

# 造船関係資料

2020年3月

 日本造船工業会

## 造船関係資料（2020年3月）目次

|                             |       |    |
|-----------------------------|-------|----|
| 1. 世界の新造船受注量の推移             | ..... | 1  |
| 2. 世界の新造船竣工量の推移             | ..... | 2  |
| 3. 世界の新造船手持工事量の推移           | ..... | 3  |
| 4. 世界の船種別船腹量の推移             | ..... | 4  |
| 5. 世界の船舶解撤実績の推移             | ..... | 5  |
| 6. 世界の海上荷動量の推移              | ..... | 6  |
| 7. 本会会員会社船舶部門売上高の推移         | ..... | 7  |
| 8. 造船・海洋構造物用普通鋼鋼材消費（購入）量の推移 | ..... | 8  |
| 9. 改造・修繕工事完成高の推移            | ..... | 9  |
| 10. 本会会員会社造船部門人員の推移         | ..... | 10 |

## 1. 世界の新造船受注量の推移

|      | 年    | 日本  |       | 韓国    |       | 中国    |       | 欧州  |      | その他 |       | 世界合計  |        |
|------|------|-----|-------|-------|-------|-------|-------|-----|------|-----|-------|-------|--------|
|      |      | 隻数  | 万総トン  | 隻数    | 万総トン  | 隻数    | 万総トン  | 隻数  | 万総トン | 隻数  | 万総トン  | 隻数    | 万総トン   |
| 受注量  | 2009 | 300 | 851   | 150   | 852   | 487   | 1,495 | 78  | 53   | 393 | 110   | 1,408 | 3,360  |
|      | 2010 | 427 | 1,192 | 473   | 2,791 | 1,043 | 3,612 | 103 | 167  | 734 | 478   | 2,780 | 8,240  |
|      | 2011 | 332 | 769   | 359   | 2,513 | 731   | 1,911 | 144 | 89   | 686 | 399   | 2,252 | 5,680  |
|      | 2012 | 387 | 885   | 232   | 1,197 | 704   | 1,376 | 134 | 123  | 695 | 259   | 2,152 | 3,840  |
|      | 2013 | 571 | 1,380 | 551   | 3,545 | 1,417 | 4,393 | 157 | 142  | 836 | 860   | 3,532 | 10,320 |
|      | 2014 | 604 | 1,931 | 340   | 2,459 | 1,164 | 3,137 | 161 | 204  | 619 | 428   | 2,888 | 8,160  |
|      | 2015 | 599 | 2,222 | 273   | 2,332 | 740   | 2,493 | 148 | 233  | 580 | 440   | 2,340 | 7,720  |
|      | 2016 | 183 | 252   | 89    | 578   | 277   | 665   | 102 | 259  | 393 | 126   | 1,044 | 1,880  |
|      | 2017 | 216 | 283   | 170   | 1,850 | 420   | 1,520 | 179 | 334  | 447 | 333   | 1,432 | 4,320  |
|      | 2018 | 344 | 1,031 | 256   | 2,311 | 426   | 1,308 | 131 | 203  | 451 | 188   | 1,608 | 5,040  |
| 2019 | 296  | 671 | 217   | 1,737 | 369   | 1,366 | 111   | 187 | 381  | 188 | 1,374 | 4,149 |        |

注) 1. IHS Markit “World Shipbuilding Statistics” による 2019年は速報値

2. 対象は100総トン以上の船舶

## 2. 世界の新造船竣工量の推移

|      | 年    | 日本    |       | 韓国    |       | 中国    |       | 欧州  |      | その他   |       | 世界合計  |        |
|------|------|-------|-------|-------|-------|-------|-------|-----|------|-------|-------|-------|--------|
|      |      | 隻数    | 万総トン  | 隻数    | 万総トン  | 隻数    | 万総トン  | 隻数  | 万総トン | 隻数    | 万総トン  | 隻数    | 万総トン   |
| 竣工量  | 2009 | 576   | 1,897 | 524   | 2,885 | 1,086 | 2,197 | 272 | 304  | 1,096 | 424   | 3,554 | 7,707  |
|      | 2010 | 580   | 2,022 | 526   | 3,170 | 1,413 | 3,644 | 254 | 312  | 975   | 496   | 3,748 | 9,643  |
|      | 2011 | 593   | 1,937 | 572   | 3,585 | 1,425 | 3,961 | 185 | 144  | 895   | 558   | 3,670 | 10,185 |
|      | 2012 | 586   | 1,743 | 474   | 3,158 | 1,448 | 3,900 | 188 | 134  | 1,000 | 622   | 3,696 | 9,558  |
|      | 2013 | 540   | 1,459 | 386   | 2,450 | 1,073 | 2,590 | 159 | 111  | 931   | 437   | 3,089 | 7,048  |
|      | 2014 | 522   | 1,342 | 343   | 2,259 | 914   | 2,271 | 166 | 132  | 1,018 | 458   | 2,963 | 6,462  |
|      | 2015 | 520   | 1,301 | 358   | 2,327 | 949   | 2,516 | 152 | 99   | 891   | 514   | 2,870 | 6,757  |
|      | 2016 | 514   | 1,331 | 359   | 2,503 | 824   | 2,235 | 165 | 154  | 681   | 419   | 2,543 | 6,642  |
|      | 2017 | 493   | 1,307 | 290   | 2,243 | 798   | 2,383 | 187 | 161  | 656   | 482   | 2,424 | 6,577  |
|      | 2018 | 458   | 1,453 | 211   | 1,432 | 811   | 2,315 | 190 | 187  | 730   | 396   | 2,400 | 5,783  |
| 2019 | 493  | 1,621 | 239   | 2,174 | 880   | 2,304 | 196   | 211 | 733  | 303   | 2,541 | 6,614 |        |

