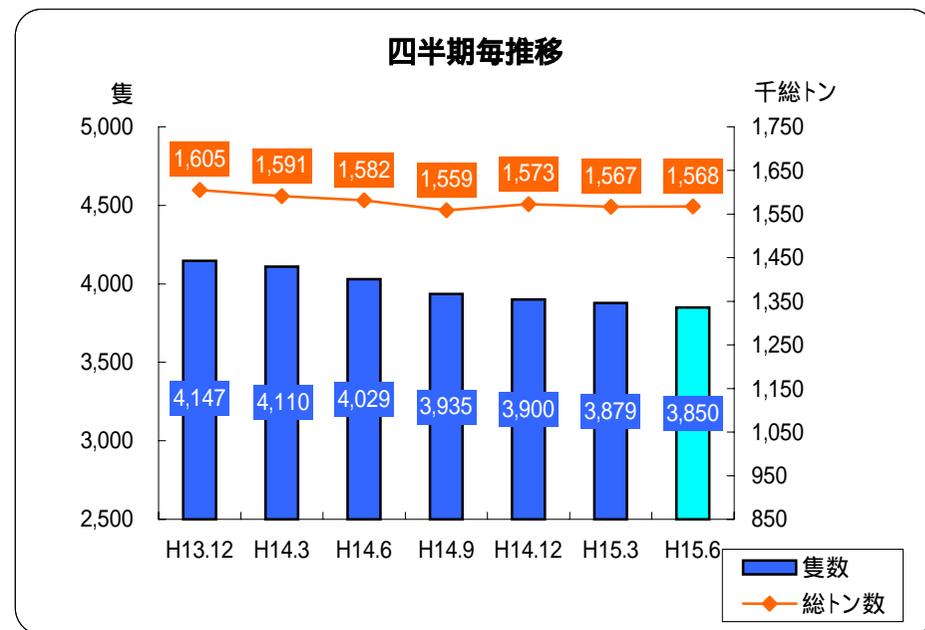
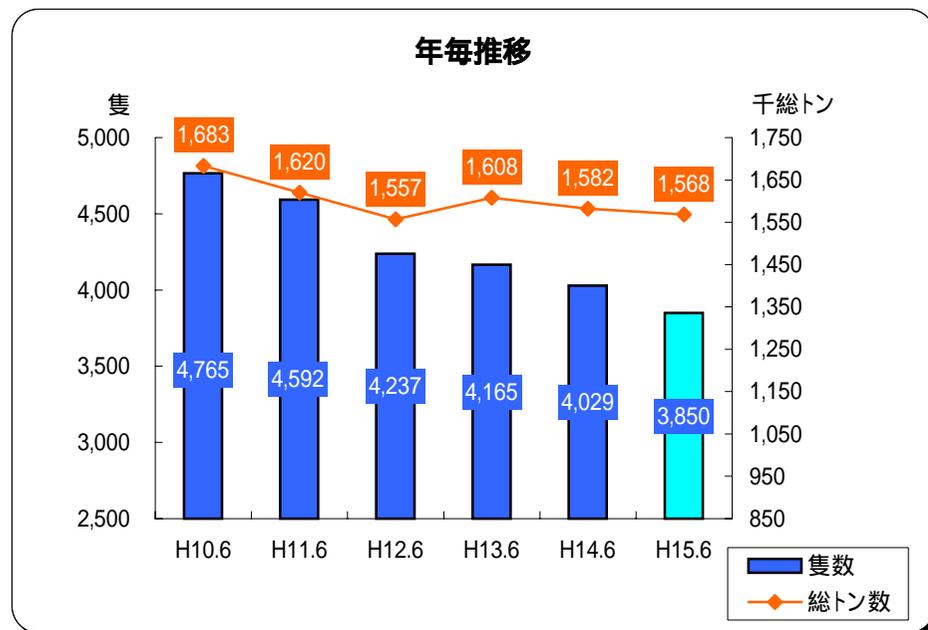


