



船舶與海運 通訊

SHIP & SHIPPING NEWSLETTER

Issue No. 27

2006 3 12

372 405

02-25517540

02-25653003

<http://www.cmri.org.tw>

publisher@cmri.org.tw

1. 1500

2.

3.

4.

E-mail

E-mail

02-25517540 9

5.

500

01535338

.....	2
.....	2
.....	4
.....	5
.....	6
.....	6
.....	11
.....	13
.....	18
.....	18





一個公平的全球化環境—談綜合海事勞工公約

*

94

2006 2 7

1971

35

94

1920

30

2003

185

9

Maritime

Session

1996

94

10

1920

40

29

1

73 1949

1946

ILO No.

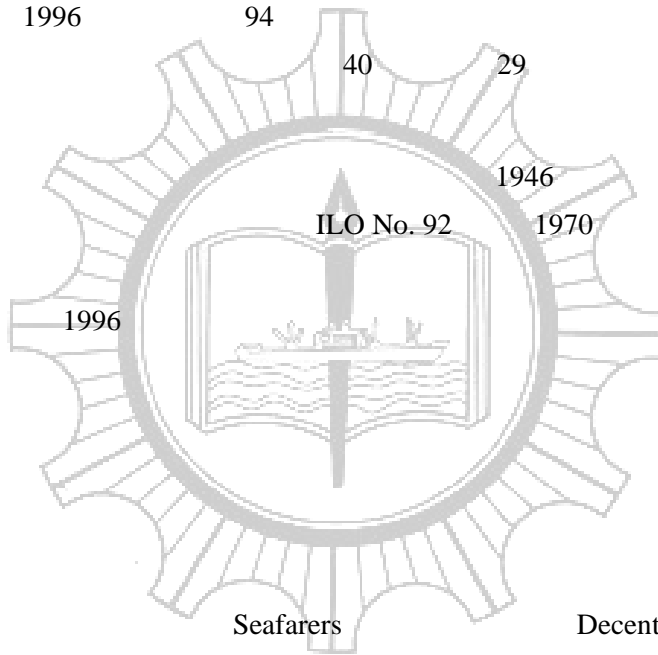
ILO No. 147

1996

1970

ILO No. 133

1976



Seafarers

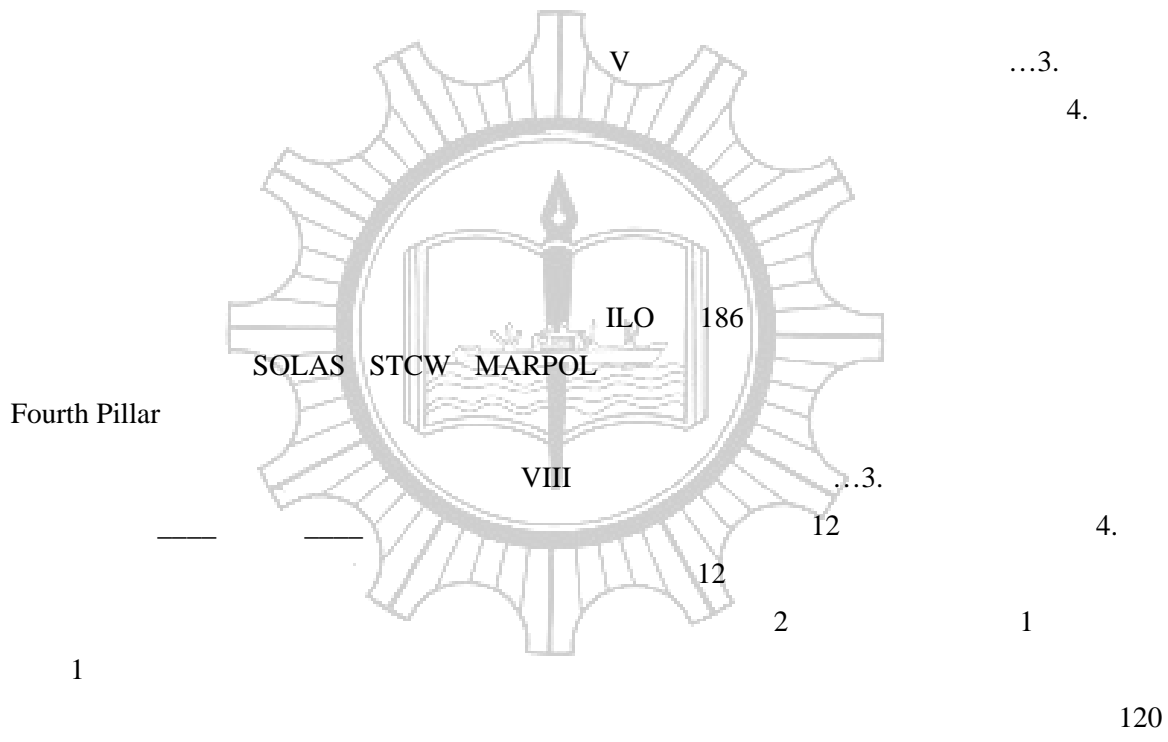
Decent Work

2001

*



	2	7	23	94		
			13	12	584	160
183	952			The Holy See		Palestine
	UNCTAD	WHO	IMO	EU	7	ILO
	NGO			ICFTU		WFTU
IOE		ISF			ITF	ICW
	ICMA			IACS	13	
			2001	2005		



- (2) ?
- : (Performance Diagnosis) (Maintenance Diagnosis)
- (3) ? ?
- (4) ?
- (5) ?