注) 1. IHS Markit “World Fleet Statistics” による (2019年は“World Shipbuilding Statistics”速報値)

2. 対象は100総トン以上の船舶

### 3. 世界の新造船手持工事量の推移

|       | 年末   | 日本    |       | 韓国    |        | 中国    |        | 欧州  |       | その他   |       | 世界合計  |        |
|-------|------|-------|-------|-------|--------|-------|--------|-----|-------|-------|-------|-------|--------|
|       |      | 隻数    | 万総トン  | 隻数    | 万総トン   | 隻数    | 万総トン   | 隻数  | 万総トン  | 隻数    | 万総トン  | 隻数    | 万総トン   |
| 手持工事量 | 2009 | 1,286 | 5,197 | 1,675 | 10,425 | 3,523 | 11,115 | 529 | 685   | 2,213 | 2,630 | 9,226 | 30,051 |
|       | 2010 | 1,105 | 4,247 | 1,357 | 8,959  | 2,967 | 10,303 | 385 | 441   | 2,008 | 2,151 | 7,822 | 26,102 |
|       | 2011 | 933   | 3,427 | 1,078 | 7,587  | 2,482 | 8,400  | 360 | 382   | 2,006 | 1,901 | 6,859 | 21,697 |
|       | 2012 | 740   | 2,583 | 764   | 5,211  | 1,927 | 6,347  | 333 | 358   | 1,786 | 1,538 | 5,550 | 16,037 |
|       | 2013 | 825   | 2,609 | 890   | 6,062  | 2,161 | 7,304  | 343 | 367   | 1,775 | 1,944 | 5,994 | 18,286 |
|       | 2014 | 941   | 3,288 | 865   | 6,108  | 2,454 | 8,045  | 313 | 491   | 1,575 | 1,807 | 6,148 | 19,739 |
|       | 2015 | 991   | 4,058 | 769   | 5,941  | 2,334 | 7,759  | 340 | 680   | 1,573 | 1,701 | 6,007 | 20,140 |
|       | 2016 | 868   | 3,633 | 483   | 3,892  | 1,794 | 5,770  | 328 | 735   | 1,378 | 1,173 | 4,851 | 15,203 |
|       | 2017 | 737   | 3,041 | 403   | 3,545  | 1,694 | 5,653  | 384 | 1,029 | 1,380 | 1,102 | 4,598 | 14,369 |
|       | 2018 | 783   | 3,127 | 469   | 4,493  | 1,664 | 5,414  | 417 | 1,128 | 1,332 | 935   | 4,665 | 15,097 |
|       | 2019 | 674   | 2,255 | 457   | 4,076  | 1,519 | 5,032  | 382 | 1,043 | 1,310 | 801   | 4,342 | 13,207 |

注) 1. IHS Markit “World Shipbuilding Statistics” による

2. 対象は100総トン以上の船舶

## 4. 世界の船種別船腹量の推移

| 年末   | 世界合計    |         | オイルタンカー |        | オア・バルクキャリア |        | その他    |        | 総トン構成比 (%) |        |      |
|------|---------|---------|---------|--------|------------|--------|--------|--------|------------|--------|------|
|      | 隻数      | 万総トン    | 隻数      | 万総トン   | 隻数         | 万総トン   | 隻数     | 万総トン   | オイルタンカー    | オア・バルク | その他  |
| 2008 | 99,741  | 83,070  | 7,221   | 19,544 | 7,744      | 23,196 | 84,776 | 40,330 | 23.5       | 27.9   | 48.5 |
| 2009 | 102,194 | 88,263  | 7,453   | 20,784 | 8,081      | 25,252 | 86,660 | 42,228 | 23.5       | 28.6   | 47.8 |
| 2010 | 103,392 | 95,798  | 7,587   | 21,390 | 8,938      | 29,401 | 86,867 | 45,007 | 22.3       | 30.7   | 47.0 |
| 2011 | 104,305 | 104,308 | 7,476   | 22,765 | 9,801      | 34,320 | 87,028 | 47,224 | 21.8       | 32.9   | 45.3 |
| 2012 | 105,004 | 108,120 | 7,477   | 23,465 | 10,133     | 36,608 | 87,394 | 48,048 | 21.7       | 33.9   | 44.4 |
| 2013 | 106,833 | 112,265 | 7,779   | 23,848 | 10,498     | 38,842 | 88,556 | 49,575 | 21.2       | 34.6   | 44.2 |
| 2014 | 109,627 | 116,685 | 7,885   | 24,032 | 10,958     | 40,684 | 90,784 | 51,968 | 20.6       | 34.9   | 44.5 |
| 2015 | 111,806 | 121,122 | 7,910   | 24,363 | 11,161     | 41,630 | 92,735 | 55,130 | 20.1       | 34.4   | 45.5 |
| 2016 | 113,888 | 124,858 | 8,104   | 25,565 | 11,368     | 42,721 | 94,416 | 56,572 | 20.5       | 34.2   | 45.3 |
| 2017 | 115,761 | 129,105 | 8,373   | 26,619 | 11,578     | 44,001 | 95,810 | 58,485 | 20.6       | 34.1   | 45.3 |
| 2018 | 118,525 | 133,364 | 8,619   | 27,036 | 11,832     | 45,314 | 98,074 | 61,015 | 20.3       | 34.0   | 45.8 |