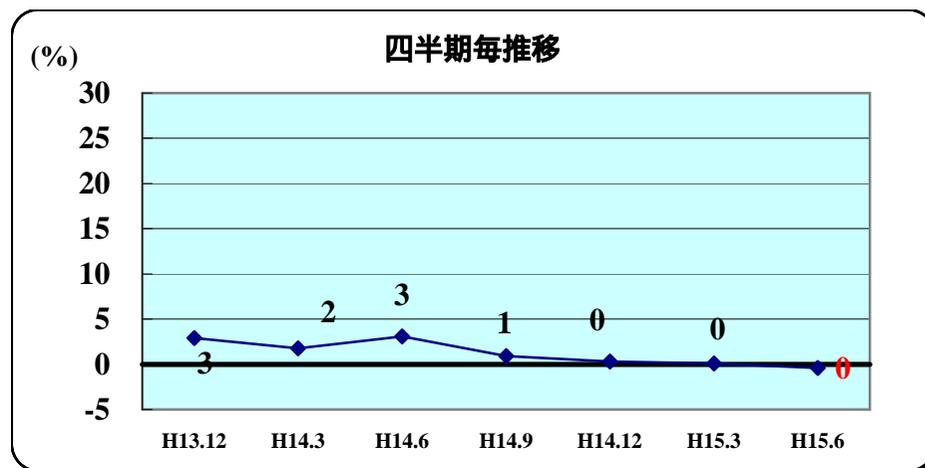
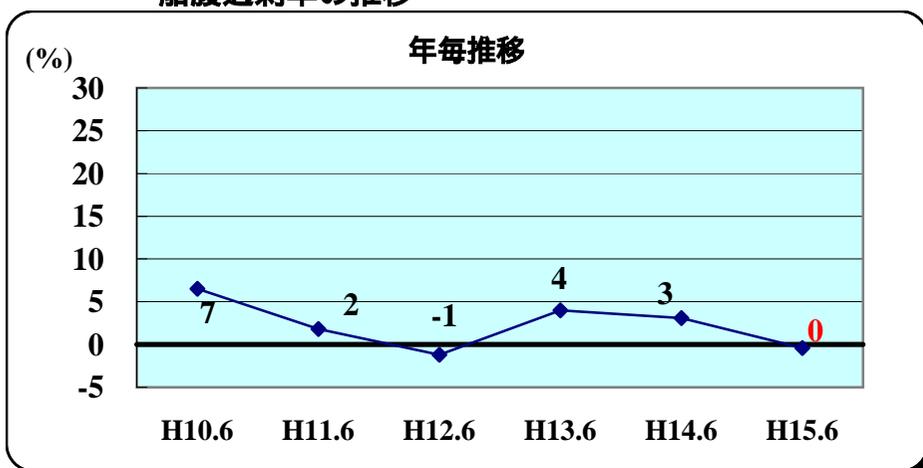
図1. 船種毎の現有船腹量・隻数及び船腹過剰率の推移

(1) 貨物船

現有船腹量及び隻数の推移

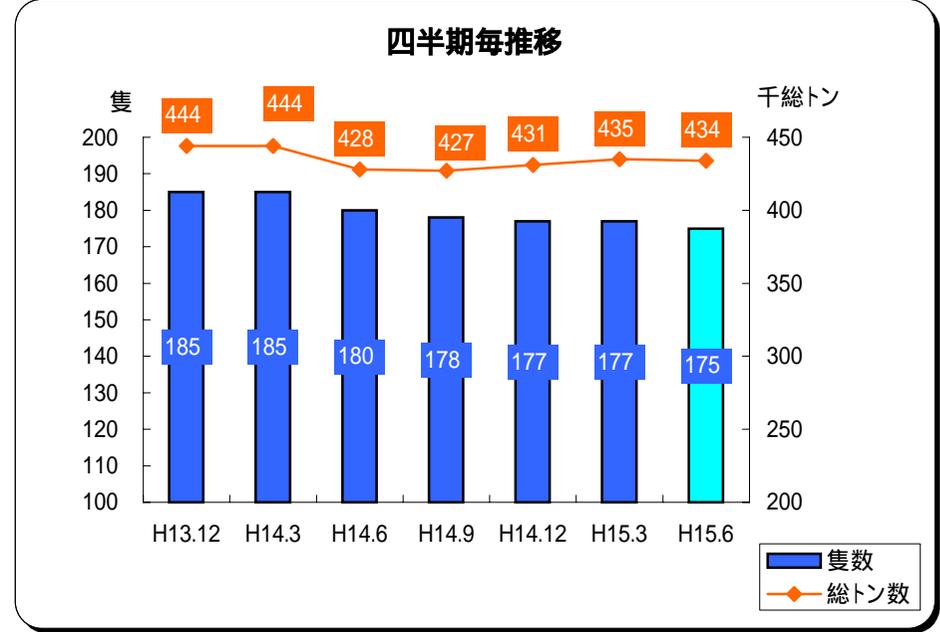
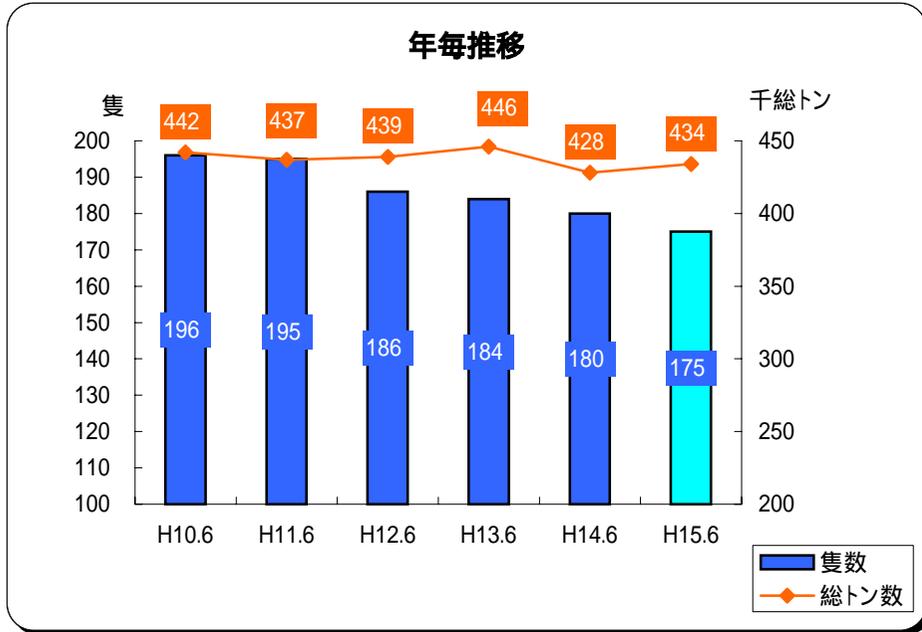


