香港船隻往來與船隻統計
Vessel Movements and Vessel Statistics of Hong Kong

本文載述海事處如何監察船隻往來香港水域，並且概述海事處用以編纂香港船隻統計的統計系統。本文亦收錄了一九九三年至一九九八年期間船隻統計的扼要分析，當中遠洋輪船的統計更按船隻種類、船旗、來港主要原因和主要停泊地點來加以分析。

This article provides an overview of how the Marine Department monitors the vessel movements into and out of Hong Kong. It also gives an outline of the statistical system of the Marine Department under which vessel statistics of Hong Kong are produced. A brief analysis of the vessel statistics for the years 1993 to 1998 is included. In particular, statistics of ocean vessels for these years are analysed by ship type, flag, main reason of call and main berthing location.

如對本文有任何查詢，請致電海事處統計組(電話：2852 4384)。

If you have any enquiries on this article, please call Statistics Section, Marine Department (Tel. : 2852 4384).

香港船隻往來與船隻統計
Vessel Movements and Vessel Statistics of Hong Kong

1. 背景

1.1 根據《船舶及港口管制條例》(香港法例第 313 章)及相關規例,每當船隻駛進或駛離香港,其船東、船長或代理人必須向海事處處長遞交"一般事項申報表"(下稱申報表)。

1.2 申報表連同相關港口費用應交往海事處轄下的中區海事分處,或其他七個海事分處之中任何一個。申報表須於船隻抵港後 24 小時內,以及在船隻離港前 72 小時內遞交。

1.3 船隻往來以航次計算。例如,倘一艘船在某段期間內曾三次駛進及駛離香港水域,則該段期間共計六個航次:三次入境航程、三次離境航程。因此,所須遞交的申報表合共六份。

1.4 海事處統計組以這些申報表爲依據,編纂船隻往來的統計(或船隻統計);所採用統計系統乃遵照聯合國亞洲及太平洋經濟與社會委員會所推薦"收集船務經濟統計統一系統"的議決而訂立。

1. Background

1.1 In accordance with the Shipping and Port Control Ordinance, Chapter 313, Laws of Hong Kong, and related Regulations, the shipowner, master or agent of a ship is required to report to the Director of Marine whenever the ship enters or leaves Hong Kong. The report should be submitted on a General Declaration Form (GDF).

1.2 The GDFs together with the related port charges should be submitted to the Central Marine Office or any of the seven District Marine Offices of the Marine Department. The forms should be submitted within 24 hours of arrival, and within 72 hours prior to departure.

1.3 Vessel movements are counted on a voyage basis. For example, if a particular vessel enters and leaves Hong Kong waters three times within a certain period of time, a total of six voyages are counted during that period: three inward voyages and three outward voyages. Thus a total of six GDFs should be submitted.

1.4 The Statistics Section of the Marine Department compiles statistics of vessel movements (or vessel statistics) based on these GDFs. The statistical system follows the resolutions of the "Uniform System for Collecting Economic Statistics of Shipping" recommended by the United Nations Economic and Social Commission for Asia and the Pacific.

2. 涵蓋範圍和計算準則

2.1 一艘船乃按其所屬船隻種類而用於載貨或載客；至於所作的航程，則視乎該船的停靠港口是否在內河航限以外而分爲遠洋航次及內河航次兩類。例如，一艘來自鹽田而駛進香港的貨櫃船，其航程視爲內河航次，而一艘駛離香港而前往澳頭的小型躉船，其航程則視爲遠洋航次。

2.2 根據以上準則，統計系統所涵蓋的船隻統計，可分爲以下四大類：—

(a) 遠洋貨船 — 在內河航限*以外水域（包括中國內地沿岸港口和外國）往來的貨船；

(b) 遠洋客船 — 在內河航限*以外水域往來的郵船、遊樂船隻和渡輪；

(c) 內河貨船 — 只在內河航限*水域範圍內往來的貨船；以及

(d) 內河客船 — 只在內河航限*水域範圍內往來的渡輪。

* 內河航限指香港鄰近水域，一般指香港與珠江、大鵬灣及澳門，及其他在廣東和廣西與香港鄰近水域相連的內陸水域。

2.3 遠洋輪船統計除了提供航次總數外，還包括按船隻種類、船旗、來港原因、停泊地點等資料所作的詳細分析。這些資料均來自申報表。至於涉及內河船隻航次的資料，因採用較爲簡化的申報表，所以沒有這類資料可作詳細分析。

