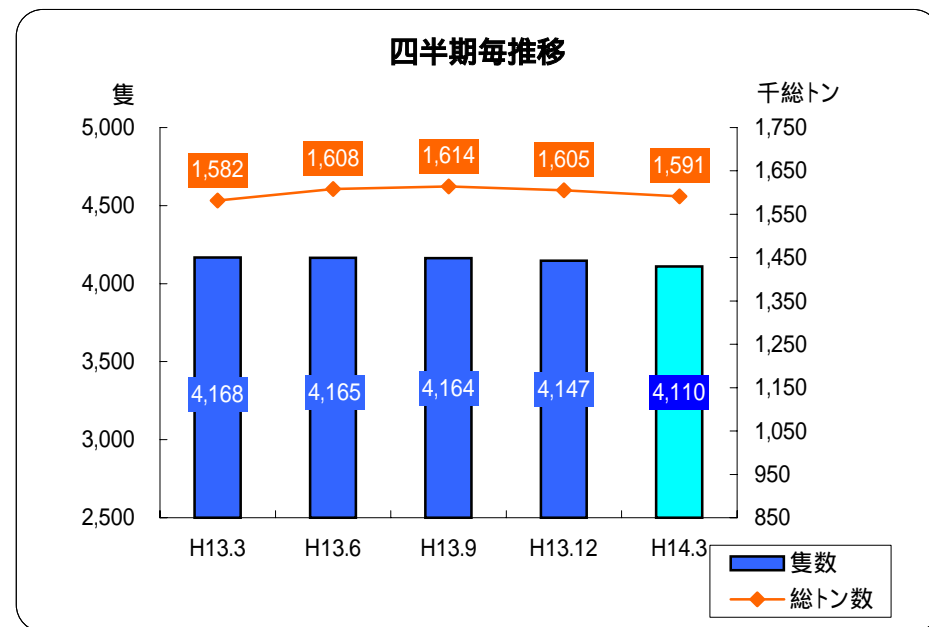
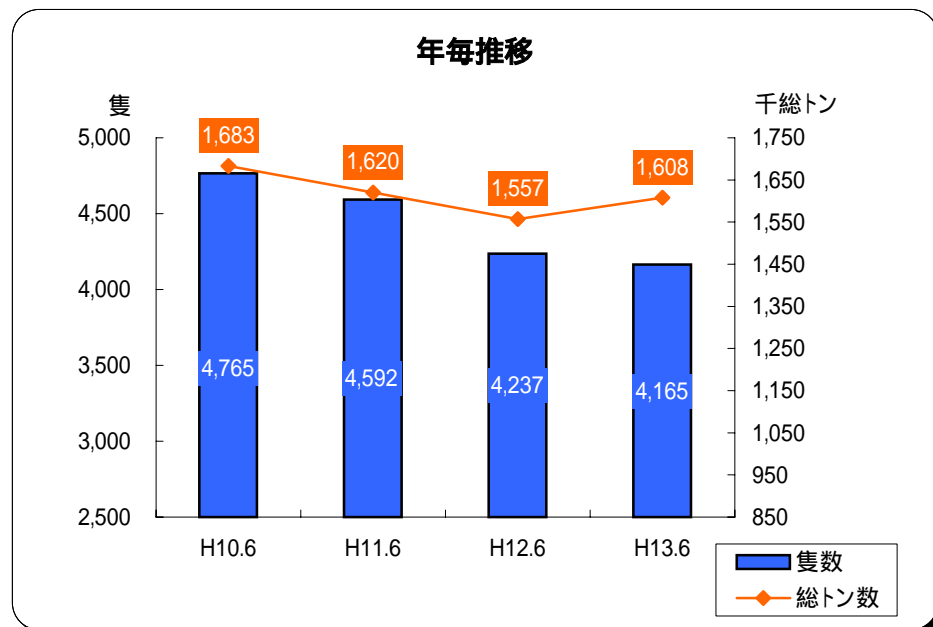