船腹過剰率の推移

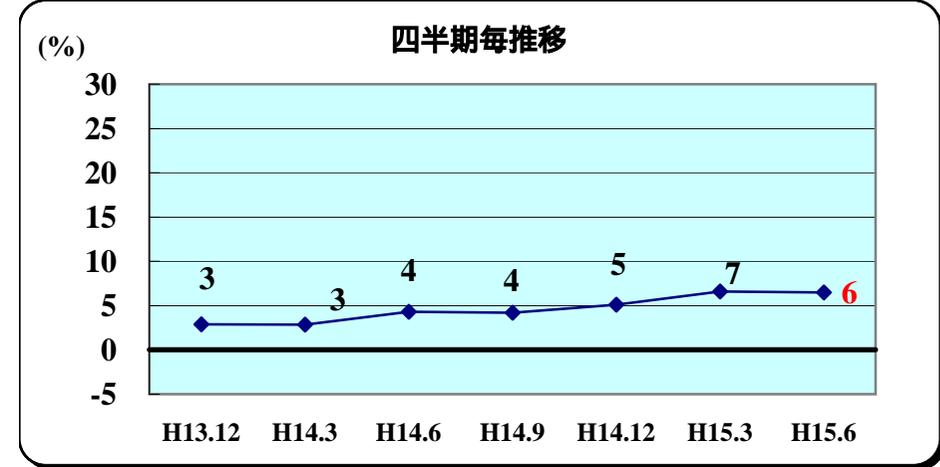
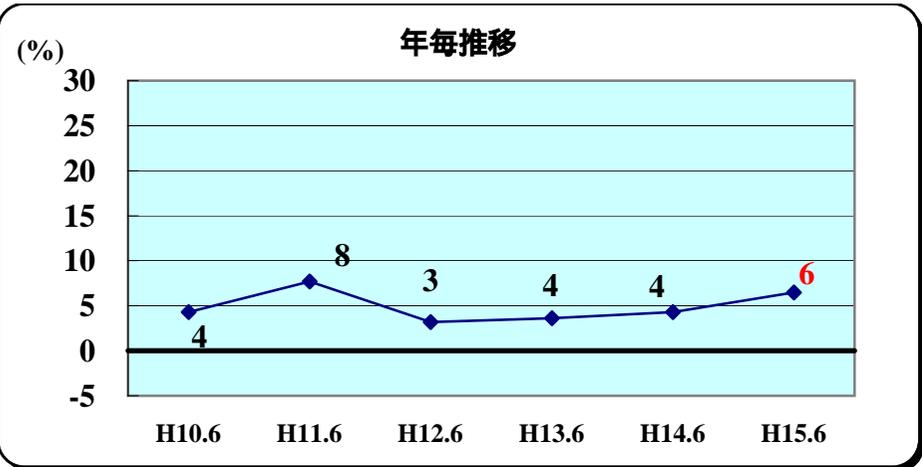