2. Coverage and Counting Rules

2.1 A vessel may carry cargo or passengers in accordance with its ship type. As for voyage, it may be classified into ocean and river according to whether or not their ports of call are beyond the river trade limits. For example, a container ship entering Hong Kong from Yantian makes a river voyage while a small barge leaving Hong Kong for Ao Tou makes an ocean voyage.

2.2 According to the above, vessel statistics covered by the statistical system can be classified into the following four main categories :-

(a) Ocean cargo vessels — Cargo vessels plying outside the river trade limits*, including coastal ports of the mainland of China and overseas countries;

(b) Ocean passenger vessels — Cruises, pleasure vessels and ferries plying outside the river trade limits*;

(c) River cargo vessels — Cargo vessels plying solely within the river trade limits*; and

(d) River passenger vessels — Ferries plying solely within the river trade limits*.

* River trade limits means the waters in the vicinity of Hong Kong, which broadly includes the Pearl River, Mirs Bay and Macau, and other inland waters in Guangdong and Guangxi which are accessible from waters in the vicinity of Hong Kong.

2.3 In addition to the total number of voyages, ocean vessel statistics also include detailed analysis by ship type, flag, reason of call and berthing location. These particulars are available from the GDFs. As a somewhat simplified GDF is used for voyages involving river vessels, such particulars for river vessels are not available for detailed analysis.

3. 監控措施

3.1 海事處訂立監控措施，確保所有船隻都有遞交申報表。所有總註冊噸位超逾 300 噸的船隻進港、離港，均會受到海事處船隻航行監察系統監察。凡擬進出香港港口的船隻，必須得到船隻航行監察中心許可。

3.2 海事處以九個雷達站監察香港約 95%的水域，並可即時觀測到海港及各進出口航道的海上交通。八個遠距雷達站分別位於爛角嘴、大嶼山東部、交椅洲、石鼓洲、橫瀾島、黃麻角、大鵬灣及觀塘。而第九台雷達則安裝於中環船隻航行監察中心的天台。

3.3 船隻一被雷達偵察到，便成爲目標。海事處會開立"航次檔案"，用以監察這些船隻有沒有遞交申報表，徵收港口費用，及於離港時獲發出港許可證。

3.4 船隻航行監察系統的監察對象並不包括總註冊噸位達到或少於 300 噸的船隻。因此海事處訂立其他措施，藉以監察這些小型船隻，尤其是內河貨船進出香港。這些措施包括核對其他部門的紀錄，與鄰近港口主管當局聯繫，及派出海港巡邏小輪實地檢查船隻。

4. 分類

4.1 遠洋輪船統計按船隻種類、船旗、來港原因及停泊地點來分析。首兩項是有關船隻的特徵，而其餘兩項則爲航程特徵。

4.2 船隻種類指該船的具體設計、構造及功能。船旗指該船國籍，以示該船於何地正式註冊。香港船舶註冊處於一九九二年成立。香港船隻現時以"中國香港"的名義註冊。

3. Control Measures

3.1 Control measures are in place to ensure complete submission of GDFs. Entries and departures of all vessels over 300 gross registered tonnes (GRT) are monitored by the Vessel Traffic System of the Marine Department. Vessels wishing to enter or leave the port of Hong Kong must seek permission from the Vessel Traffic Centre.

3.2 About 95% of Hong Kong waters are monitored by nine radar stations. Marine traffic in the harbour and various approaches can be readily observed. Eight remote radar stations are located at Black Point, East Lantau, Kau Yi Chau, Shek Kwu Chau, Waglan Island, Bluff Head, Mirs Bay and Kwun Tong. The ninth radar is on the roof of the Vessel Traffic Centre in Central.