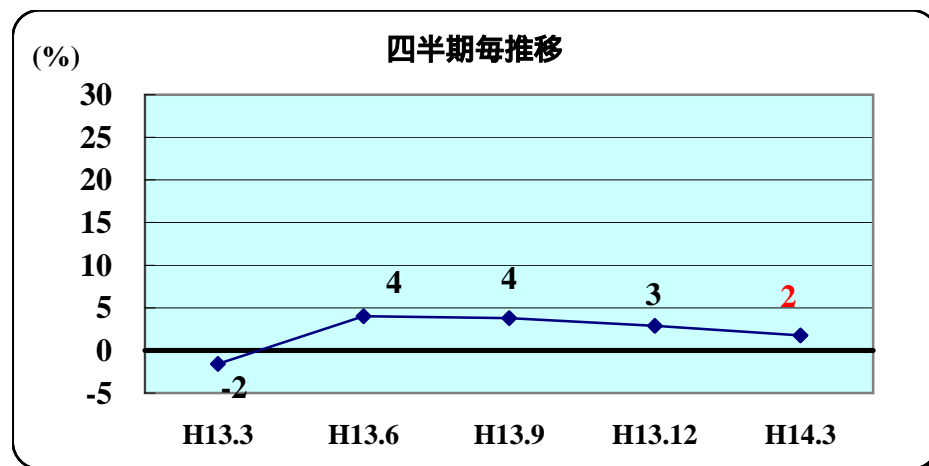
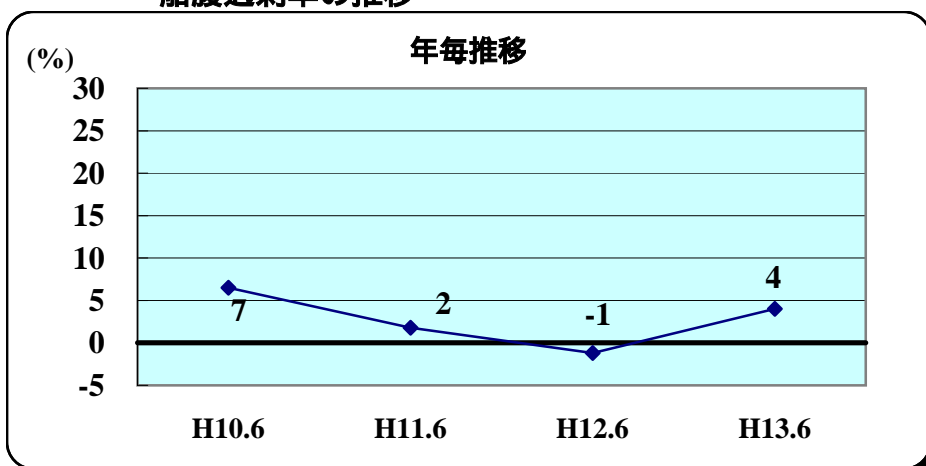
# 図1. 船種毎の現有船腹量・隻数及び船腹過剰率の推移

## (1) 貨物船

### 現有船腹量及び隻数の推移

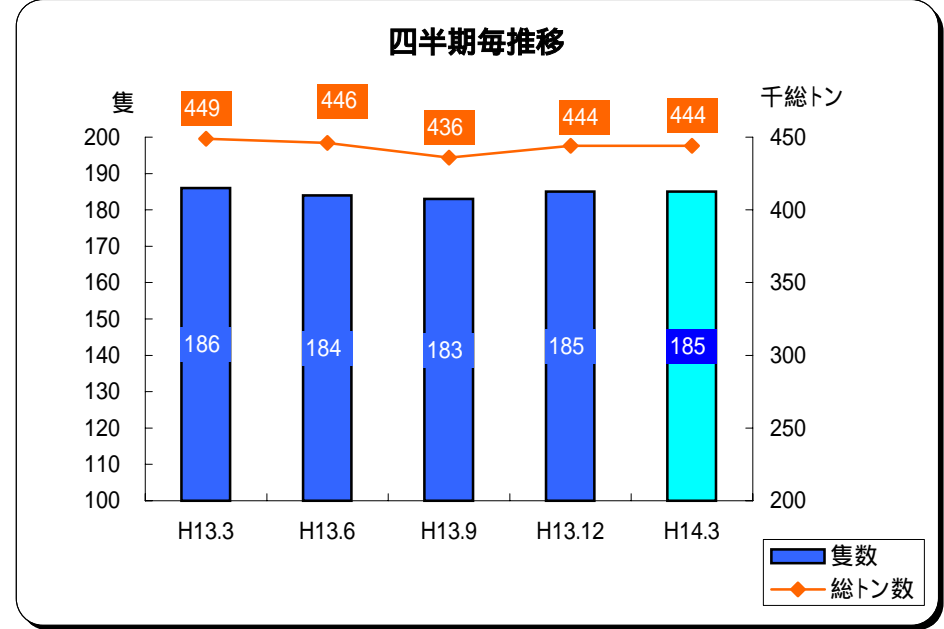
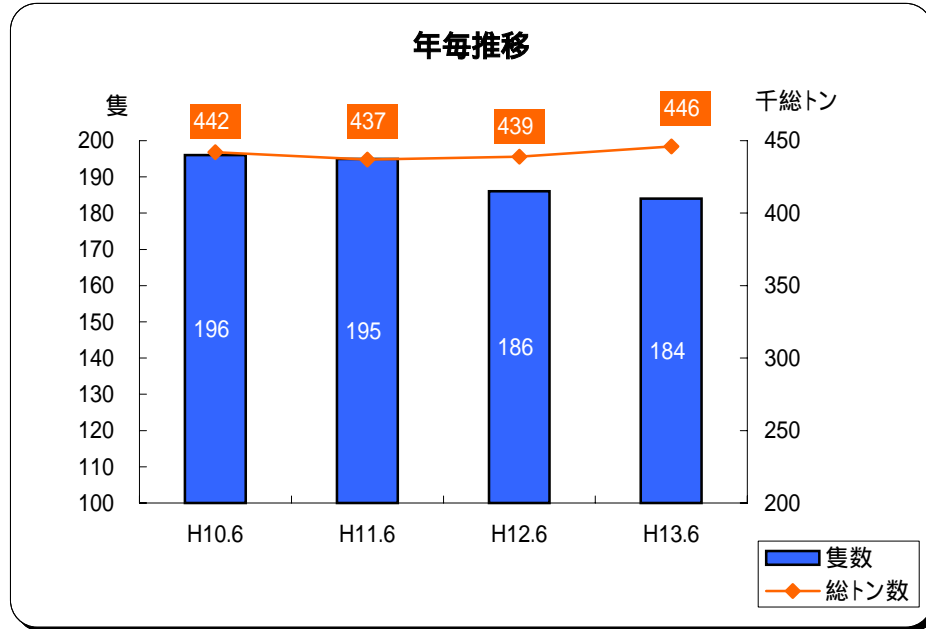