(2) セメント専用船

現有船腹量及び隻数の推移

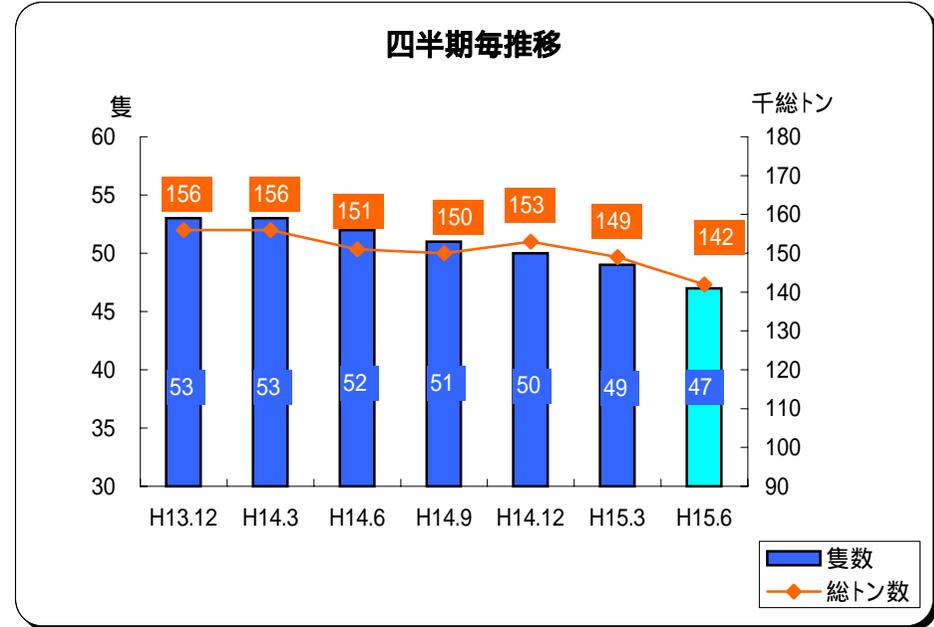
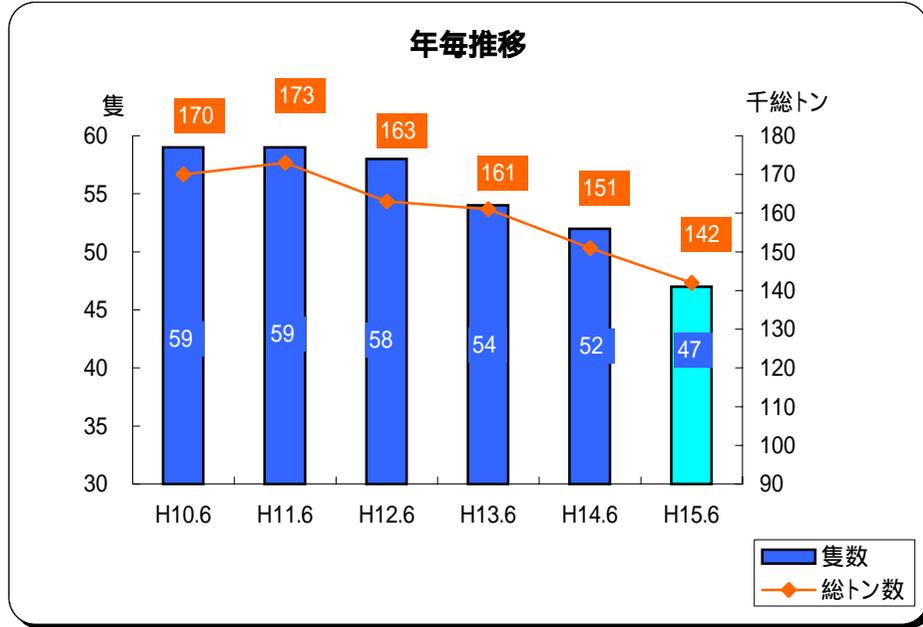


船腹過剰率の推移

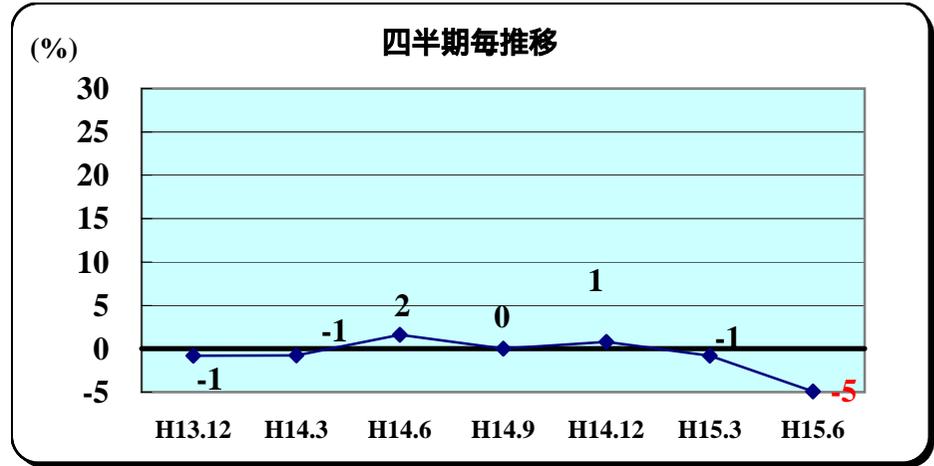
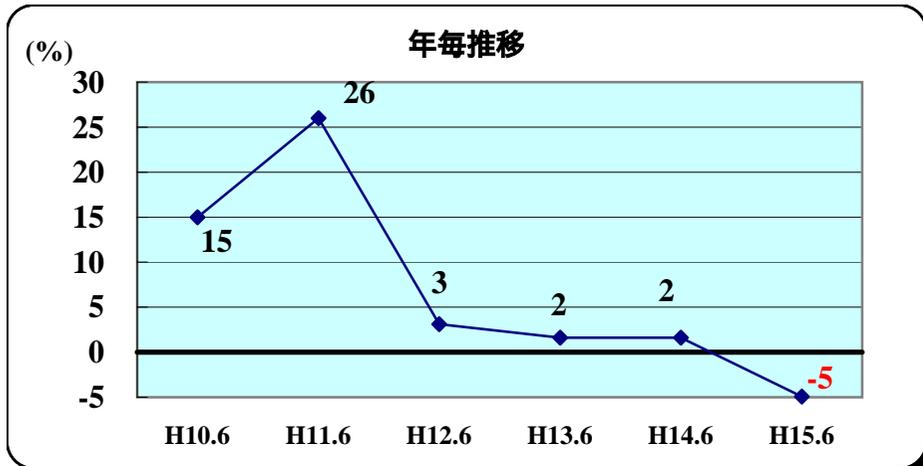


