

航運界市場回顧

The world fleet of all ships over 300 gross tons (gt) at 1 January 2019 consisted of 53,732 ships of 1,882 million deadweight tonnes, 1,262 million gt or 24.285 million TEU, an increase of 687 ships, 48 million deadweight tonnes or 1,183 thousand TEU on the year before. 1,219 newbuildings of 78.1 million deadweight tonnes were delivered in 2018, and 564 ships of 29 million deadweight tonnes were sent to the breakers. Interestingly, by deadweight tonnes, bulk carriers made up 34.6% of newbuildings and 14.5% of ships sent for recycling, while tankers made up 44.5% of newbuildings and 76.1% of ships sent for recycling. Over the past 3 years, the world fleet has increased by 4.5% in number of ships and 5.3% in deadweight tonnes.

It is also interesting to note that by a very simplistic calculation, total deadweight divided by total number of ships, the average deadweight per ship has increased from 33,384 tonnes to 35,018 tonnes over the past 3 years, evidence that ship sizes continue to get larger.

World seaborne trade increased year-on-year by **2.7%** in 2018 to **11,892 million tonnes**. Over the past three years, world seaborne trade in tonnes has increased by **10.2%**.

By country of control, the Hong Kong fleet of ships over 1,000gt as of 1 January 2019 was **932 ships of 37.584 million deadweight tonnes** with an average age of **14.3 years**, which puts it in the position of being the world's **12th** largest country of control (2018: 12th). Out of the top 15 countries of control, Hong Kong has by far the largest percentage of its fleet under the local Ship Register. The average age of the world fleet of ships over 1,000gt as of 1 January 2019 was **14.8 years**.

In terms of the Gross Tonnage and Deadweight of vessels of over 300gt at 1 January 2019, Hong Kong was again the **4th** largest ship register, coming after Panama, the Marshall Islands, and Liberia, and followed by Singapore, Malta and P.R. China. The deadweight tonnage of ships flying the Hong Kong twin flags represented **10.5%** of the world total.

(All statistics taken from Shipping Statistics and Market Review, Volume 63, No. 1/2 - 2019, Institute of Shipping Economics and Logistics)

截止 2019 年 1 月 1 日，全球 300 總噸以上的商船數量是 53,732 艘，合計 18.82 億載重噸、12.62 億總噸或 2,428.5 萬標箱，較去年同期增長 687 艘、4,800 萬載重噸或 118.3 萬標箱。2018 年共有 1,219 艘合 78.1 萬載重噸的新船交付，約 564 艘合 2,900 萬載重噸的船舶拆船。有趣的是，在交付的新船中，以載重噸計算，散貨船約佔 34.6%，油輪約佔 44.5%，而以拆船的載重噸位計算，則分別佔 14.5% 和 76.1%。過去三年，世界船隊增幅以艘次計算約佔 4.5%，但以載重噸計算約佔 5.3%。

如果以載重總量除以船舶總數，就能簡單地得出過去三年單船載重噸增幅是 33,384 至 35,018 載重噸，證明船體規模增大的趨勢繼續存在。

2018 年世界海運貿易量同比增加 **2.7%** 達 **118.92 億噸**。過去三年，世界海運噸貿易量增加了 **10.2%**。

以國家或地區統計，截止 2019 年 1 月 1 日，香港超過 1000 總噸的船舶數量為 **932 艘** 合計 **3,758.4 萬載重噸**，平均船齡為 **14.3 年**，位居世界 **第十二位** (2018 年為第十二位)。而在世界前十五位船舶控制地區中，香港是本地註冊船舶數量最多的地區。截止 2019 年 1 月 1 日，世界船隊平均船齡為 **14.8 年**。

截止 2019 年 1 月 1 日，世界超過 300 總噸的船舶總噸和載重噸排位，香港繼續位居 **第四**，僅次於巴拿馬、利比里亞和馬紹爾群島，緊隨其後的是新加坡、馬耳他和中國內地。香港註冊的船舶載重噸總量約佔世界總量的 **10.5%**。

(數據來源：航運經濟與物流研究所出版的《航運統計和市場回顧》2019 年第 1、2 期第 63 欄)