### 船腹過剰率の推移

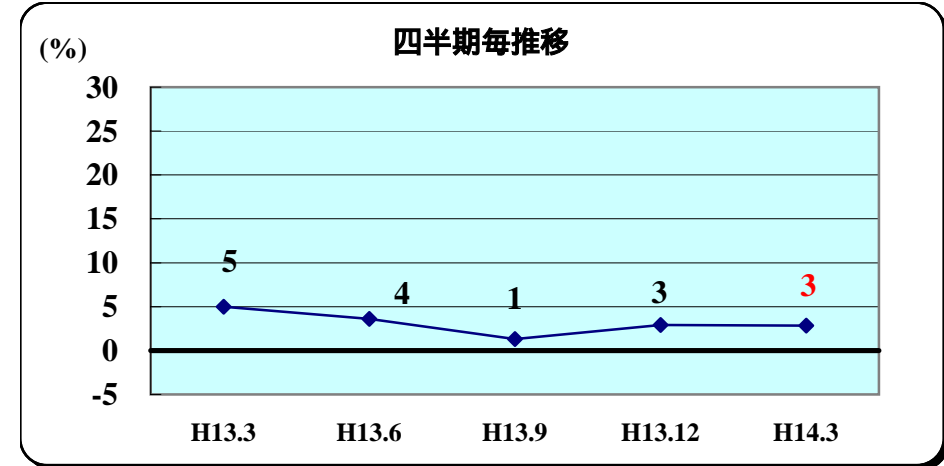
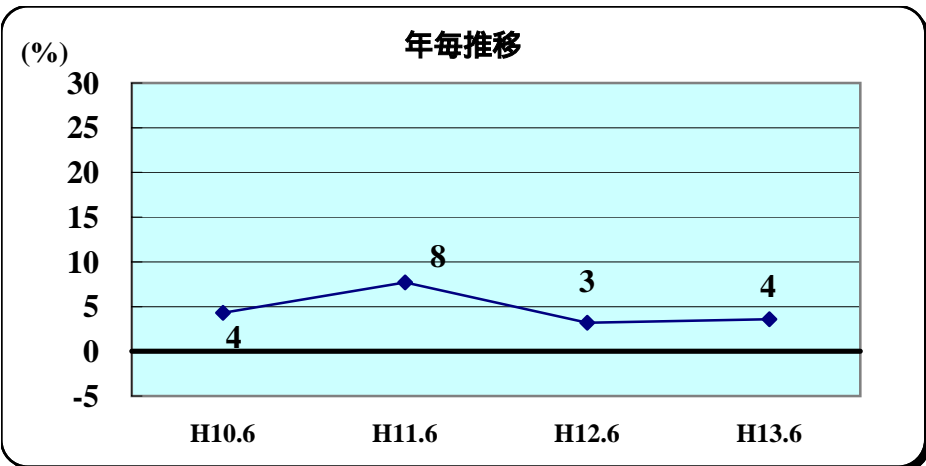