(3) 自動車専用船

現有船腹量及び隻数の推移

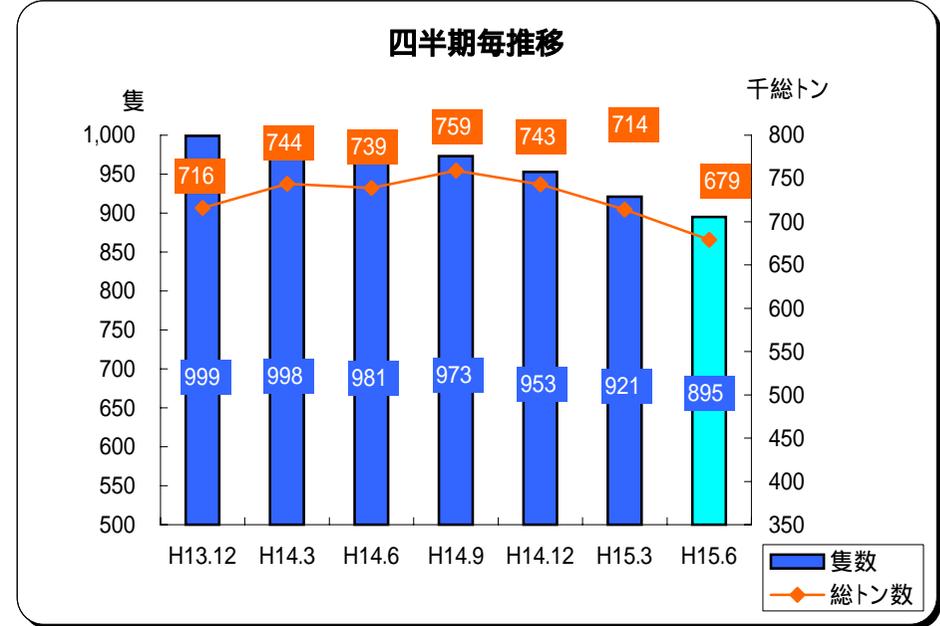
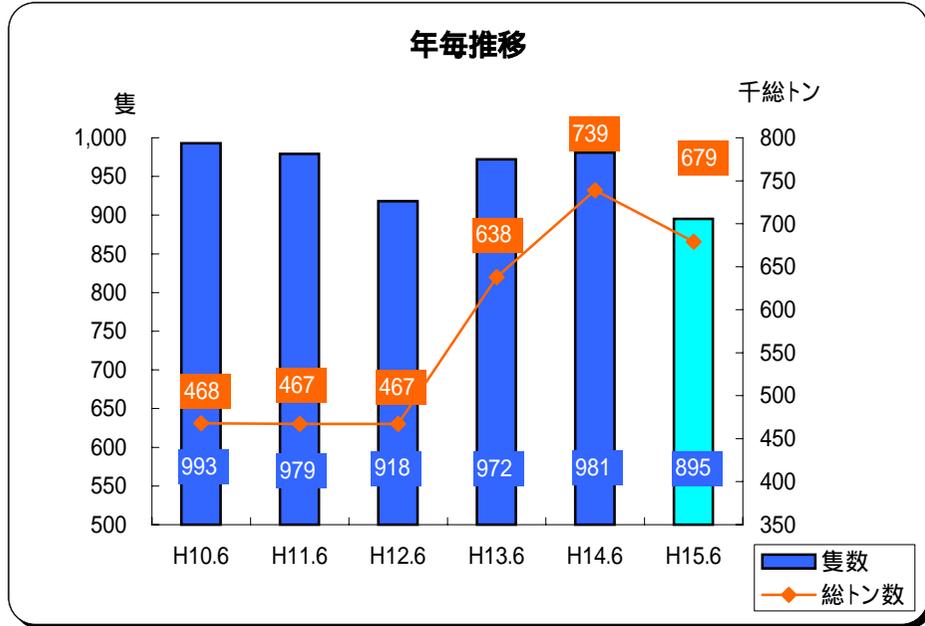