注) 1. IHS Markit “World Fleet Statistics” による

2. 対象は100総トン以上の船舶

3. オイルタンカーにはケミカル船・ガス船は含まず、但しOther liquidsは含む。 オア・バルクキャリアには、油ばら積兼用船を含む

## 5. 世界の船舶解撤実績の推移

| 年    | バングラデシュ |      | 中国  |      | インド |       | パキスタン |      | その他 |      | 世界合計  |       |
|------|---------|------|-----|------|-----|-------|-------|------|-----|------|-------|-------|
|      | 隻数      | 万総トン | 隻数  | 万総トン | 隻数  | 万総トン  | 隻数    | 万総トン | 隻数  | 万総トン | 隻数    | 万総トン  |
| 2008 | 170     | 418  | 38  | 93   | 198 | 246   | 25    | 27   | 396 | 53   | 827   | 837   |
| 2009 | 196     | 661  | 301 | 774  | 425 | 756   | 101   | 210  | 558 | 152  | 1,581 | 2,553 |
| 2010 | 107     | 393  | 187 | 472  | 422 | 653   | 103   | 244  | 654 | 189  | 1,473 | 1,951 |
| 2011 | 144     | 584  | 263 | 597  | 461 | 850   | 106   | 301  | 747 | 237  | 1,721 | 2,570 |
| 2012 | 224     | 884  | 335 | 817  | 497 | 1,221 | 121   | 550  | 626 | 283  | 1,828 | 3,767 |
| 2013 | 197     | 730  | 343 | 708  | 363 | 809   | 103   | 538  | 586 | 226  | 1,619 | 3,018 |
| 2014 | 214     | 552  | 215 | 498  | 317 | 679   | 106   | 409  | 467 | 162  | 1,355 | 2,324 |
| 2015 | 223     | 752  | 159 | 404  | 202 | 456   | 105   | 459  | 350 | 136  | 1,103 | 2,229 |
| 2016 | 230     | 989  | 131 | 346  | 325 | 847   | 134   | 570  | 211 | 107  | 1,178 | 2,894 |
| 2017 | 197     | 636  | 167 | 357  | 232 | 576   | 119   | 430  | 305 | 144  | 1,066 | 2,164 |
| 2018 | 187     | 793  | 32  | 35   | 239 | 471   | 77    | 419  | 327 | 120  | 862   | 1,837 |

注) 1. IHS Markit “World Casualty Statistics” による

2. 対象は100総トン以上の船舶

## 6. 世界の海上荷動量の推移

(1) トンベース : 百万ト

(2) トンマイルベース : 十億トンマイル(推計)