3.3 Once detected by radar, a vessel is designated as a target and a "trip record" is opened. These trip records are used for monitoring the submission of GDFs, raising of port charges and issuing of Port Clearance Permits (PCPs) upon departure of these vessels.

3.4 The Vessel Traffic System does not cover vessels of 300 GRT or below. Other measures are in place to monitor the entries and clearances of these smaller vessels, particularly river cargo vessels. These include cross-checking with records of other departments, liaison with authorities of neighbouring ports, and on-the-spot checks of vessels by harbour patrol launches.

4. Classification

4.1 Ocean vessel statistics are analysed by ship type, flag, reason of call and berthing location. The first two are vessel characteristics while the others are voyage characteristics.

4.2 Ship type refers to the specific design, construction and function of the ship. Flag refers to the nationality of the ship, indicating where she is officially registered. The Hong Kong Shipping Registry was established in 1992. Hong Kong registered vessels now use the name "Hong Kong, China".

5. 未來發展

5.1 正如前文所述，海事處船隻航行監察系統只監察總註冊噸位超逾 300 噸船隻的往來。內河貨船出入口申報系統爲一九九八年啓用的新電腦系統，用以監察總註冊噸位達到或少於 300 噸船隻的往來。前者主要紀錄遠洋輪船資料，而後者則紀錄內河船隻資料。海事處現計劃利用這些電腦系統的紀錄，編纂船隻統計。該計劃除了方便統計編纂工作，也可提供內河船隻統計的詳細分析。

5. Future Development

5.1 As described earlier, the Marine Department's Vessel Traffic System monitors movements of vessels over 300 GRT. A new computer system, viz. River Trade Cargo Vessels Port Formalities System, was implemented in 1998 to monitor movements of vessels of 300 GRT or below. The former system captures mainly records of ocean vessels whereas the latter river vessels. Plans are in hand to utilize the records of these computer systems for compiling vessel statistics. Apart from facilitating the compilation of statistics, it can also provide breakdowns of river vessel statistics.

6. 統計分析

6.1 表一按主要類別列舉一九九三年至一九九八年期間遠洋輪船和內河船隻的總計。表二至表五分別按船隻種類、船旗、來港主要原因及主要停泊地點列舉一九九三年至一九九八年期間遠洋輪船(包括遠洋貨船和遠洋客輪)的統計數字。由於船隻平均在港口內逗留約兩天，因此抵港船次與離港船次的統計數字甚爲相近。基於上述原因，這些表只列舉抵港船次的統計數字。

6.2 表內抵港船次數目均捨入爲最接近 10 的整數。因此，把所有數目相加起來不一定等於相關的總數。不過，平均每年增長率和比重百分率均以未經捨入的數字計算。

6. Statistical Analysis

6.1 Table 1 presents the statistics at the aggregate level for both ocean and river vessels by main category from 1993 to 1998. Tables 2 to 5 set out the statistics for ocean vessels from 1993 to 1998, including ocean cargo and ocean passenger vessels, with breakdowns by ship type, flag, main reason of call and main berthing location. Only vessel arrivals are provided in these tables as the patterns for vessel departures are very similar. This is due to the fact that vessels stay in port for about two days on average.

6.2 Figures on vessel arrivals in the tables are rounded to the nearest ten. Thus, figures may not add up to the respective totals due to rounding. Nevertheless, average annual growth rates and percentage shares are calculated from unrounded figures.

船隻往來概覽

6.3 抵港船次(所有類別)總數於一九九三年爲 165 650，一九九七年達到最高峰，總數增至 233 450。受到亞洲金融風暴的影響，這個數目於一九九八年微跌至 231 300。不過，一九九三年至一九九八年期間平均每年增長率仍然達到 7%左右。在這期間，內河船隻的船次佔所有來港船隻的船次逾 80%，單是內河貨船的船次便佔了 50%左右。

6.4 若按主要船隻類別分析，抵港遠洋客輪和內河貨船的船次於一九九三年至一九九八年期間持續增長，其平均每年增長率分別爲 8.0%和 10.2%。另一方面，抵港遠洋貨船和內河客輪船次的上升趨勢止於一九九七年。一九九八年，這兩類船隻抵港船次的跌幅分別爲 7.0%和 1.8%，兩者於一九九三年至一九九八年期間平均每年增長率分別爲 4.5%和 3.1%。(表一)

An Overview of Vessel Movements

6.3 The total number of vessel arrivals for all categories of vessels increased from 165 650 in 1993 to the peak of 233 450 in 1997. Affected by the regional financial turmoil, this number decreased marginally to 231 300 in 1998. Still, the average annual growth rate was about 7% between 1993 and 1998. During the period, river vessels accounted for more than 80% of all ship calls, and river cargo vessels alone accounted for about 50%.