船腹過剰率の推移

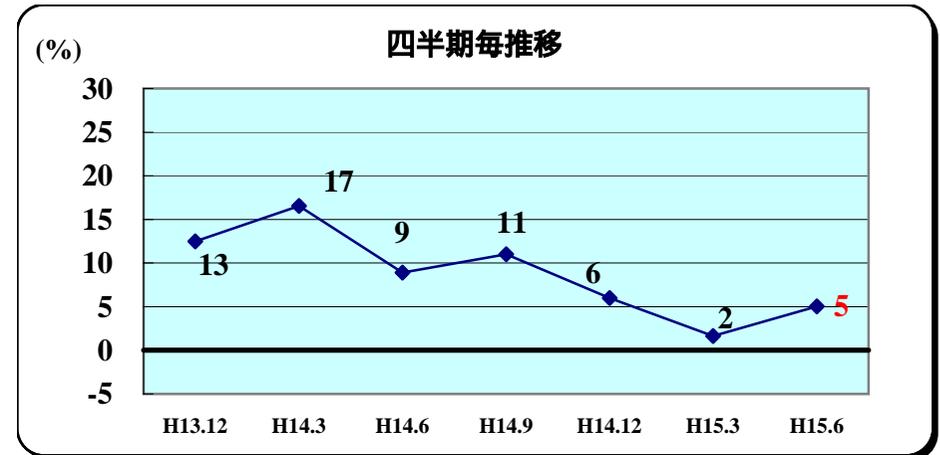
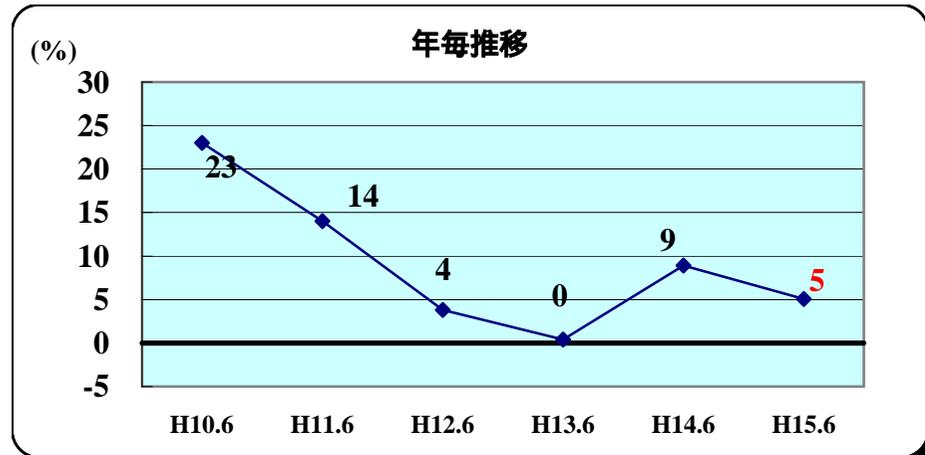