| 年      | 鉄鉱石   | 石炭    | 穀物  | コンテナ  | その他   | 乾貨物計         | 原油    | 石油製品  | 石油計          | LPG | LNG | 化学製品 | 合計            | 鉄鉱石   | 石炭    | 穀物    | コンテナ  | その他    | 乾貨物計          | 原油     | 石油製品  | 石油計           | LPG | LNG   | 化学製品  | 合計            |
|--------|-------|-------|-----|-------|-------|--------------|-------|-------|--------------|-----|-----|------|---------------|-------|-------|-------|-------|--------|---------------|--------|-------|---------------|-----|-------|-------|---------------|
| 1990   | 356   | 331   | 195 | 246   | 1,423 | <b>2,551</b> | 1,133 | 415   | <b>1,548</b> | 33  | 58  | 103  | <b>4,293</b>  |       |       |       |       |        |               |        |       |               |     |       |       |               |
| 1991   | 363   | 351   | 195 | 268   | 1,437 | <b>2,614</b> | 1,210 | 375   | <b>1,585</b> | 35  | 58  | 104  | <b>4,396</b>  |       |       |       |       |        |               |        |       |               |     |       |       |               |
| 1992   | 343   | 357   | 202 | 292   | 1,471 | <b>2,665</b> | 1,332 | 381   | <b>1,713</b> | 37  | 60  | 104  | <b>4,579</b>  |       |       |       |       |        |               |        |       |               |     |       |       |               |
| 1993   | 358   | 358   | 182 | 322   | 1,501 | <b>2,721</b> | 1,318 | 414   | <b>1,732</b> | 39  | 62  | 114  | <b>4,668</b>  |       |       |       |       |        |               |        |       |               |     |       |       |               |
| 1994   | 383   | 371   | 178 | 357   | 1,494 | <b>2,783</b> | 1,394 | 411   | <b>1,805</b> | 38  | 66  | 124  | <b>4,816</b>  |       |       |       |       |        |               |        |       |               |     |       |       |               |
| 1995   | 404   | 403   | 193 | 389   | 1,571 | <b>2,960</b> | 1,455 | 444   | <b>1,899</b> | 39  | 68  | 130  | <b>5,096</b>  |       |       |       |       |        |               |        |       |               |     |       |       |               |
| 1996   | 392   | 422   | 198 | 423   | 1,662 | <b>3,097</b> | 1,488 | 487   | <b>1,975</b> | 41  | 74  | 134  | <b>5,321</b>  |       |       |       |       |        |               |        |       |               |     |       |       |               |
| 1997   | 426   | 448   | 211 | 460   | 1,749 | <b>3,294</b> | 1,583 | 481   | <b>2,064</b> | 43  | 83  | 137  | <b>5,621</b>  |       |       |       |       |        |               |        |       |               |     |       |       |               |
| 1998   | 423   | 451   | 209 | 492   | 1,721 | <b>3,296</b> | 1,537 | 473   | <b>2,010</b> | 40  | 85  | 141  | <b>5,572</b>  |       |       |       |       |        |               |        |       |               |     |       |       |               |
| 1999   | 399   | 458   | 223 | 546   | 1,879 | <b>3,505</b> | 1,590 | 501   | <b>2,091</b> | 43  | 93  | 152  | <b>5,884</b>  |       |       |       |       |        |               |        |       |               |     |       |       |               |
| 2000   | 447   | 509   | 230 | 606   | 1,971 | <b>3,763</b> | 1,676 | 561   | <b>2,237</b> | 45  | 103 | 157  | <b>6,305</b>  | 2,433 | 2,525 | 1,372 | 2,957 | 10,636 | <b>19,923</b> | 8,110  | 1,561 | <b>9,671</b>  | 210 | 321   | 611   | <b>30,736</b> |
| 2001   | 449   | 546   | 234 | 631   | 1,978 | <b>3,838</b> | 1,666 | 540   | <b>2,206</b> | 42  | 107 | 159  | <b>6,352</b>  | 2,521 | 2,604 | 1,493 | 3,082 | 10,623 | <b>20,323</b> | 7,846  | 1,527 | <b>9,373</b>  | 194 | 348   | 622   | <b>30,860</b> |
| 2002   | 477   | 556   | 232 | 677   | 2,078 | <b>4,020</b> | 1,632 | 552   | <b>2,184</b> | 44  | 113 | 168  | <b>6,529</b>  | 2,672 | 2,625 | 1,438 | 3,281 | 10,792 | <b>20,808</b> | 7,454  | 1,550 | <b>9,004</b>  | 201 | 365   | 657   | <b>31,035</b> |
| 2003   | 512   | 599   | 235 | 783   | 2,079 | <b>4,208</b> | 1,767 | 583   | <b>2,350</b> | 47  | 125 | 172  | <b>6,902</b>  | 2,862 | 2,808 | 1,564 | 3,856 | 10,945 | <b>22,035</b> | 8,091  | 1,669 | <b>9,760</b>  | 212 | 403   | 672   | <b>33,082</b> |
| 2004   | 589   | 641   | 225 | 897   | 2,153 | <b>4,505</b> | 1,858 | 641   | <b>2,499</b> | 51  | 132 | 178  | <b>7,365</b>  | 3,285 | 2,962 | 1,532 | 4,375 | 11,605 | <b>23,759</b> | 8,608  | 1,832 | <b>10,440</b> | 227 | 439   | 694   | <b>35,559</b> |