## (2) セメント専用船

### 現有船腹量及び隻数の推移

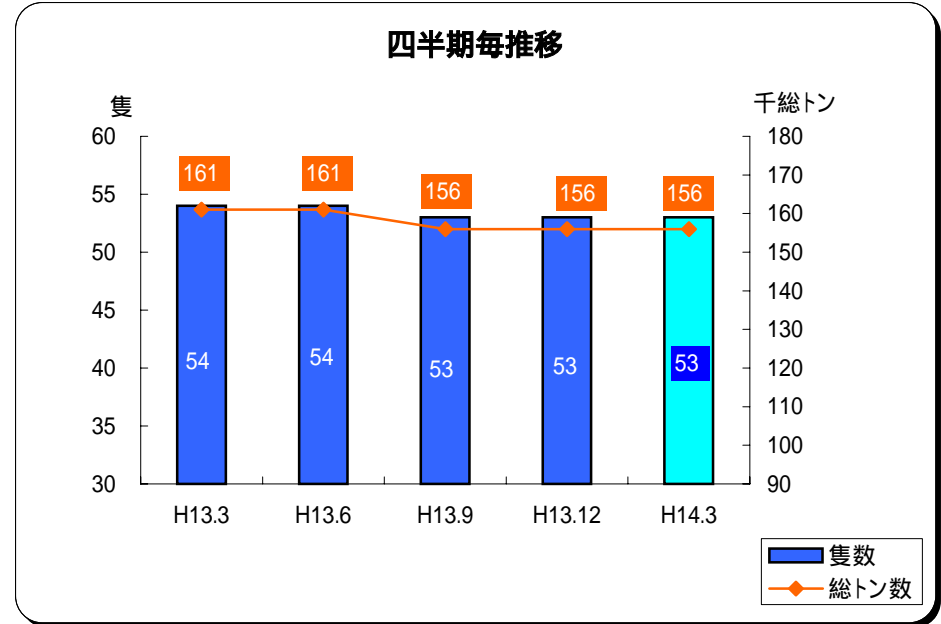
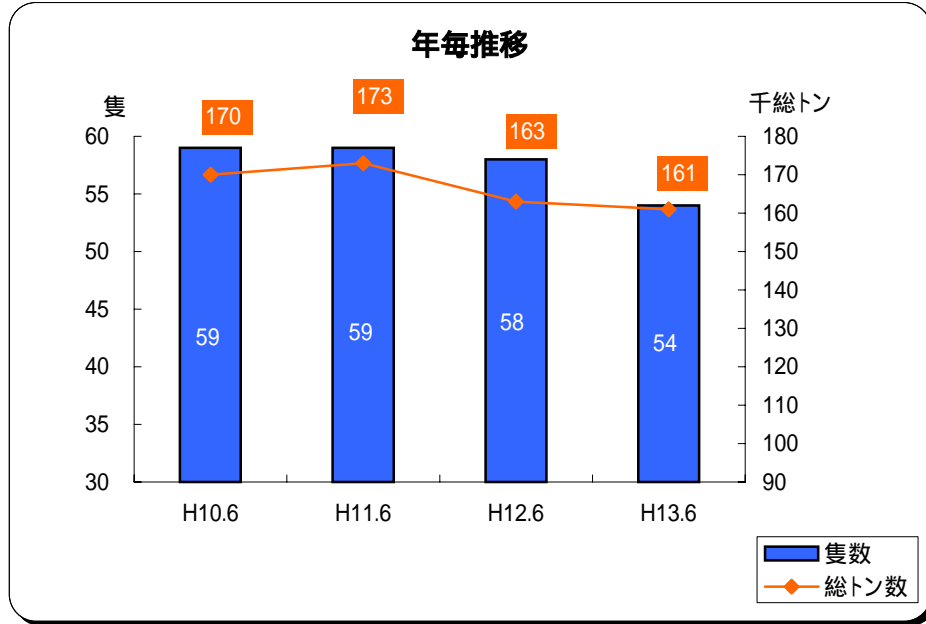


### 船腹過剰率の推移

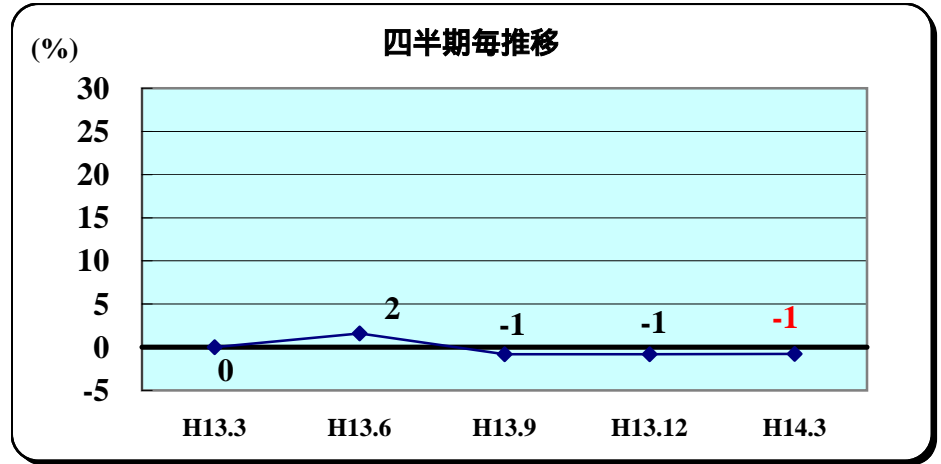
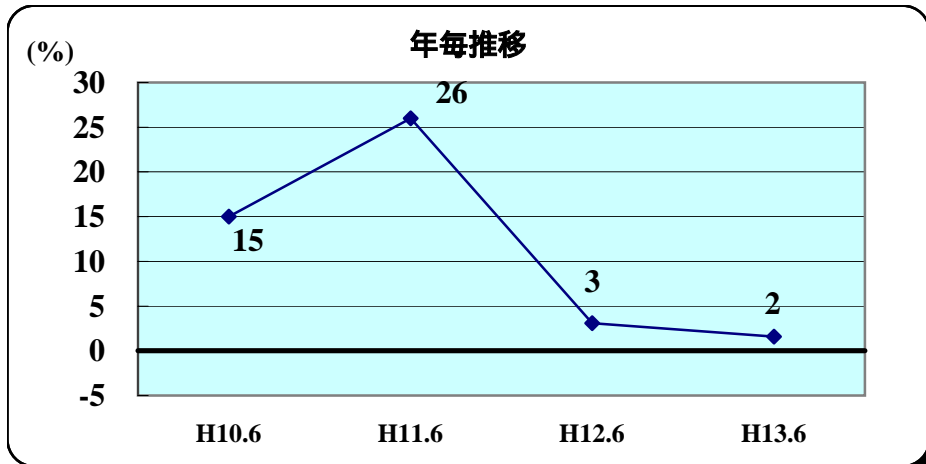