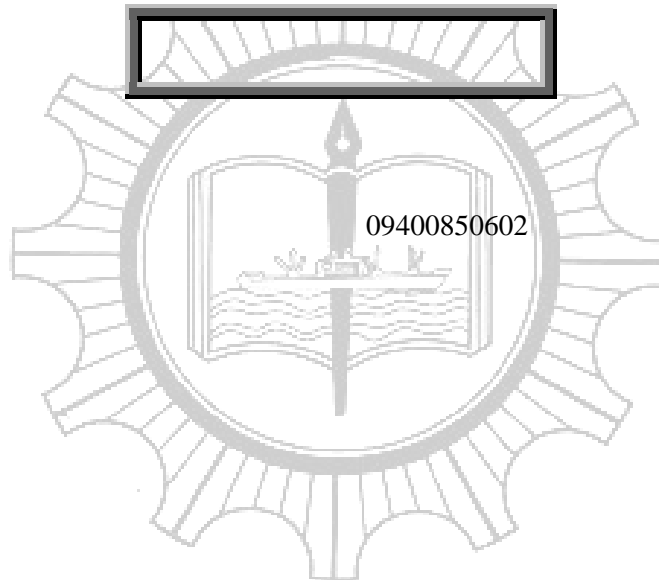
2

?

3

?

95 2 22



09400850602

298 300

298

300



46

56

53



貨櫃運輸動態對簿

1

Maersk					
	P&O Nedlloyd	Maersk			
16			South America Inca Service	Maersk	2
			Catagena Columbia	Panama	
Caribbean Ltd			Maersk	Maersk	Central America and
	Lee Johnson				
APL					
APL	5	3,500TEU			PCE(Pacific Coast Express)
Service					
	APL Ruby	2	25		
2					
Yokohama, Dalian			Dalian, Xingang, Qingdao, Nagoya, Yokohama, Los Angeles, Oakland,		9
	17		14		



TSL ~ / /

T.S.L 2 17 (

) JTH2 JTH2 3 1,000TEU (/)

~ JTH2 TSL 5

Ho Chi Minh Phnom Penh JTH2 3

TEU TS Bangkok TS Kobe TS Moji Nagoya (Mon), Shimizu

(Tue), Yokohama (Wed), Tokyo (Wed), Hong Kong (Sun), Bangkok (Thu), Laem Chabang (Fri), Ho Chi

Minh (VICT: Sun), Hong Kong (Wed-Thu), Nagoya TS Kobe 2 23 Bangkok

3 15

WTSA(Westbound Transpacific Stabilization Agreement) ”

Adjustment” 40 200 20 160 NOS(Cargo not

otherwise specified) FAK(Freight-All Kinds)

FAK C (Mixed LCL "Less than Container Load") WTSA 11

4 1 40

100 20 80

2,500TEU 2005 5 31,000

22,000 2 1,000TEU (Sublet)

3,500TEU 2003

2 2005 1,000TEU 2005 3~5

20,000 15,000 1

2 22

10-12,000TEU



7,000TEU S

2005 (Trans-Siberian Railway) 406,804TEUs 2004
 1.5% 25.9% 156,910TEUs 9.3% 116,220TEUs
 20.6% 138,272TEUs ~ 139,882TEUs 9.3%
 ~ 11.4% 134,937TEUs
 ~

SCAGA (Shipping Conference And General Administration) 2005
 2,866,814TEUs 2004 10.1% 10.6%
 860,208TEUs () 9.8% 2,006,606TEUs
 ~ 2004 2005 1.9
 100 42.8 23.6%
 15.4% 2
 2005 47.6(2004 44.4)
 76.0(64.7) 22.2(24.3) 40.2(43.0)
 89.3%(2004 89.7%) 89.0%(89.9%) 89.1%(89.8%)

Sino-Japanese Trade Container Cargo Volume in 2005

(Unit: TEU)

	Shanghai	Tianjin	Qingdao	Dalian	Others	Total	Loaded on Chinese ships
Japan to China	443,034	127,087	65,630	88,415	136,042	860,208	89.3%
Up/down	23.6%	5.1%	3.4%	-7.5%	-2.3%	10.6%	—
China to Japan	929,920	167,202	294,645	219,681	395,158	2,006,606	89.0%
Up/down	15.4%	8.4%	13.1%	-1.0%	2.9%	9.8%	—
Total	1,372,954	294,289	360,275	308,096	531,200	2,866,814	89.1%
Up/down	17.9%	7.0%	11.2%	-3.0%	1.5%	10.1%	—