6.4 When analysed by main category, vessel arrivals of both ocean passenger vessels and river cargo vessels recorded a continued increase between 1993 and 1998. The average annual growth rates were 8.0% and 10.2% respectively. On the other hand, the upward trend for vessel arrivals of ocean cargo vessels and river passenger vessels ended in 1997. In 1998, declines of 7.0% and 1.8% respectively were recorded for these categories. The average annual growth rates between 1993 and 1998 were 4.5% and 3.1% respectively. (Table 1)

表一 按主要船隻類別分析抵港船次
Table 1 Vessel Arrivals by Main Category

主要船隻類別 Main Category		1993	1994	1995	1996	1997	1998	平均每年增長率 Average Annual Growth Rate 1993-1998
遠洋輪船 Ocean Vessels	貨船 Cargo Vessels	**30 890** (18.6)	**34 750** (18.1)	**38 980** (18.1)	**38 970** (17.8)	**41 450** (17.8)	**38 540** (16.7)	+4.5%
	客輪 Passenger Vessels	**2 150** (1.3)	**2 250** (1.2)	**2 500** (1.2)	**2 790** (1.3)	**3 020** (1.3)	**3 150** (1.4)	+8.0%
	小計 Sub-total	**33 040** (19.9)	**37 000** (19.2)	**41 480** (19.3)	**41 760** (19.0)	**44 480** (19.1)	**41 690** (18.0)	+4.8%
內河船隻 River Vessels	貨船 Cargo Vessels	**76 780** (46.3)	**92 050** (47.9)	**109 270** (50.8)	**112 190** (51.2)	**122 760** (52.6)	**124 610** (53.9)	+10.2%
	客輪 Passenger Vessels	**55 840** (33.7)	**63 180** (32.9)	**64 480** (30.0)	**65 270** (29.8)	**66 220** (28.4)	**65 000** (28.1)	+3.1%
	小計 Sub-total	**132 610** (80.1)	**155 230** (80.8)	**173 750** (80.7)	**177 460** (81.0)	**188 980** (80.9)	**189 610** (82.0)	+7.4%
總數 Total		**165 650** (100.0)	**192 230** (100.0)	**215 230** (100.0)	**219 220** (100.0)	**233 450** (100.0)	**231 300** (100.0)	+6.9%

註釋 : 括號內的數字是指比重百分率。
Note : Figures in bracket are percentage shares.

按船隻種類分析抵港遠洋輪船船次

6.5 一九九三年，抵港遠洋輪船船次爲 33 040。一九九七年，此數高達 44 480，打破歷來紀錄，而一九九八年則跌至 41 690。一九九三年至一九九八年期間平均每年增長率爲 4.8%。

6.6 一九九三年，在各類船隻中，全槽格式貨櫃船約佔抵港船次總數的 35%，而在一九九八年其比重則增至 45%左右，顯示貨櫃運輸業的蓬勃。普通貨船在一九九三年至一九九八年期內均居於次位。(表二)

Ocean Vessel Arrivals Analysed by Ship Type

6.5 In 1993, there were 33 040 ocean vessel arrivals in Hong Kong. The number hit the record high of 44 480 in 1997 and then declined to 41 690 in 1998. The average annual growth rate was 4.8% between 1993 and 1998.