### (3) 自動車専用船

現有船腹量及び隻数の推移

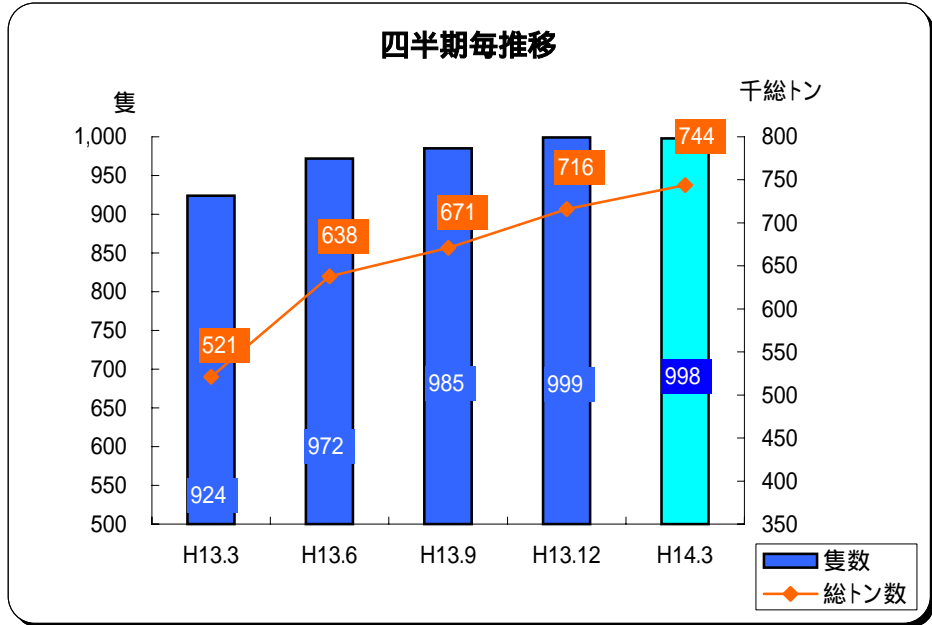
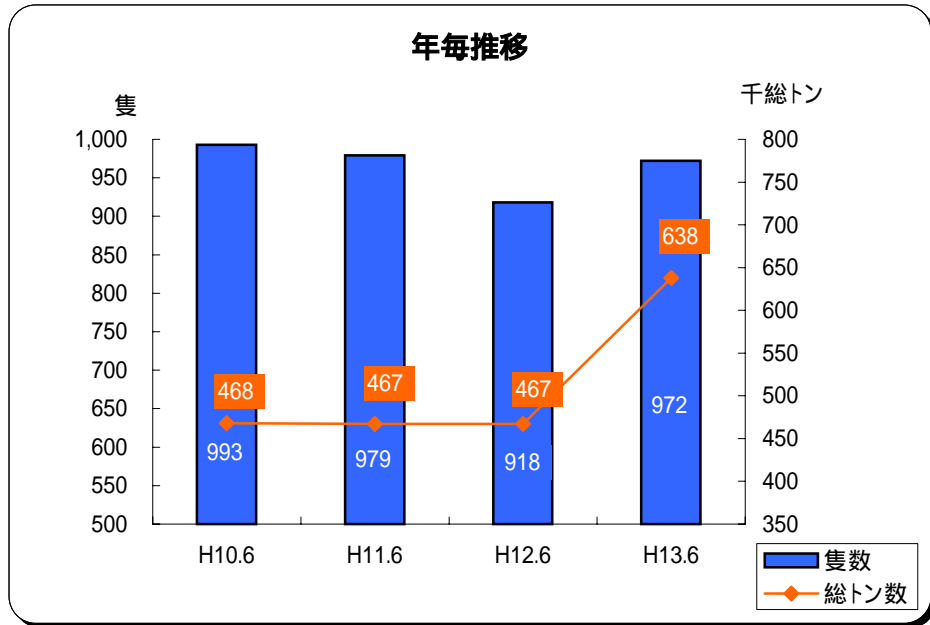