~

JETRO (Japan External Trade Organization) 2 21 2005 ~
 189,387.36 7 2004 12.7%



2005

2005		80,362.97	2004	8.9%
109,024.39	15.7%		2004	29.0%
2005			2004	25.3%
			1	

Maersk

9	Brittany			Maersk Barcelona
Brest	Xavier Tarabeux	60	(724,000)	
				German KG
Munia mobiliengesellschaft				
		13	5,000-60,000	2005
9	20	1976	37,000	Maerski Barcelona
		61		Brittany
				160
				Brest

COSCO

Authority		COSCO	Piræus Port Authority	COSCO
			COSCO Hellas	Thessalonica Port
			Piræus 74%	COSCO
			Kostas Karamanlis	COSCO
K Line				
K Line	2	21		2
Island				17
Rayomar Group		Vertis Maritime Corp ()		K Line (Philippines) Inc.,
				Orient Freight International Inc ()
				K L
			K Line	300

7

2005	7	2	7	22,549,202 TEUs	2004
9.1%					



Tacoma Seattle
 2 TEU
 2004 Hyundai Merchant
 Marine K Line Portland Los Angeles
 7 80 TEU Long Beach Long Beach
 16.1% Los Angeles 2.2%
 PNW PNW 2
 PNW Tacoma Seattle
 2005 7

Box Throughput at 7 NA West Coast Ports in 2005		
		(Unit: TEU)
Port	Volume	Up/down
Los Angeles	7,484,625	2.2%
Long Beach	6,709,818	16.1%
Oakland	2,272,525	11.0%
Portland	160,479	-41.6%
Tacoma	2,066,447	15.0%
Seattle	2,087,929	17.6%
Vancouver	1,767,379	6.0%
Total	22,549,202	9.1%

180 TEU
 2005
 180 TEU
 48% 2005
 1,800,722 TEUs
 2004 0.8%
 1,800 TEUs
 2005
 2004 4.4%
 2005

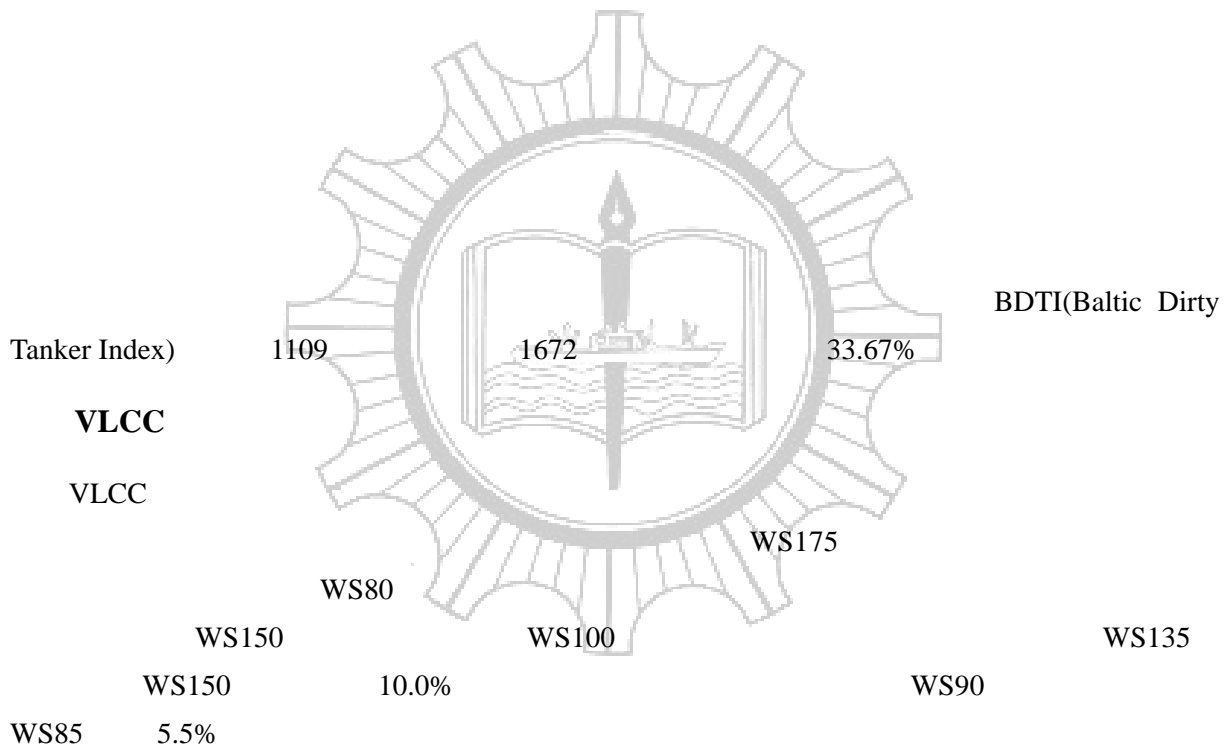
Osaka Port's Foreign Trade Box Volume in 2005			
		TEU	Up/down
Total	Total	1,800,722	4.4%
	Export	808,391	5.1%
	Import	992,331	3.8%
Stuffed	Total	1,345,885	3.7%
	Export	375,683	0.8%
	Import	970,202	4.8%
Empty	Total	454,837	6.5%