| 2005   | 660   | 671   | 248 | 975   | 2,203 | <b>4,757</b> | 1,880 | 704   | <b>2,584</b> | 52  | 142 | 185  | <b>7,720</b>  | 3,704 | 3,079 | 1,686 | 4,789 | 11,787 | <b>25,045</b> | 8,624  | 2,082 | <b>10,706</b> | 218 | 457   | 724   | <b>37,150</b> |
| 2006   | 709   | 712   | 255 | 1,061 | 2,246 | <b>4,983</b> | 1,894 | 751   | <b>2,645</b> | 52  | 160 | 196  | <b>8,036</b>  | 4,061 | 3,256 | 1,717 | 5,189 | 12,304 | <b>26,527</b> | 8,859  | 2,137 | <b>10,996</b> | 217 | 549   | 766   | <b>39,055</b> |
| 2007   | 773   | 762   | 277 | 1,185 | 2,280 | <b>5,277</b> | 1,919 | 782   | <b>2,701</b> | 55  | 171 | 207  | <b>8,411</b>  | 4,501 | 3,384 | 1,889 | 5,718 | 12,248 | <b>27,740</b> | 8,793  | 2,226 | <b>11,019</b> | 217 | 631   | 804   | <b>40,411</b> |
| 2008   | 837   | 790   | 284 | 1,233 | 2,301 | <b>5,445</b> | 1,913 | 813   | <b>2,726</b> | 55  | 173 | 212  | <b>8,611</b>  | 4,811 | 3,515 | 1,937 | 5,923 | 12,155 | <b>28,341</b> | 8,917  | 2,317 | <b>11,234</b> | 217 | 684   | 823   | <b>41,299</b> |
| 2009   | 897   | 804   | 297 | 1,096 | 2,084 | <b>5,178</b> | 1,807 | 820   | <b>2,627</b> | 54  | 183 | 217  | <b>8,259</b>  | 5,365 | 3,426 | 2,060 | 5,340 | 10,883 | <b>27,074</b> | 8,135  | 2,449 | <b>10,584</b> | 225 | 689   | 851   | <b>39,423</b> |
| 2010   | 990   | 926   | 317 | 1,246 | 2,332 | <b>5,811</b> | 1,876 | 868   | <b>2,744</b> | 55  | 222 | 233  | <b>9,065</b>  | 5,856 | 4,024 | 2,271 | 6,030 | 12,326 | <b>30,507</b> | 8,702  | 2,558 | <b>11,260</b> | 227 | 877   | 916   | <b>43,787</b> |
| 2011   | 1,050 | 999   | 315 | 1,358 | 2,422 | <b>6,144</b> | 1,844 | 903   | <b>2,747</b> | 59  | 247 | 246  | <b>9,443</b>  | 6,314 | 4,309 | 2,209 | 6,564 | 12,858 | <b>32,254</b> | 8,774  | 2,610 | <b>11,384</b> | 231 | 1,059 | 960   | <b>45,888</b> |
| 2012   | 1,107 | 1,112 | 345 | 1,403 | 2,498 | <b>6,465</b> | 1,896 | 900   | <b>2,796</b> | 61  | 240 | 254  | <b>9,816</b>  | 6,696 | 4,801 | 2,407 | 6,689 | 13,243 | <b>33,836</b> | 9,140  | 2,621 | <b>11,761</b> | 241 | 1,050 | 987   | <b>47,875</b> |
| 2013   | 1,188 | 1,183 | 363 | 1,474 | 2,605 | <b>6,813</b> | 1,824 | 944   | <b>2,768</b> | 64  | 241 | 264  | <b>10,150</b> | 6,961 | 5,054 | 2,619 | 6,992 | 13,879 | <b>35,505</b> | 8,912  | 2,685 | <b>11,597</b> | 259 | 1,046 | 1,023 | <b>49,430</b> |
| 2014   | 1,340 | 1,217 | 407 | 1,557 | 2,658 | <b>7,179</b> | 1,787 | 936   | <b>2,723</b> | 72  | 246 | 267  | <b>10,487</b> | 7,604 | 5,231 | 2,854 | 7,372 | 14,470 | <b>37,531</b> | 8,850  | 2,707 | <b>11,557</b> | 305 | 1,067 | 1,027 | <b>51,487</b> |
| 2015   | 1,364 | 1,137 | 429 | 1,593 | 2,722 | <b>7,245</b> | 1,862 | 1,004 | <b>2,866</b> | 80  | 250 | 278  | <b>10,719</b> | 7,647 | 4,955 | 3,126 | 7,479 | 14,778 | <b>37,985</b> | 9,033  | 2,892 | <b>11,925</b> | 368 | 1,035 | 1,076 | <b>52,389</b> |
| 2016   | 1,418 | 1,141 | 450 | 1,670 | 2,735 | <b>7,414</b> | 1,938 | 1,046 | <b>2,984</b> | 88  | 268 | 283  | <b>11,037</b> | 7,934 | 4,982 | 3,205 | 7,799 | 15,045 | <b>38,965</b> | 9,619  | 3,007 | <b>12,626</b> | 443 | 1,039 | 1,116 | <b>54,189</b> |
| 2017   | 1,473 | 1,202 | 476 | 1,769 | 2,827 | <b>7,747</b> | 2,004 | 1,063 | <b>3,067</b> | 91  | 292 | 304  | <b>11,501</b> | 8,180 | 5,250 | 3,422 | 8,230 | 15,754 | <b>40,836</b> | 10,190 | 3,034 | <b>13,224</b> | 456 | 1,147 | 1,189 | <b>56,852</b> |
| 2018 推 | 1,476 | 1,263 | 473 | 1,845 | 2,926 | <b>7,983</b> | 2,016 | 1,070 | <b>3,086</b> | 98  | 318 | 324  | <b>11,809</b> | 8,175 | 5,563 | 3,335 | 8,501 | 16,415 | <b>41,989</b> | 10,504 | 3,072 | <b>13,576</b> | 486 | 1,296 | 1,294 | <b>58,641</b> |
| 2019 予 | 1,454 | 1,277 | 476 | 1,894 | 3,018 | <b>8,119</b> | 2,027 | 1,085 | <b>3,112</b> | 104 | 343 | 337  | <b>12,015</b> | 7,960 | 5,540 | 3,445 | 8,709 | 17,011 | <b>42,665</b> | 10,818 | 3,149 | <b>13,967</b> | 524 | 1,434 | 1,354 | <b>59,944</b> |
| 2020 予 | 1,486 | 1,295 | 487 | 1,962 | 3,110 | <b>8,340</b> | 2,084 | 1,127 | <b>3,211</b> | 109 | 371 | 353  | <b>12,384</b> | 8,192 | 5,617 | 3,514 | 8,982 | 17,677 | <b>43,982</b> | 11,417 | 3,308 | <b>14,725</b> | 563 | 1,626 | 1,422 | <b>62,318</b> |