船腹過剰率の推移

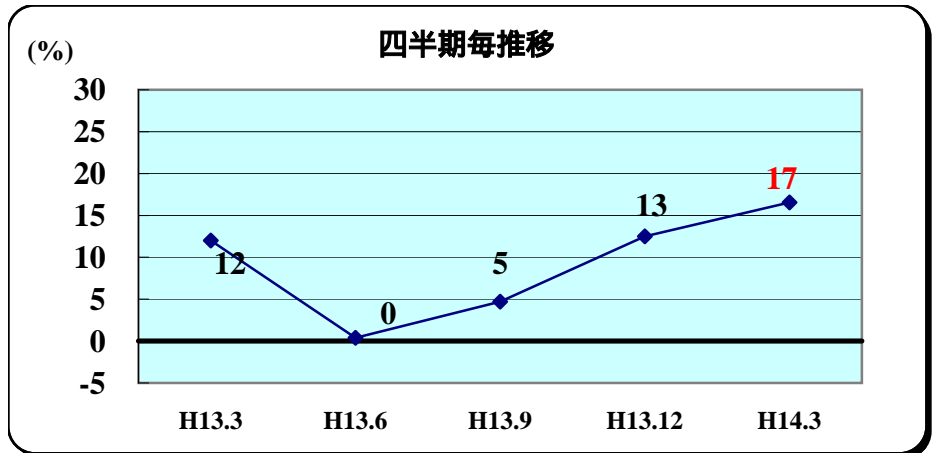
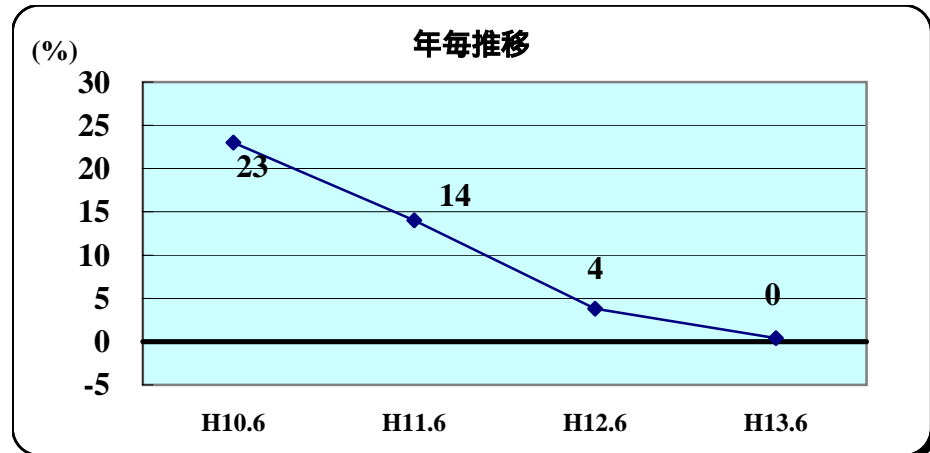