	Export	432,708	9.1%
	Import	22,129	-27.8%

Shanghai International Port (Group) Co (SIPG) 2005
 18,084,000 TEUs 24.3%
 2004 12.8%
 17.5%
 1,600
 16 220 TEUs Hutchison Port Holdings (HPH) APM
 Teminals SIPG COSCO Pacific China Shipping (Group) Co 2020
 50 15 2 500
 TEUs

油輪市場動態對導

2 3



2
3

SUEZMAX

SUEZMAX

30% WS50 13 WS157.5 WS135
 WS150 13 WS150
 WS152 WS171 27% 19%

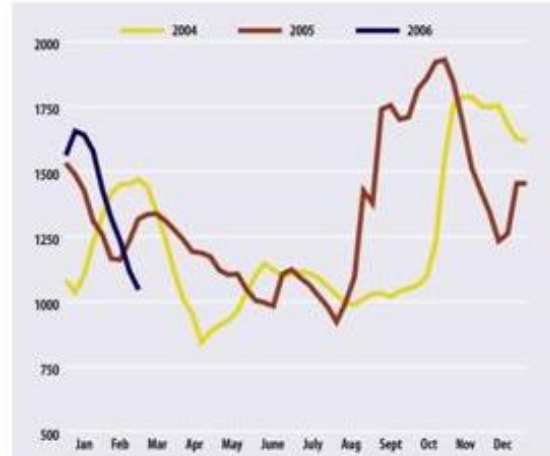
AFRAMAX

AFRAMAX

WS257.5 WS237.5
 WS167.5 WS170 9%
 WS129 WS131
 (Baltic Clean Tanker
 Index) 27% 1005
 1815 AG/JPN 55,000 WS195
 38,000 WS240
 11%



Baltic Spot Rates(Crude Oil)



Baltic Clean Rates

Fearnley, Fairplay.

TANKER WS RATE CHART		FEB /2006			
DIRTY	TYPE	5-JAN	12-JAN	19-JAN	26-JAN
MEG /WEST	VLCC	1150	900	900	1150
MEG /JAPAN	VLCC	1750	1250	1350	1500



WAF /USG	VLCC	1500	1500	1450	1350	
WAF /USAC		130,000	2100	1800	2000	157.5
SIDI KERIR /W. MED		130,000	2000	1700	2025	1700
N.AFR /EUROMED		135,000	2000	1600	1500	1100
UK /CONT		80,000	1350	1225	1700	1700
CARIBS /USG		80,000	257.5	237.5	2100	167.5
VLCCs fixed all areas in the week :		33	11	35	50	
Previous week :		55	33	11	35	
VLCCs avail. in MEG next 30 days		58	73	71	65	
Last week :		59	58	73	71	
CLEAN	TYPE	3-FEB	10-FEB	17-FEB	24-FEB	
MEG / JAPAN	55,000	2700	2100	2000	1950	
MEG / JAPAN	30,000	4700	4500	3700	3400	
SINGAPORE / JAPAN	30,000	3900	3600	3600	3400	
CARIBS / USNH	38,000	2700	2600	2600	2400	
CARIBS / USNH	30,000	3400	3300	3300	3050	
UKC-MED / STATES	37,000	2900	3100	3000	2800	
1 YR T/C USD PER DAY)-THEORETICAL						
	TYPE	3-FEB	10-FEB	17-FEB	24-FEB	
VLCC	(MODERN)	\$57,500	\$57,500	\$57,500	\$57,500	
SUEZMAX	(MODERN)	\$42,500	\$42,500	\$42,500	\$42,500	
AFRAMAX	(MODERN)	\$35,000	\$35,000	\$35,000	\$35,500	
PRODUCT	80,000	\$29,000	\$29,000	\$30,000	\$29,000	
PRODUCT	40,000	\$25,000	\$25,000	\$26,000	\$25,000	

Fearnley, Fairplay.