(4) 土・砂利・石材専用船

現有船腹量及び隻数の推移



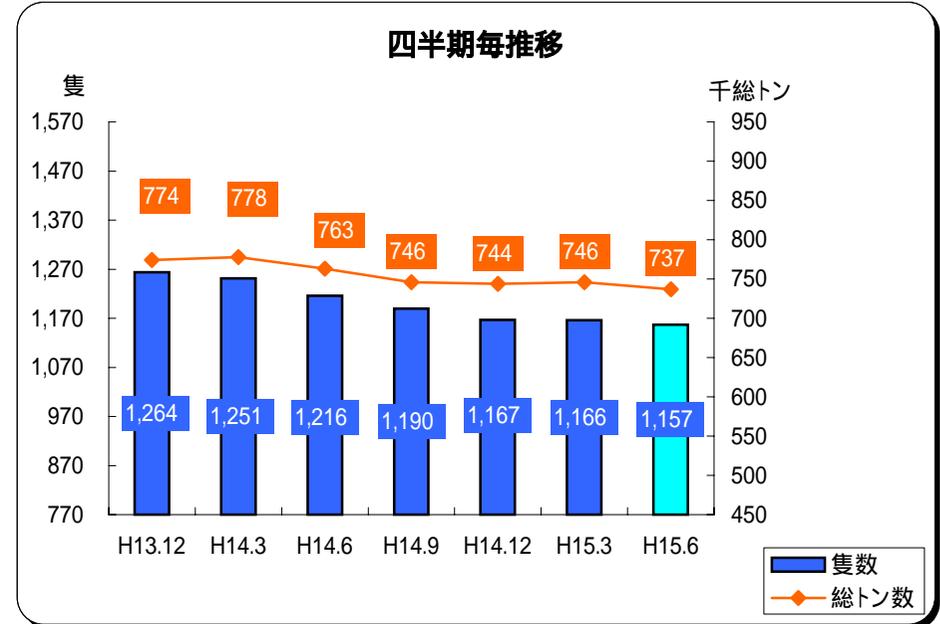
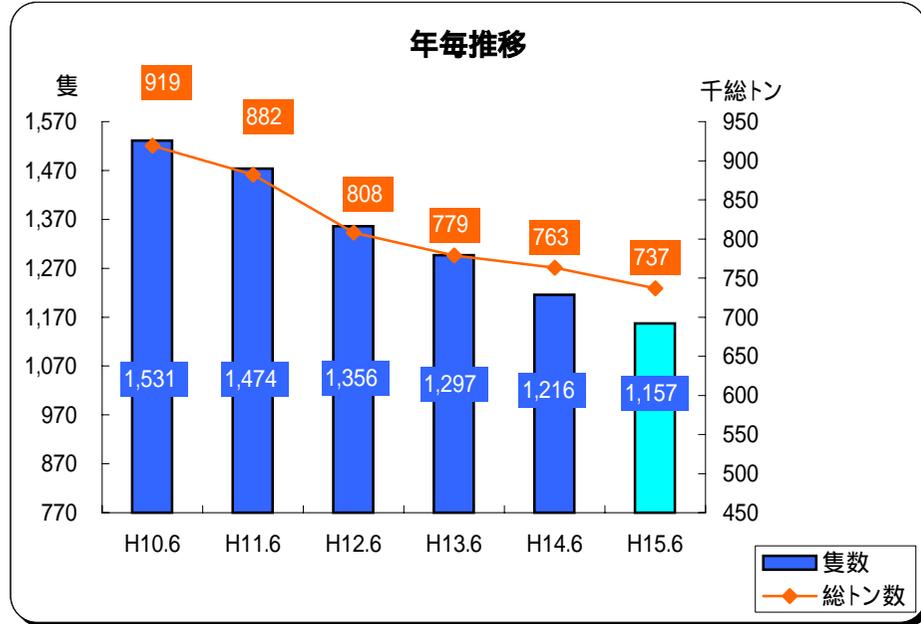
船腹過剰率の推移



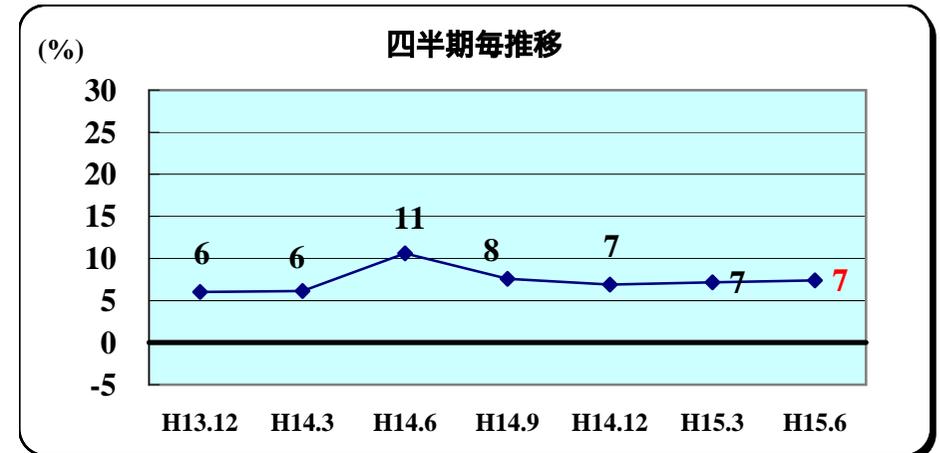
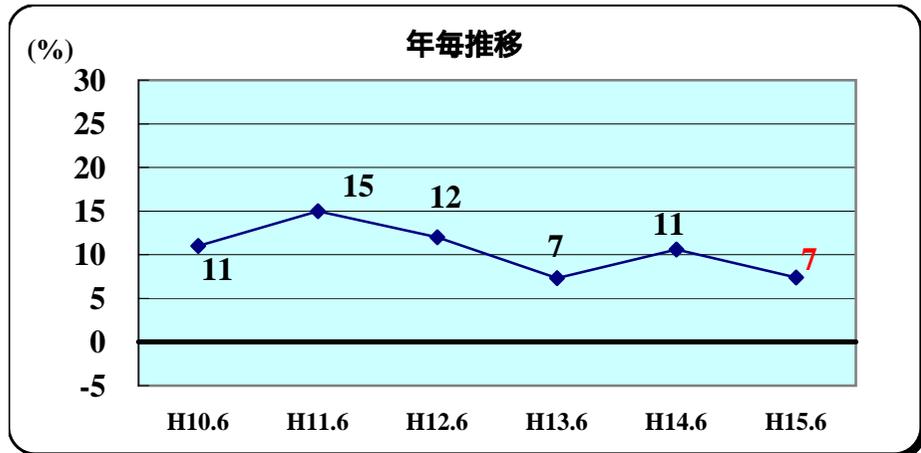
(注)平成13年度以降、船腹量が急激に増加しているが、これは、海上空港の埋立工事が平成13年、14年とピークを迎えたためである。なお、当該船腹量のうち、土・砂利・石材運搬船全体の約32%重量トンベースは、営業船として臨時投入された自家用船である。