## (4) 土・砂利・石材専用船

### 現有船腹量及び隻数の推移



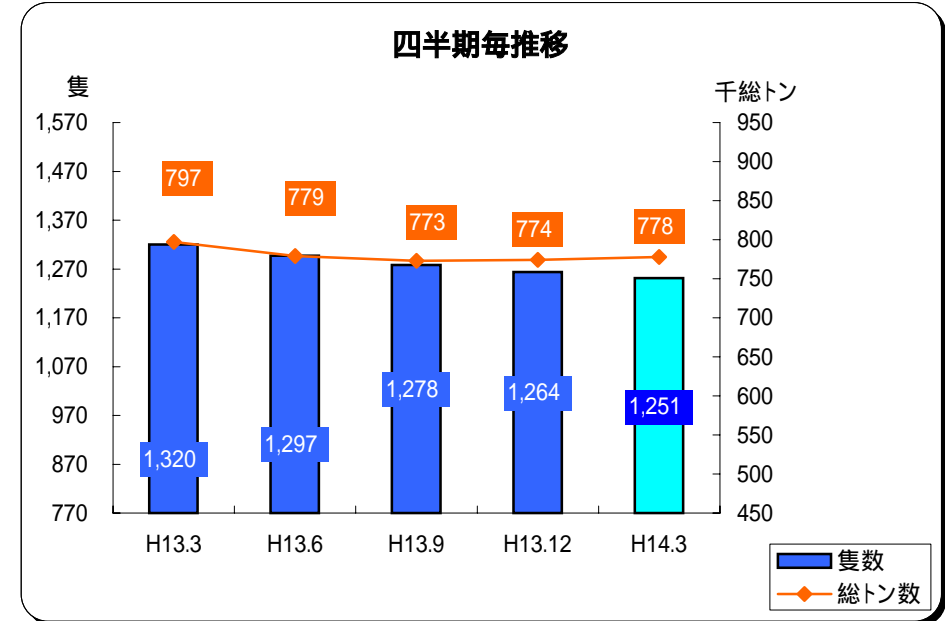
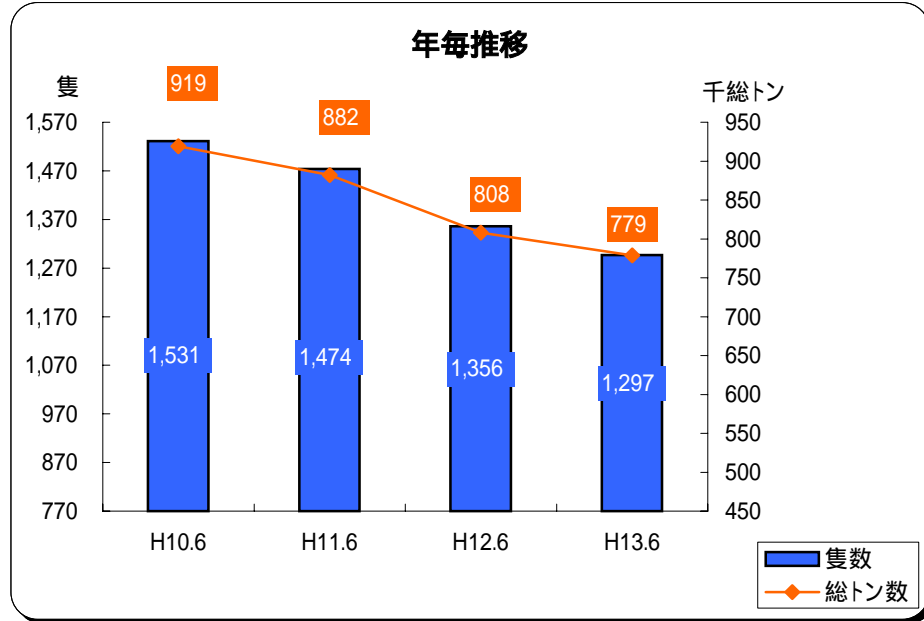
### 船腹過剰率の推移



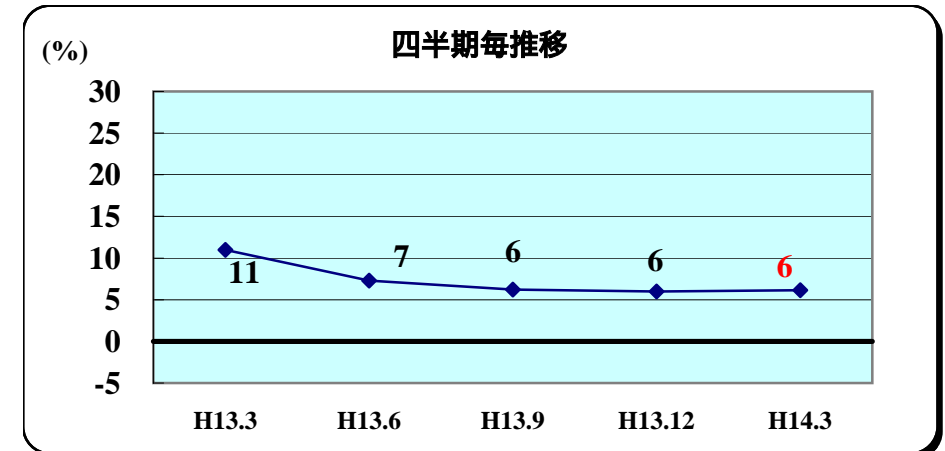
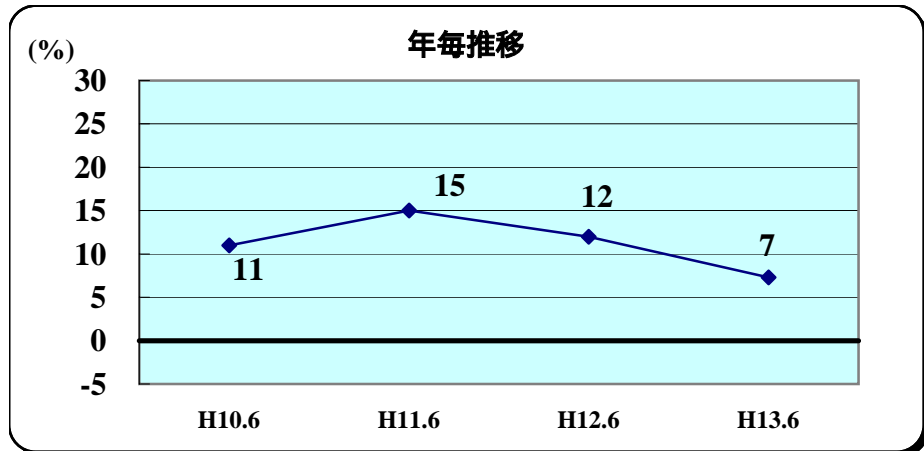
当該図表は、内航海運業法上、許認可を受けている土・砂利・石材専用船にかかるデータに基づいて計算している。なお、実際には営業活動から撤退しているもの(臨時投入終了船)も含まれているものと推定される。