6.6 Amongst the ship types, fully cellular container vessels accounted for some 35% of all vessel arrivals in 1993. Its share increased to some 45% in 1998, indicating the proliferation of containerization. Conventional cargo vessels ranked second throughout the period from 1993 to 1998. (Table 2)

表二 按船隻種類分析抵港遠洋輪船船次
Table 2 Ocean Vessel Arrivals by Ship Type

船隻種類 Ship Type	1993	1994	1995	1996	1997	1998	平均每年增長率 Average Annual Growth Rate 1993-1998
全槽格式貨櫃船 Fully Cellular Container Vessel	**11 690** (35.4)	**12 940** (35.0)	**15 050** (36.3)	**16 570** (39.7)	**17 840** (40.1)	**18 740** (45.0)	+9.9%
普通貨船 Conventional Cargo Vessel	**10 320** (31.2)	**11 540** (31.2)	**13 140** (31.7)	**10 850** (26.0)	**11 390** (25.6)	**10 510** (25.2)	+0.4%
油輪 Oil Tanker	**1 140** (3.5)	**1 680** (4.5)	**2 020** (4.9)	**2 700** (6.5)	**3 570** (8.0)	**2 950** (7.1)	+20.9%
半貨櫃船 Semi-container Vessel	**2 670** (8.1)	**3 150** (8.5)	**3 400** (8.2)	**3 300** (7.9)	**3 990** (9.0)	**2 800** (6.7)	+1.0%
郵船／渡輪 Cruise / Ferry	**1 820** (5.5)	**1 980** (5.3)	**2 180** (5.2)	**2 090** (5.0)	**1 850** (4.2)	**2 170** (5.2)	+3.5%
散裝乾貨船 Dry Bulk Carrier	**2 050** (6.2)	**2 400** (6.5)	**2 370** (5.7)	**2 550** (6.1)	**2 220** (5.0)	**2 050** (4.9)	§
遊艇／快艇 Pleasure Craft / Yacht	**330** (1.0)	**270** (0.7)	**330** (0.8)	**700** (1.7)	**1 170** (2.6)	**990** (2.4)	+24.8%
滾裝卸式船 Roll-on / Roll-off	**610** (1.8)	**550** (1.5)	**410** (1.0)	**480** (1.2)	**510** (1.1)	**480** (1.1)	-4.8%
化學品／液化氣體運載船 Chemical / Gas Carrier / Tanker	**710** (2.1)	**930** (2.5)	**1 160** (2.8)	**1 210** (2.9)	**910** (2.0)	**410** (1.0)	-10.5%
其他 Others	**1 710** (5.2)	**1 570** (4.2)	**1 420** (3.4)	**1 310** (3.1)	**1 030** (2.3)	**600** (1.4)	-18.8%
總數 Total	**33 040** (100.0)	**37 000** (100.0)	**41 480** (100.0)	**41 760** (100.0)	**44 480** (100.0)	**41 690** (100.0)	+4.8%

註釋 : 括號內的數字是指比重百分率。
§ 增長率在±0.05%之內

Notes : Figures in bracket are percentage shares.
§ Growth rates within ±0.05%

按船旗分析抵港遠洋輪船船次

6.7 一九九三年，中國內地註冊船隻約佔抵港遠洋輪船船次總數的 42%，其次爲巴拿馬(17%)、利比里亞(5%)和台灣地區(5%)。

6.8 一九九八年，中國內地註冊船隻仍然高踞榜首，約佔抵港遠洋輪船船次總數的 46%。巴拿馬仍舊居於次位，比重增至 22%左右。另一方面，新加坡(4%)名列第三，其次爲台灣地區和利比里亞，各佔 3%。(表三)

Ocean Vessel Arrivals Analysed by Flag

6.7 Ships registered in the mainland of China accounted for some 42% of ocean vessel arrivals in 1993. This was followed by Panama (17%), Liberia (5%) and Taiwan (5%).