國際散裝乾貨航運市場行情分析

**

10%

1

2

BDI

37%

BCI

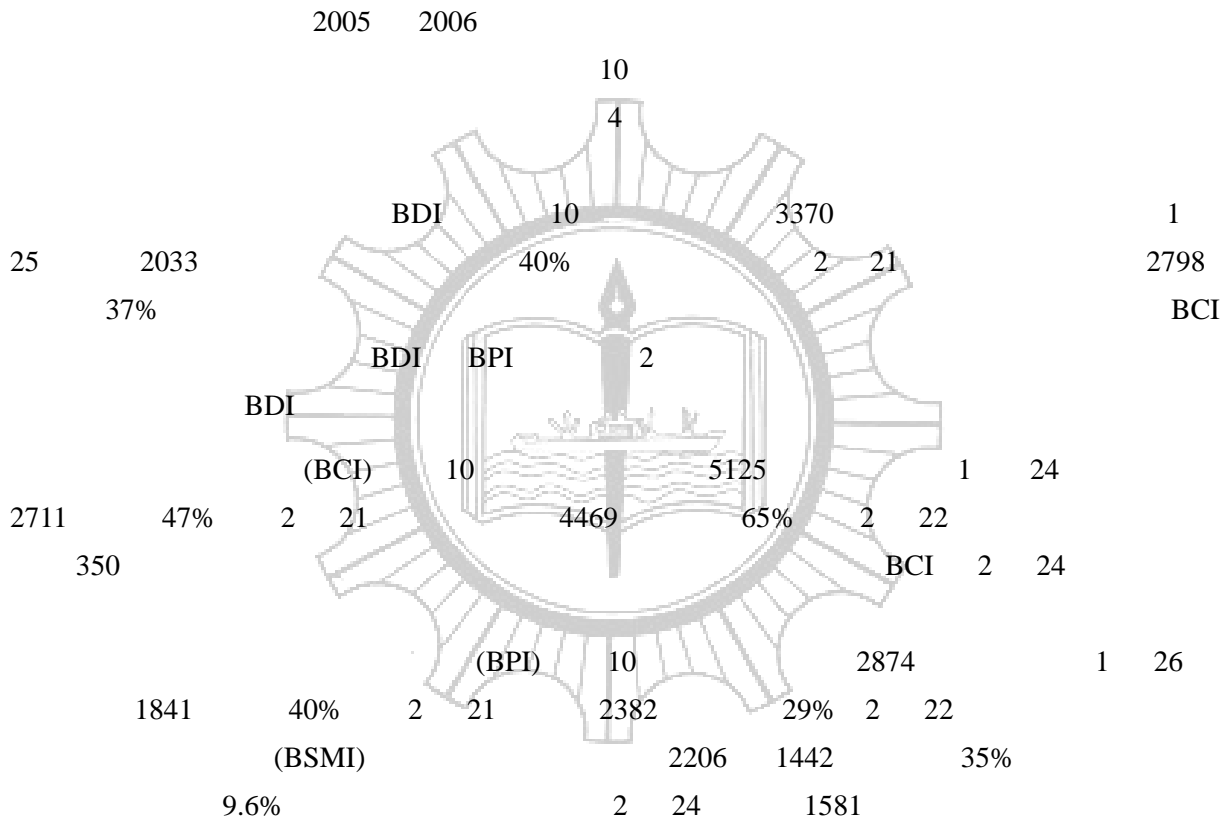
65%

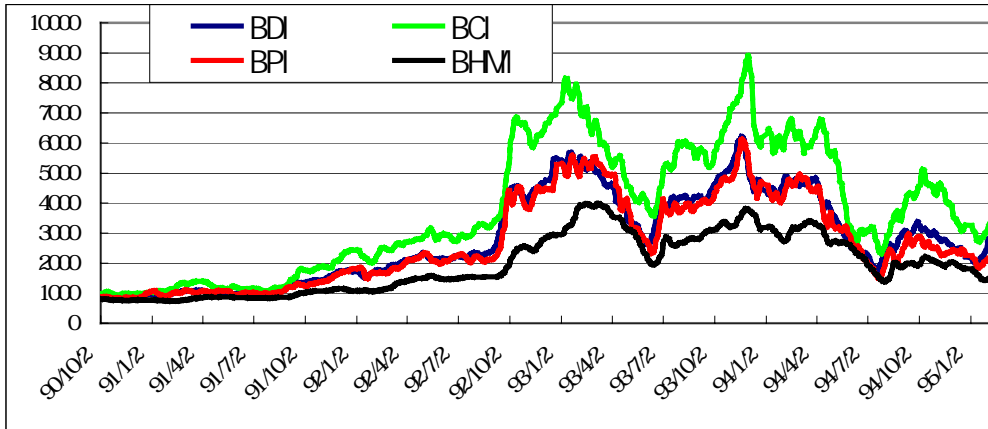
**

7600
2004 2005

11.08

1 (BSMI) (BDI) (BCI) (BPI)
BDI 10

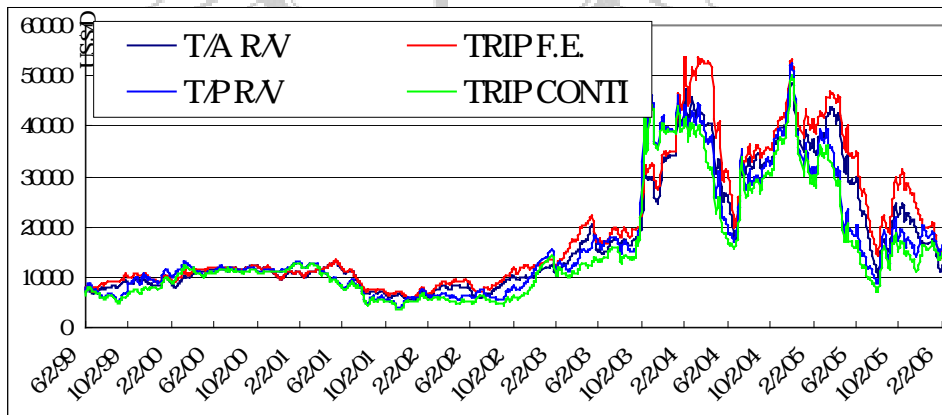




1 (BDI) (BCI) (BPI) (BHMI)

2

		(Trip F.E.)		2	10
US\$31,248	1	US\$13,667		2	24
US\$18,382		(Trans-Alt) US\$24,571		US\$11,286	2 24
US\$14,982		(Trans-Pac) US\$19,544		US\$14,024	2 24