注) クラークソンから作成 Clarkson "Shipping Review & Outlook, Autumn 2019"



## 7. 本会会員会社船舶部門売上高の推移

(単位: 億円)

| 年度   | 新造船    | 比率(%) | 改造・修繕船 | 比率(%) | 船舶部門計  | 対象社数 |
|------|--------|-------|--------|-------|--------|------|
| 1977 | 17,989 | 89.5  | 2,103  | 10.5  | 20,092 | 23   |
| 1978 | 9,906  | 84.2  | 1,856  | 15.8  | 11,762 | 23   |
| 1979 | 8,877  | 81.2  | 2,052  | 18.8  | 10,929 | 23   |
| 1980 | 10,750 | 76.0  | 3,395  | 24.0  | 14,145 | 23   |
| 1981 | 14,514 | 79.5  | 3,740  | 20.5  | 18,254 | 23   |
| 1982 | 13,412 | 82.0  | 2,941  | 18.0  | 16,353 | 23   |
| 1983 | 14,820 | 86.1  | 2,385  | 13.9  | 17,205 | 23   |
| 1984 | 15,249 | 86.7  | 2,347  | 13.3  | 17,596 | 23   |
| 1985 | 12,067 | 84.5  | 2,206  | 15.5  | 14,273 | 23   |
| 1986 | 9,800  | 84.9  | 1,737  | 15.1  | 11,537 | 18   |
| 1987 | 5,448  | 76.7  | 1,658  | 23.3  | 7,106  | 18   |
| 1988 | 5,086  | 76.7  | 1,542  | 23.3  | 6,628  | 18   |
| 1989 | 7,279  | 80.2  | 1,796  | 19.8  | 9,075  | 18   |
| 1990 | 8,665  | 82.7  | 1,817  | 17.3  | 10,482 | 18   |
| 1991 | 8,990  | 82.1  | 1,961  | 17.9  | 10,951 | 18   |
| 1992 | 11,780 | 88.3  | 1,567  | 11.7  | 13,347 | 18   |
| 1993 | 12,288 | 88.9  | 1,529  | 11.1  | 13,817 | 18   |
| 1994 | 11,789 | 88.6  | 1,518  | 11.4  | 13,307 | 18   |
| 1995 | 10,378 | 87.3  | 1,515  | 12.7  | 11,893 | 18   |
| 1996 | 11,453 | 88.6  | 1,480  | 11.4  | 12,933 | 18   |
| 1997 | 12,247 | 88.6  | 1,577  | 11.4  | 13,824 | 18   |

| 年度   | 新造船    | 比率(%) | 改造・修繕船 | 比率(%) | 船舶部門計  | 対象社数 |
|------|--------|-------|--------|-------|--------|------|
| 1998 | 13,141 | 90.4  | 1,397  | 9.6   | 14,538 | 18   |
| 1999 | 11,768 | 90.4  | 1,249  | 9.6   | 13,017 | 18   |
| 2000 | 11,820 | 90.3  | 1,276  | 9.7   | 13,096 | 18   |
| 2001 | 12,240 | 91.1  | 1,201  | 8.9   | 13,441 | 18   |
| 2002 | 12,128 | 91.3  | 1,157  | 8.7   | 13,285 | 21   |
| 2003 | 12,202 | 91.8  | 1,094  | 8.2   | 13,296 | 19   |
| 2004 | 13,122 | 92.8  | 1,024  | 7.2   | 14,146 | 19   |
| 2005 | 13,891 | 91.9  | 1,227  | 8.1   | 15,118 | 20   |
| 2006 | 15,485 | 93.1  | 1,140  | 6.9   | 16,625 | 20   |
| 2007 | 20,072 | 93.6  | 1,378  | 6.4   | 21,449 | 20   |
| 2008 | 21,974 | 94.5  | 1,289  | 5.5   | 23,264 | 20   |
| 2009 | 25,529 | 95.9  | 1,079  | 4.1   | 26,608 | 20   |
| 2010 | 22,604 | 95.4  | 1,090  | 4.6   | 23,695 | 19   |
| 2011 | 22,151 | 95.4  | 1,070  | 4.6   | 23,221 | 19   |
| 2012 | 18,626 | 94.3  | 1,133  | 5.7   | 19,759 | 18   |
| 2013 | 15,009 | 92.8  | 1,158  | 7.2   | 16,167 | 17   |
| 2014 | 15,110 | 93.3  | 1,090  | 6.7   | 16,200 | 17   |
| 2015 | 15,462 | 92.1  | 1,325  | 7.9   | 16,787 | 17   |
| 2016 | 15,610 | 93.4  | 1,099  | 6.6   | 16,709 | 17   |
| 2017 | 14,268 | 91.4  | 1,349  | 8.6   | 15,617 | 17   |
| 2018 | 14,384 | 91.7  | 1,294  | 8.3   | 15,678 | 17   |

