 | 476,580 |
| | 輸出船 | 1 | 37,000 | 1 | 160,300 | 1 | 321 | 2 | 63,785 | .. | 外国船 | 5 | 214,037 | 2,583 |
| 北陸信越運輸局 | 計 | | | | | 1 | 180 | | | | 計 | 8 | 942 | 101,071 |
| | 国内船 | | | | | 1 | 180 | | | | 日本船 | 8 | 942 | 101,071 |
| | 輸出船 | | | | | | | | | | 外国船 | | | |
| 中部運輸局 | 計 | | | 1 | 1,599 | 1 | 24,350 | 2 | 112,903 | 9,324,406 | 計 | 24 | 12,970 | 86,596 |
| | 国内船 | | | 1 | 1,599 | | | 2 | 112,903 | 9,324,406 | 日本船 | 24 | 12,970 | 86,596 |
| | 輸出船 | | | | | 1 | 24,350 | | | | 外国船 | | | |
| 近畿運輸局 | 計 | 2 | 428 | | | 1 | 10 | 2 | 29,457 | 4,379,000 | 計 | 27 | 309,178 | 642,808 |
| | 国内船 | 2 | 428 | | | 1 | 10 | 1 | 10 | .. | 日本船 | 24 | 117,858 | 430,608 |
| | 輸出船 | | | | | | | 1 | 29,447 | .. | 外国船 | 3 | 191,320 | 212,200 |
| 神戸運輸監理部 | 計 | | | | | | | | | | 計 | 11 | 911 | 20,643 |
| | 国内船 | | | | | | | | | | 日本船 | 11 | 911 | 20,643 |
| | 輸出船 | | | | | | | | | | 外国船 | | | |
| 中国運輸局 | 計 | 2 | 8,600 | 9 | 450,798 | 8 | 394,460 | 10 | 462,554 | 42,441,133 | 計 | 184 | 654,287 | 2,114,273 |
| | 国内船 | | | 5 | 145,198 | 4 | 960 | 5 | 297,605 | 26,917,076 | 日本船 | 171 | 289,583 | 1,875,350 |
| | 輸出船 | 2 | 8,600 | 4 | 305,600 | 4 | 393,500 | 5 | 164,949 | 15,524,057 | 外国船 | 13 | 364,704 | 238,923 |
| 四国運輸局 | 計 | 7 | 98,848 | 9 | 255,297 | 9 | 256,382 | 12 | 515,339 | 52,692,292 | 計 | 101 | 57,249 | 317,407 |
| | 国内船 | 3 | 2,848 | 3 | 59,898 | 2 | 77,169 | 5 | 105,655 | 10,238,000 | 日本船 | 100 | 54,250 | .. |
| | 輸出船 | 4 | 96,000 | 6 | 195,399 | 7 | 179,213 | 7 | 409,684 | 42,454,292 | 外国船 | 1 | 2,999 | .. |
| 九州運輸局 | 計 | 5 | 102,522 | 11 | 333,697 | 10 | 282,332 | 13 | 572,588 | 68,574,076 | 計 | 211 | 123,931 | 1,110,439 |
| | 国内船 | 3 | 722 | 5 | 57,697 | 2 | 759 | 2 | 15,996 | 6,942,888 | 日本船 | 210 | 121,131 | .. |
| | 輸出船 | 2 | 101,800 | 6 | 276,000 | 8 | 281,573 | 11 | 556,592 | 61,631,188 | 外国船 | 1 | 2,800 | .. |
| 沖縄総合事務局 | 計 | | | | | | | | | | 計 | 61 | 24,050 | 58,380 |
| | 国内船 | | | | | | | | | | 日本船 | 61 | 24,050 | 58,380 |
| | 輸出船 | | | | | | | | | | 外国船 | | | |
| 全国計 | 計 | 19 | 247,796 | 33 | 1,201,952 | 37 | 995,175 | 47 | 1,814,611 | 198,488,620 | 計 | 1,034 | 1,498,332 | 5,561,666 |
| | 国内船 | 10 | 4,396 | 16 | 264,653 | 14 | 79,818 | 18 | 532,204 | 53,682,920 | 日本船 | 1,005 | 721,994 | 5,084,798 |
| | 輸出船 | 9 | 243,400 | 17 | 937,299 | 23 | 915,357 | 29 | 1,282,407 | 144,805,700 | 外国船 | 29 | 776,338 | 476,868 |

(注)平成14年7月の地方運輸局再編に伴い、秋田県・山形県は東北運輸局へ、新潟県・富山県・石川県・長野県は北陸信越運輸局へ、福井県は中部運輸局へそれぞれ移管された。
また、従来は九州運輸局に含まれていた沖縄県分を、沖縄総合事務局として別掲することとした。