US\$19,019		(Trip FE) US\$17,121		US\$13,431	2 24
US\$17,244					



2 (74,000Dwt)

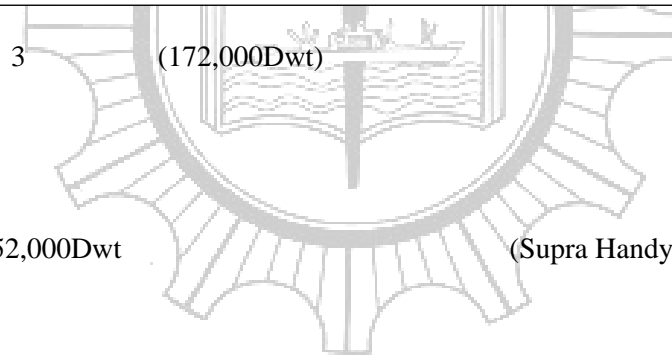
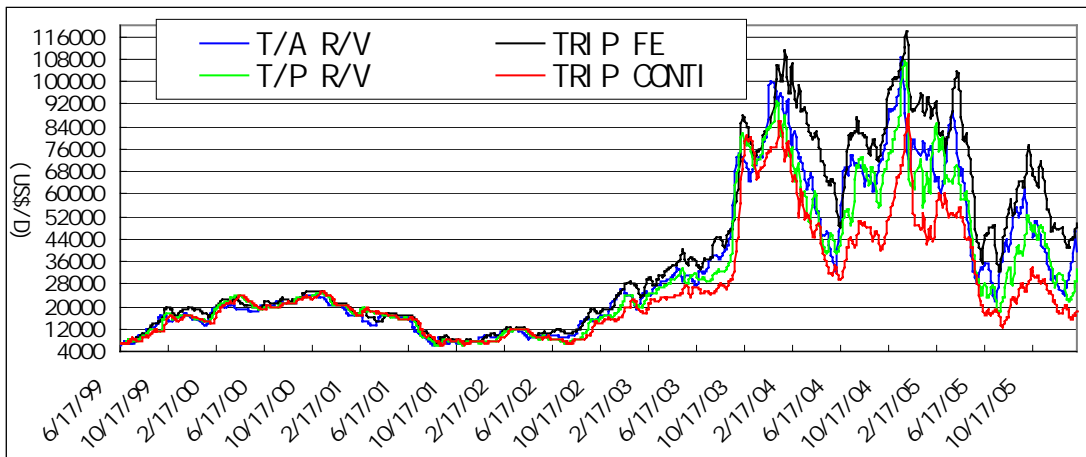
3

(BDI)

1

2

(Trip F.E.)	10	US\$77,341	1	26	US\$40,682	2	24
US\$53,023		(Trans-Alt)	US\$61,625		US\$24,230	2	24
US\$39,950		(Trans-Pac)	US\$52,727		US\$22,036	2	24
US\$42,000		(Trip FE)	US\$34,114		US\$15,518	2	24
US\$29,827							



4

52,000Dwt

(Supra Handymax)