## 8. 造船・海洋構造物用普通鋼鋼材消費(購入)量の推移

(単位:トン)

| 年度<br>種類 | 83        | 84        | 85        | 86        | 87        | 88        | 89        | 90        | 91        | 92        | 93        | 94        | 95        | 96        | 97        | 98        | 99        | 00        | 01        |
|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| 厚中板      | 2,017,055 | 2,255,608 | 2,094,004 | 1,293,794 | 1,039,215 | 1,098,946 | 1,271,433 | 1,494,663 | 1,552,328 | 1,785,552 | 1,700,449 | 1,938,704 | 2,045,016 | 2,110,196 | 2,139,071 | 2,256,065 | 2,122,552 | 2,212,440 | 2,405,927 |
| 形鋼       | 256,014   | 275,769   | 243,796   | 150,972   | 119,794   | 133,888   | 155,351   | 184,962   | 195,517   | 223,333   | 203,587   | 238,572   | 247,857   | 254,153   | 260,732   | 251,859   | 226,351   | 226,704   | 232,807   |
| 鋼管       | 94,844    | 101,547   | 88,345    | 51,648    | 40,806    | 42,703    | 54,623    | 62,620    | 62,958    | 61,653    | 52,533    | 59,169    | 63,716    | 67,543    | 73,144    | 73,594    | 66,883    | 62,438    | 76,786    |
| 棒鋼       | 32,857    | 34,007    | 36,539    | 30,484    | 25,467    | 30,649    | 42,783    | 50,948    | 48,860    | 55,507    | 57,142    | 63,728    | 64,237    | 72,428    | 84,429    | 106,160   | 102,238   | 108,458   | 130,070   |
| その他      | 2,793     | 2,783     | 2,833     | 2,493     | 2,422     | 2,787     | 2,322     | 2,120     | 1,648     | 2,090     | 1,497     | 2,038     | 2,200     | 1,621     | 1,562     | 1,137     | 1,446     | 1,980     | 4,079     |
| 合計       | 2,403,563 | 2,669,714 | 2,465,517 | 1,529,391 | 1,227,704 | 1,308,973 | 1,526,512 | 1,795,313 | 1,861,311 | 2,128,135 | 2,015,208 | 2,302,211 | 2,423,026 | 2,505,941 | 2,558,938 | 2,688,815 | 2,519,470 | 2,612,020 | 2,849,669 |

| 年度<br>種類 | 02        | 03        | 04        | 05        | 06        | 07        | 08        | 09        | 10        | 11        | 12        | 13        | 14        | 15        | 16        | 17        | 18        | 19<br>(実績見込) | 20<br>(見込) |
|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|------------|
| 厚中板      | 2,433,287 | 2,631,493 | 2,990,107 | 3,506,815 | 3,405,778 | 3,541,567 | 3,896,154 | 3,832,844 | 3,889,481 | 3,671,105 | 3,004,009 | 2,794,875 | 2,940,493 | 2,913,007 | 2,980,660 | 2,760,679 | 2,907,996 | 2,770,989    | 2,376,589  |
| 形鋼       | 231,137   | 255,759   | 306,077   | 326,354   | 339,370   | 392,009   | 439,446   | 367,128   | 361,087   | 326,237   | 250,927   | 227,019   | 286,896   | 288,630   | 299,228   | 270,678   | 264,563   | 243,771      | 212,406    |
| 鋼管       | 85,842    | 78,853    | 87,857    | 98,606    | 104,144   | 123,032   | 119,301   | 113,188   | 101,462   | 91,933    | 68,774    | 70,797    | 73,330    | 75,394    | 85,782    | 85,301    | 82,626    | 80,083       | 74,285     |
| 棒鋼       | 148,581   | 139,794   | 158,220   | 182,227   | 158,556   | 154,897   | 144,729   | 136,022   | 127,160   | 125,343   | 116,422   | 114,802   | 74,176    | 83,011    | 88,228    | 68,740    | 64,451    | 66,523       | 60,790     |
| その他      | 2,462     | 2,679     | 2,179     | 4,387     | 7,352     | 29,433    | 27,959    | 19,086    | 10,308    | 5,305     | 5,328     | 3,353     | 15,570    | 12,663    | 12,909    | 25,780    | 14,820    | 8,715        | 1,182      |
| 合計       | 2,901,309 | 3,108,578 | 3,544,440 | 4,118,389 | 4,015,200 | 4,240,938 | 4,627,589 | 4,468,268 | 4,489,498 | 4,219,923 | 3,445,460 | 3,210,846 | 3,390,465 | 3,372,705 | 3,466,807 | 3,211,178 | 3,334,456 | 3,170,081    | 2,725,252  |

注) 1. 対象は、本会会員会社の造船所で、用途は造船用と海洋構造物用に限定  
2. 2006年度以降は購入ベース



## 10. 本会会員会社造船部門人員の推移

(単位: 人)