地方運輸局管轄区域別建造実績及び船舶修繕実績

第10表

| 運輸局名 | 内外別 | 鋼船建造実績 | | | | | | | | | 国籍別修繕船舶隻数、 トン数及び修繕高 | | | |
|---------|-----|--------|---------|----|-----------|----|---------|------|-----------|-------------|------------------------|-------|-----------|-----------|
| | | 受注 | | 起工 | | 進水 | | しゅん工 | | | 受注区分 | 隻数 | 総トン数 | 修繕高(千円) |
| | | 隻数 | G/T | 隻数 | G/T | 隻数 | G/T | 隻数 | G/T | 船価(千円) | | | | |
| 北海道運輸局 | 計 | | | | | | | 2 | 21,566 | 2,663,833 | 計 | 139 | 49,237 | 443,452 |
| | 国内船 | | | | | | | 1 | 16 | .. | 日本船 | 134 | 48,839 | 422,816 |
| | 輸出船 | | | | | | | 1 | 21,550 | .. | 外国船 | 5 | 398 | 20,636 |
| 東北運輸局 | 計 | 2 | 398 | 1 | 199 | 3 | 36,780 | 3 | 36,414 | 8,620,000 | 計 | 101 | 17,213 | 187,434 |
| | 国内船 | 2 | 398 | 1 | 199 | 1 | 380 | 1 | 14 | .. | 日本船 | 100 | 17,133 | .. |
| | 輸出船 | | | | | 2 | 36,400 | 2 | 36,400 | .. | 外国船 | 1 | 80 | .. |
| 関東運輸局 | 計 | 1 | 37,000 | 2 | 160,362 | 4 | 681 | 3 | 63,790 | 9,793,880 | 計 | 167 | 248,364 | 479,163 |
| | 国内船 | | | 1 | 62 | 3 | 360 | 1 | 5 | .. | 日本船 | 162 | 34,327 | 476,580 |
| | 輸出船 | 1 | 37,000 | 1 | 160,300 | 1 | 321 | 2 | 63,785 | .. | 外国船 | 5 | 214,037 | 2,583 |
| 北陸信越運輸局 | 計 | | | | | 1 | 180 | | | | 計 | 8 | 942 | 101,071 |
| | 国内船 | | | | | 1 | 180 | | | | 日本船 | 8 | 942 | 101,071 |
| | 輸出船 | | | | | | | | | | 外国船 | | | |
| 中部運輸局 | 計 | | | 1 | 1,599 | 1 | 24,350 | 2 | 112,903 | 9,324,406 | 計 | 25 | 12,989 | 86,806 |
| | 国内船 | | | 1 | 1,599 | | | 2 | 112,903 | 9,324,406 | 日本船 | 25 | 12,989 | 86,806 |
| | 輸出船 | | | | | 1 | 24,350 | | | | 外国船 | | | |
| 近畿運輸局 | 計 | 2 | 428 | | | 1 | 10 | 2 | 29,457 | 4,379,000 | 計 | 30 | 310,925 | 650,498 |
| | 国内船 | 2 | 428 | | | 1 | 10 | 1 | 10 | .. | 日本船 | 27 | 119,605 | 438,298 |
| | 輸出船 | | | | | | | 1 | 29,447 | .. | 外国船 | 3 | 191,320 | 212,200 |
| 神戸運輸監理部 | 計 | | | | | | | | | | 計 | 11 | 911 | 20,643 |
| | 国内船 | | | | | | | | | | 日本船 | 11 | 911 | 20,643 |
| | 輸出船 | | | | | | | | | | 外国船 | | | |
| 中国運輸局 | 計 | 4 | 8,636 | 10 | 450,806 | 9 | 394,645 | 11 | 462,561 | 42,475,133 | 計 | 219 | 696,945 | 2,442,431 |
| | 国内船 | 2 | 36 | 6 | 145,206 | 5 | 1,145 | 6 | 297,612 | 26,951,076 | 日本船 | 206 | 332,241 | 2,203,508 |
| | 輸出船 | 2 | 8,600 | 4 | 305,600 | 4 | 393,500 | 5 | 164,949 | 15,524,057 | 外国船 | 13 | 364,704 | 238,923 |
| 四国運輸局 | 計 | 7 | 98,848 | 9 | 255,297 | 11 | 256,891 | 14 | 515,848 | 53,257,292 | 計 | 117 | 61,725 | 354,261 |
| | 国内船 | 3 | 2,848 | 3 | 59,898 | 4 | 77,678 | 7 | 106,164 | 10,803,000 | 日本船 | 116 | 58,726 | .. |
| | 輸出船 | 4 | 96,000 | 6 | 195,399 | 7 | 179,213 | 7 | 409,684 | 42,454,292 | 外国船 | 1 | 2,999 | .. |
| 九州運輸局 | 計 | 7 | 104,121 | 13 | 334,566 | 14 | 285,927 | 14 | 573,575 | 70,533,474 | 計 | 323 | 154,211 | 1,604,844 |
| | 国内船 | 5 | 2,321 | 7 | 58,566 | 6 | 4,354 | 3 | 16,983 | 8,902,286 | 日本船 | 322 | 151,411 | .. |
| | 輸出船 | 2 | 101,800 | 6 | 276,000 | 8 | 281,573 | 11 | 556,592 | 61,631,188 | 外国船 | 1 | 2,800 | .. |
| 沖縄総合事務局 | 計 | | | | | | | | | | 計 | 61 | 24,050 | 58,380 |
| | 国内船 | | | | | | | | | | 日本船 | 61 | 24,050 | 58,380 |
| | 輸出船 | | | | | | | | | | 外国船 | | | |
| 全国計 | 計 | 23 | 249,431 | 36 | 1,202,829 | 44 | 999,464 | 51 | 1,816,114 | 201,047,018 | 計 | 1,201 | 1,577,512 | 6,428,983 |
| | 国内船 | 14 | 6,031 | 19 | 265,530 | 21 | 84,107 | 22 | 533,707 | 56,241,318 | 日本船 | 1,172 | 801,174 | 5,952,115 |
| | 輸出船 | 9 | 243,400 | 17 | 937,299 | 23 | 915,357 | 29 | 1,282,407 | 144,805,700 | 外国船 | 29 | 776,338 | 476,868 |

(注)平成14年7月の地方運輸局再編に伴い、秋田県・山形県は東北運輸局へ、新潟県・富山県・石川県・長野県は北陸信越運輸局へ、福井県は中部運輸局へそれぞれ移管された。
また、従来は九州運輸局に含まれていた沖縄県分を、沖縄総合事務局として別掲することとした。