## (5) 油送船

### 現有船腹量及び隻数の推移

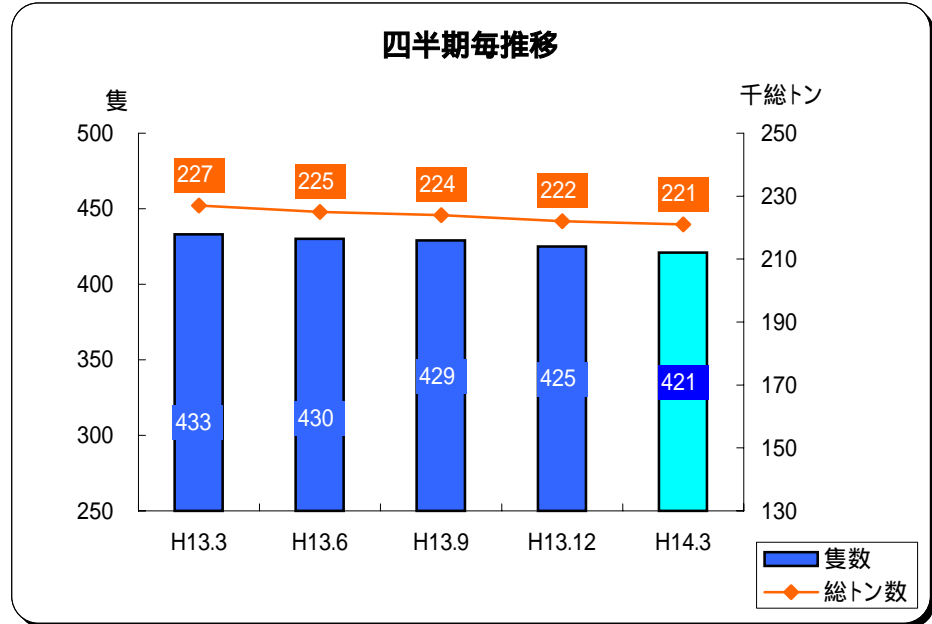
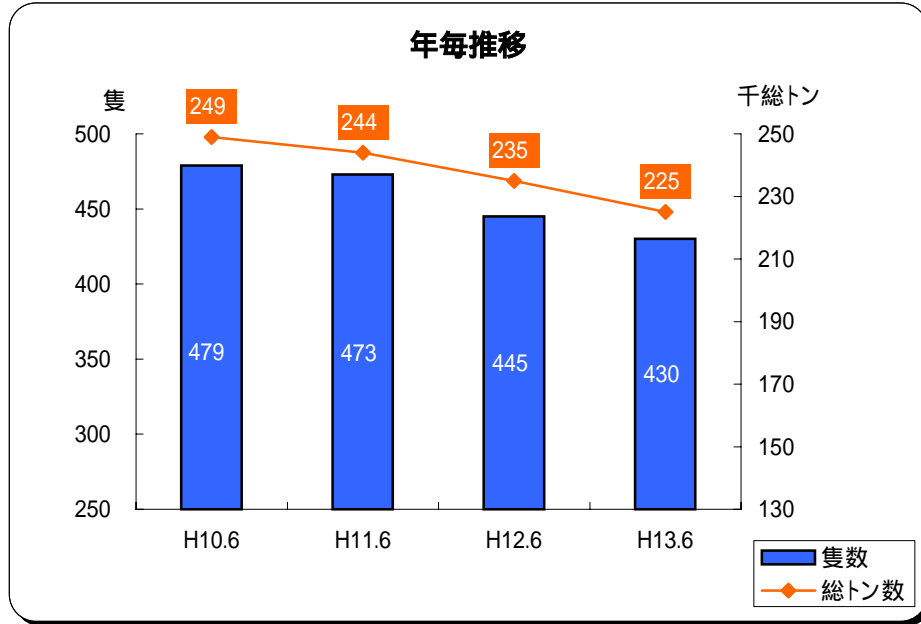


### 船腹過剰率の推移



## (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