45,000Dwt

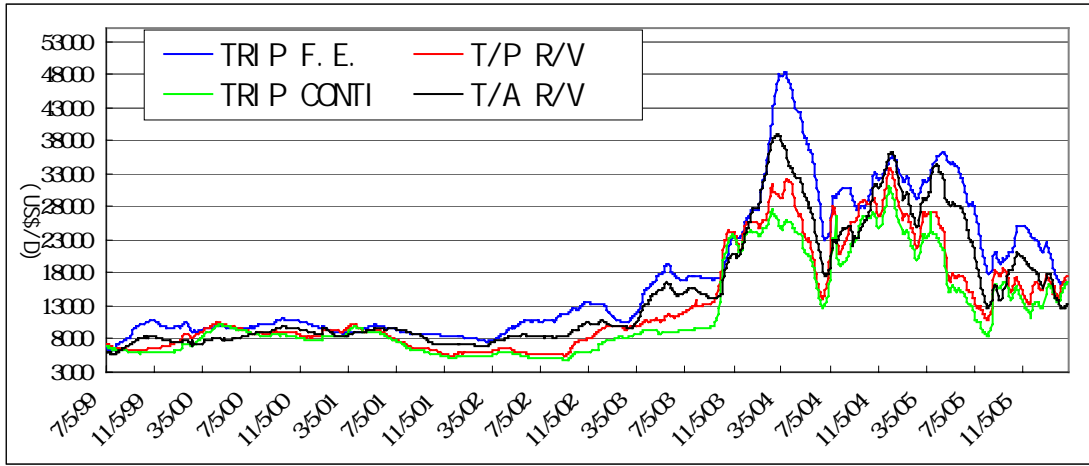
BSMI

10

2
US\$14,000 US\$16,000

1 4
US\$16,000





4

()

12

50

OPEC

()

57

()

5

10

US\$372/MT

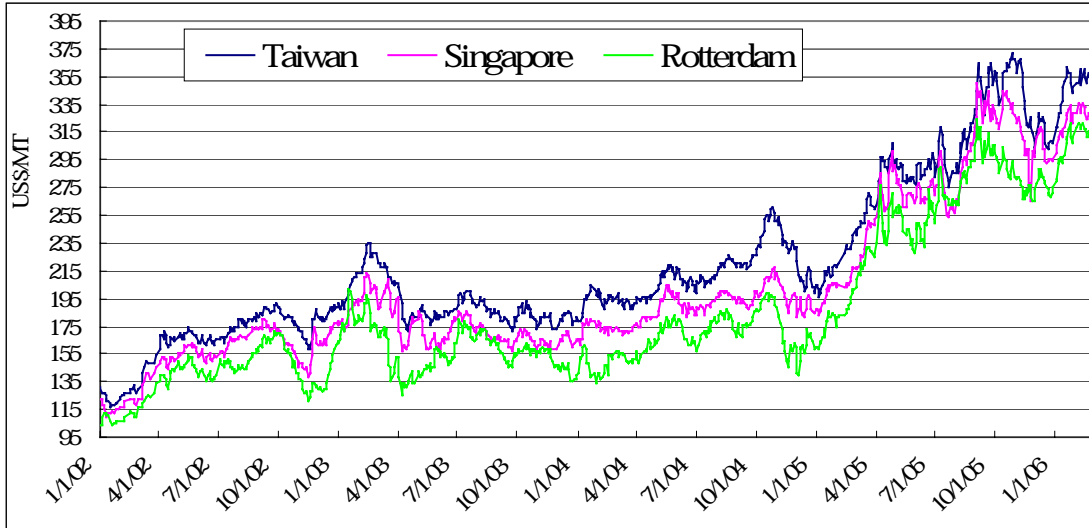
(11 25)

US\$318/MT

US\$350~360/MT

US\$325~335/MT

US\$315/MT



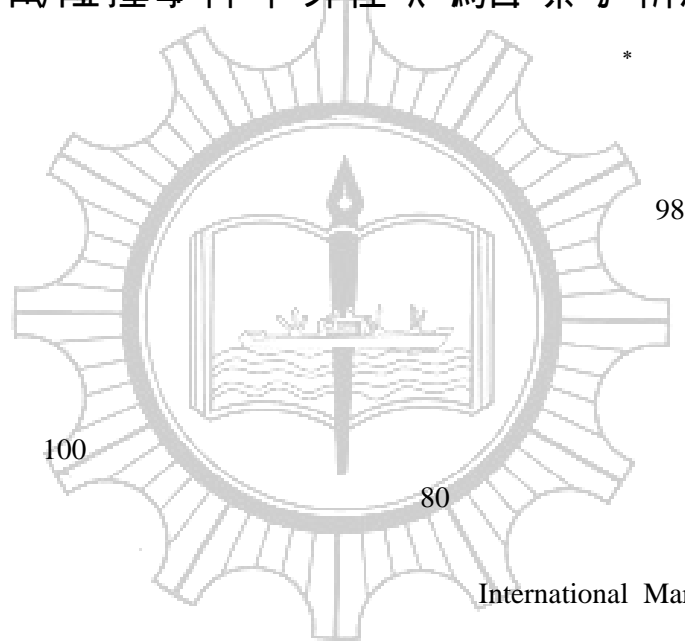
5

(IFO-180)

(Twn-Sin-Rot)