6.8 The mainland of China still topped the list in 1998, accounting for some 46% of ocean vessel arrivals. Panama remained second and its share increased to some 22%. On the other hand, Singapore (4%) ranked third in 1998, followed by Taiwan (3%) and Liberia (3%). (Table 3)

表三 按船旗分析抵港遠洋輪船船次
Table 3 Ocean Vessel Arrivals by Flag

船旗 Flag	1993	1994	1995	1996	1997	1998	平均每年增長率 Average Annual Growth Rate 1993-1998
中國 China	**13 890** (42.0)	**17 380** (47.0)	**20 880** (50.3)	**19 830** (47.5)	**21 200** (47.7)	**18 990** (45.6)	+6.5%
巴拿馬 Panama, Republic of	**5 550** (16.8)	**6 450** (17.4)	**6 980** (16.8)	**7 370** (17.6)	**8 440** (19.0)	**8 990** (21.6)	+10.1%
新加坡 Singapore, Republic of	**790** (2.4)	**800** (2.2)	**1 170** (2.8)	**1 270** (3.0)	**1 600** (3.6)	**1 830** (4.4)	+18.2%
台灣地區 Taiwan	**1 500** (4.5)	**1 240** (3.3)	**1 130** (2.7)	**1 260** (3.0)	**1 320** (3.0)	**1 310** (3.1)	-2.7%
利比里亞 Liberia	**1 680** (5.1)	**1 540** (4.2)	**1 790** (4.3)	**1 860** (4.5)	**1 480** (3.3)	**1 060** (2.5)	-8.8%
聖文森 St Vincent and Grenadines	**690** (2.1)	**950** (2.6)	**970** (2.3)	**1 110** (2.7)	**1 150** (2.6)	**930** (2.2)	+6.2%
德國 Ge many, Federal Republic of	**380** (1.1)	**600** (1.6)	**540** (1.3)	**590** (1.4)	**770** (1.7)	**900** (2.2)	+19.0%
巴哈馬 Bahamas	**830** (2.5)	**560** (1.5)	**750** (1.8)	**810** (1.9)	**710** (1.6)	**840** (2.0)	+0.2%
伯利茲 Belize	**70** (0.2)	**70** (0.2)	**100** (0.2)	**140** (0.3)	**500** (1.1)	**700** (1.7)	+60.1%
南韓 Korea, Republic of	**760** (2.3)	**690** (1.9)	**540** (1.3)	**670** (1.6)	**950** (2.1)	**680** (1.6)	-2.3%
其他 Others	**6 890** (20.9)	**6 710** (18.1)	**6 630** (16.0)	**6 840** (16.4)	**6 370** (14.3)	**5 460** (13.1)	-4.6%
總數 Total	**33 040** (100.0)	**37 000** (100.0)	**41 480** (100.0)	**41 760** (100.0)	**44 480** (100.0)	**41 690** (100.0)	+4.8%

註釋 : 括號內的數字是指比重百分率
Note : Figures in bracket are percentage shares.

按來港主要原因分析抵港遠洋輪船船次

6.9 香港是全球最繁忙港口之一，裝卸貨物是遠洋輪船來港的主要原因。在一九九三年至一九九八年期間，接近90%的遠洋輪船來港皆因裝卸貨物。(表四)

Ocean Vessel Arrivals Analysed by Main Reason of Call

6.9 Hong Kong is one of the world's busiest port and cargo handling is the main reason of call for ocean vessels. Almost 90% of ocean vessels calling at Hong Kong were for loading/discharging cargo during 1993 to 1998. (Table 4)