(5) 油送船

現有船腹量及び隻数の推移

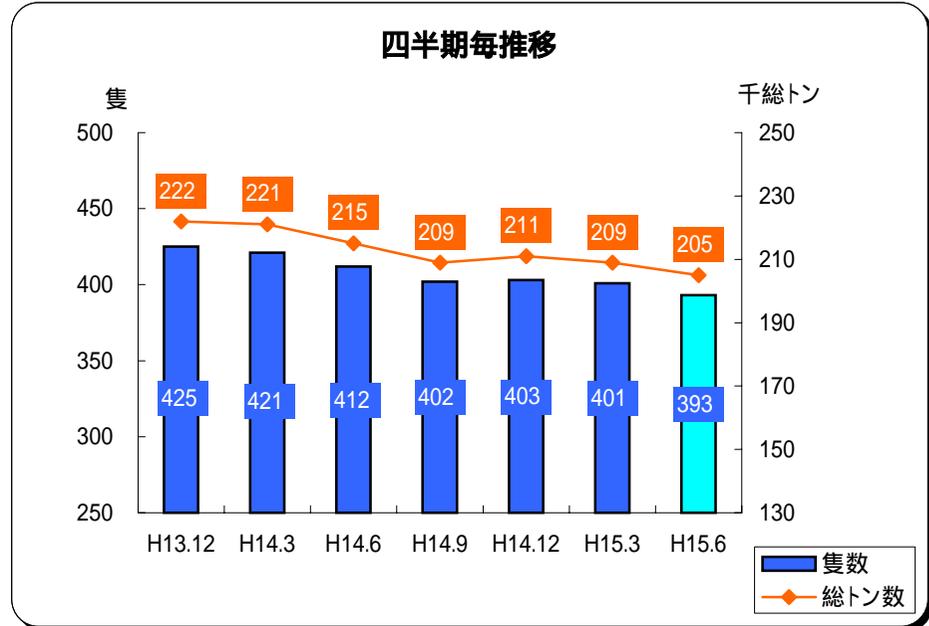
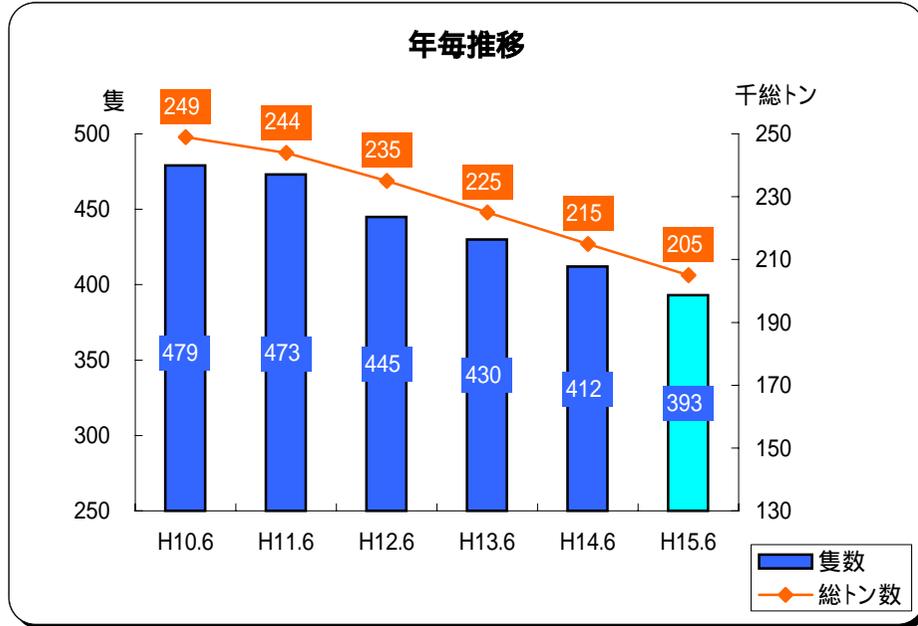


船腹過剰率の推移



(6) 特殊タンク船

現有船腹量及び隻数の推移



船腹過剰率の推移