| 年    | 造船部門従業員 |        |         | 協力工<br>(造船部門) | 造船部門従業員<br>+ 協力工計 | 対象社数    | 総従業員    |
|------|---------|--------|---------|---------------|-------------------|---------|---------|
|      | 事務・技術職  | 技能職    | 計       |               |                   |         |         |
| 1977 | 27,235  | 75,918 | 103,153 | 30,053        | 133,206           | 23社51工場 | 264,309 |
| 1978 | 23,163  | 67,246 | 90,409  | 21,661        | 112,070           | 23社49工場 | 246,386 |
| 1979 | 18,309  | 50,613 | 68,922  | 15,664        | 84,586            | 23社48工場 | 214,110 |
| 1980 | 15,155  | 41,483 | 56,638  | 18,050        | 74,688            | 23社46工場 | 201,196 |
| 1981 | 16,244  | 41,793 | 58,037  | 24,135        | 82,172            | 23社46工場 | 204,583 |
| 1982 | 16,637  | 43,845 | 60,482  | 25,908        | 86,390            | 23社46工場 | 204,390 |
| 1983 | 16,770  | 43,033 | 59,803  | 18,422        | 78,225            | 23社45工場 | 203,150 |
| 1984 | 16,418  | 41,086 | 57,504  | 17,992        | 75,496            | 23社44工場 | 195,468 |
| 1985 | 15,692  | 38,373 | 54,065  | 18,699        | 72,764            | 23社43工場 | 189,053 |
| 1986 | 13,865  | 33,515 | 47,380  | 16,034        | 63,414            | 23社44工場 | 176,167 |
| 1987 | 10,140  | 20,994 | 31,134  | 11,866        | 43,000            | 21社40工場 | 146,393 |
| 1988 | 8,533   | 16,311 | 24,844  | 10,846        | 35,690            | 18社40工場 | 132,559 |
| 1989 | 8,049   | 15,047 | 23,096  | 12,006        | 35,102            | 18社39工場 | 128,106 |
| 1990 | 7,639   | 14,712 | 22,351  | 13,056        | 35,407            | 18社38工場 | 127,299 |
| 1991 | 8,305   | 15,211 | 23,516  | 14,412        | 37,928            | 18社38工場 | 130,007 |
| 1992 | 8,873   | 16,073 | 24,946  | 15,664        | 40,610            | 18社38工場 | 133,881 |
| 1993 | 9,366   | 16,311 | 25,677  | 16,266        | 41,943            | 18社38工場 | 134,338 |
| 1994 | 8,397   | 16,317 | 24,714  | 15,514        | 40,228            | 18社38工場 | 129,849 |
| 1995 | 7,886   | 15,678 | 23,564  | 14,752        | 38,316            | 18社38工場 | 124,362 |
| 1996 | 7,066   | 14,557 | 21,623  | 15,480        | 37,103            | 18社37工場 | 117,324 |
| 1997 | 6,925   | 13,196 | 20,121  | 18,215        | 38,336            | 18社37工場 | 113,107 |
| 1998 | 6,872   | 13,055 | 19,927  | 18,298        | 38,225            | 18社36工場 | 111,351 |
| 1999 | 6,753   | 12,269 | 19,022  | 18,622        | 37,644            | 18社35工場 | 107,249 |
| 2000 | 6,570   | 11,518 | 18,088  | 17,479        | 35,567            | 18社33工場 | 100,785 |
| 2001 | 6,441   | 11,710 | 18,151  | 18,865        | 37,016            | 18社35工場 | 94,108  |
| 2002 | 6,245   | 11,411 | 17,656  | 20,755        | 38,411            | 18社34工場 | 89,112  |
| 2003 | 6,771   | 11,991 | 18,762  | 23,048        | 41,810            | 17社33工場 | 78,433  |
| 2004 | 6,975   | 11,692 | 18,667  | 21,771        | 40,438            | 17社32工場 | 78,433  |
| 2005 | 7,051   | 11,676 | 18,727  | 24,608        | 43,335            | 17社32工場 | 71,596  |
| 2006 | 7,269   | 13,377 | 20,646  | 26,188        | 46,834            | 18社35工場 | 72,994  |
| 2007 | 7,702   | 13,961 | 21,663  | 28,577        | 50,240            | 18社35工場 | 71,542  |
| 2008 | 8,295   | 14,453 | 22,748  | 29,391        | 52,139            | 18社35工場 | 76,929  |
| 2009 | 8,840   | 14,795 | 23,635  | 30,261        | 53,896            | 18社35工場 | 79,982  |
| 2010 | 9,408   | 15,451 | 24,859  | 28,461        | 53,320            | 18社35工場 | 79,907  |
| 2011 | 9,534   | 15,129 | 24,663  | 28,101        | 52,764            | 18社35工場 | 76,161  |
| 2012 | 9,431   | 14,287 | 23,718  | 27,462        | 51,180            | 18社35工場 | 70,782  |
| 2013 | 9,034   | 13,261 | 22,295  | 24,218        | 46,513            | 17社35工場 | 68,949  |
| 2014 | 8,972   | 11,867 | 20,839  | 23,501        | 44,340            | 16社34工場 | 59,734  |
| 2015 | 9,203   | 11,882 | 21,085  | 25,331        | 46,416            | 16社34工場 | 58,985  |
| 2016 | 9,797   | 13,477 | 23,274  | 30,979        | 54,253            | 16社34工場 | 56,687  |
| 2017 | 9,869   | 13,543 | 23,412  | 27,702        | 51,114            | 16社34工場 | 55,461  |
| 2018 | 9,751   | 11,020 | 20,771  | 27,760        | 48,531            | 16社34工場 | 50,052  |
| 2019 | 9,500   | 10,519 | 20,019  | 26,982        | 47,001            | 16社34工場 | 49,346  |

注) 1. 各年とも4月1日現在

2. 「総従業員」は、陸上・その他部門を含めた人数