表四 按來港主要原因分析抵港遠洋輪船船次
Table 4 Ocean Vessel Arrivals by Main Reason of Call

來港主要原因 Main Reason of Call	1993	1994	1995	1996	1997	1998	平均每年增長率 Average Annual Growth Rate 1993-1998
裝貨／卸貨 Loading / Discharging Cargo	**28 600** (86.6)	**32 070** (86.7)	**36 630** (88.3)	**36 810** (88.1)	**39 430** (88.7)	**37 230** (89.3)	+5.4%
人事轉動 (乘客、船員等) Change of Personnel (Passengers, Crew, etc.)	**1 940** (5.9)	**1 940** (5.3)	**2 110** (5.1)	**1 970** (4.7)	**1 410** (3.2)	**1 510** (3.6)	-4.8%
交換文件 Switch Documents	**420** (1.3)	**650** (1.8)	**670** (1.6)	**810** (1.9)	**770** (1.7)	**550** (1.3)	+5.5%
船上用品補給 (燃料除外) Taking Stores (Except Bunkering)	**170** (0.5)	**260** (0.7)	**290** (0.7)	**310** (0.7)	**390** (0.9)	**240** (0.6)	+7.7%
補充燃料 Bunkering	**700** (2.1)	**660** (1.8)	**530** (1.3)	**420** (1.0)	**340** (0.8)	**190** (0.5)	-22.7%
緊急修理、非例行入乾塢 Emergency Repair, Non-routine Dry Docking	**150** (0.4)	**140** (0.4)	**100** (0.2)	**80** (0.2)	**60** (0.1)	**50** (0.1)	-20.2%
例行入乾塢 Routine Dry Docking	**40** (0.1)	**50** (0.1)	**30** (0.1)	**30** (0.1)	**30** (0.1)	**20** (@)	-13.8%
其他 Others	**1 030** (3.1)	**1 220** (3.3)	**1 120** (2.7)	**1 340** (3.2)	**2 050** (4.6)	**1 900** (4.6)	+13.0%
總數 Total	**33 040** (100.0)	**37 000** (100.0)	**41 480** (100.0)	**41 760** (100.0)	**44 480** (100.0)	**41 690** (100.0)	+4.8%

註釋 : 括號內的數字是指比重百分率，
@ 比重百分率少於 0.05%

Notes : Figures in bracket are percentage shares.
@ Percentage shares less than 0.05%

按主要停泊地點分析抵港遠洋輪船船次

6.10 一九九三年，碇泊區、浮泡和貨櫃碼頭均爲抵港遠洋輪船的主要停泊地點，分別約佔 33%、22%和18%。

6.11 一九九八年，抵港遠洋輪船之中停泊於碇泊區的仍佔約三分之一。而停泊於貨櫃碼頭的則有頗大增幅，比重超逾 25%。另一方面，停泊於浮泡的比重跌至11%，低於泊位及碼頭(15%)，以及公共貨物裝卸區(15%)。(表五)

Ocean Vessel Arrivals Analysed by Main Berthing Location

6.10 Anchorages, buoys and container terminals were the main berthing locations for ocean vessels in 1993. They accounted for some 33%, 22% and 18% respectively.

6.11 In 1998, anchorages still provided berthing for about one third of ocean vessel arrivals. The share of container terminals increased considerably to over 25%. On the other hand, the share of buoys declined to 11%, ranking lower than berths and wharves (15%) and public cargo working areas (15%). (Table 5)

表五 按主要停泊地點分析抵港遠洋輪船船次
Table 5 Ocean Vessel Arrivals by Main Berthing Location

主要停泊地點 Main Berthing Location	1993	1994	1995	1996	1997	1998	平均每年增長率 Average Annual Growth Rate 1993-1998
碇泊區 Anchorages	**10 860** (32.9)	**12 710** (34.4)	**13 150** (31.7)	**14 150** (33.9)	**12 690** (28.5)	**14 100** (33.8)	+5.4%
貨櫃碼頭 Container Terminals	**6 080** (18.4)	**6 960** (18.8)	**8 490** (20.5)	**9 250** (22.2)	**10 550** (23.7)	**10 570** (25.4)	+11.7%
公共貨物裝卸區 Public Cargo Working Areas	**4 870** (14.7)	**5 970** (16.1)	**8 020** (19.3)	**6 530** (15.6)	**8 270** (18.6)	**6 360** (15.3)	+5.5%
泊位及碼頭 Berths and Wharves	**3 870** (11.7)	**4 410** (11.9)	**5 160** (12.4)	**5 230** (12.5)	**7 510** (16.9)	**6 080** (14.6)	+9.5%
浮泡 Buoys	**7 370** (22.3)	**6 940** (18.8)	**6 660** (16.0)	**6 590** (15.8)	**5 460** (12.3)	**4 580** (11.0)	-9.1%
總數 Total	**33 040** (100.0)	**37 000** (100.0)	**41 480** (100.0)	**41 760** (100.0)	**44 480** (100.0)	**41 690** (100.0)	+4.8%

註釋 : 括號內的數字是指比重百分率。
Note : Figures in bracket are percentage shares.