海難事故碰撞事件中外在人為因素分析之研究



* ** ***

IMO

*
**



IMO

Collision

Lloyd's Register LR

Marine Casualty

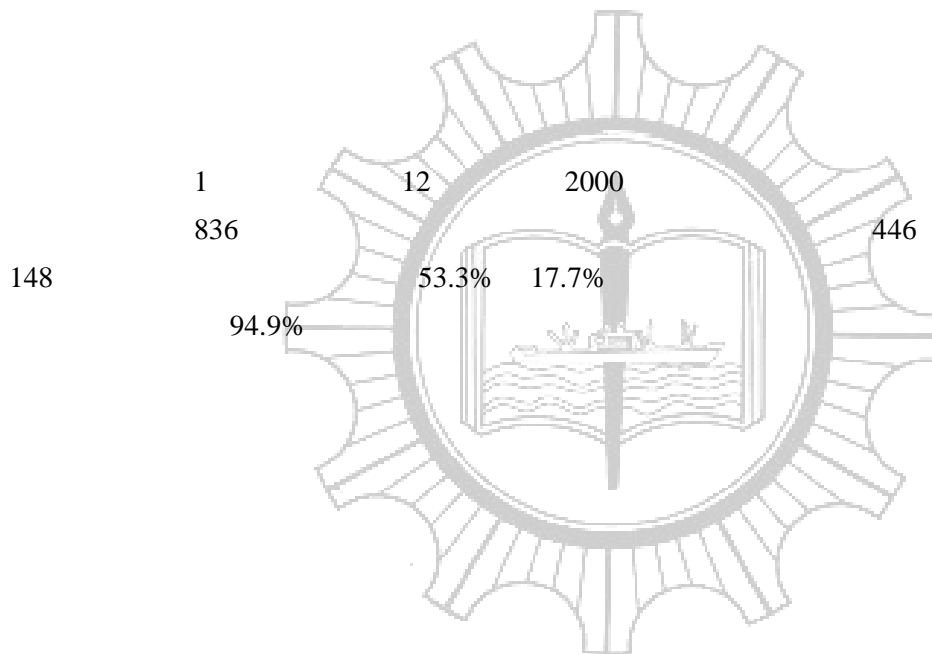
/

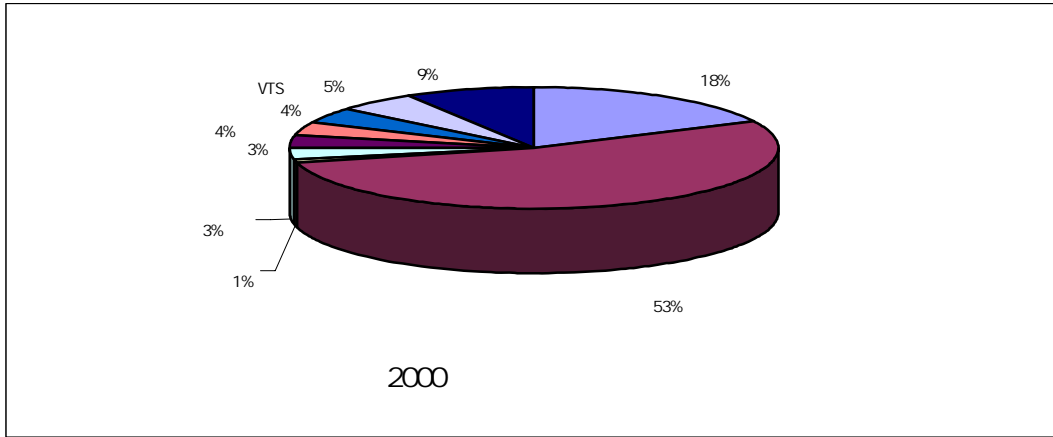
/

92

IMO

Collision





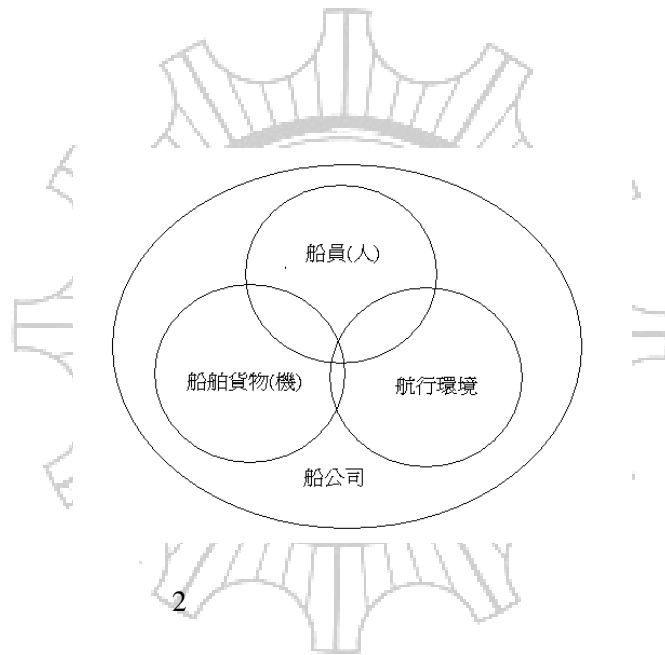
1 2000

2000

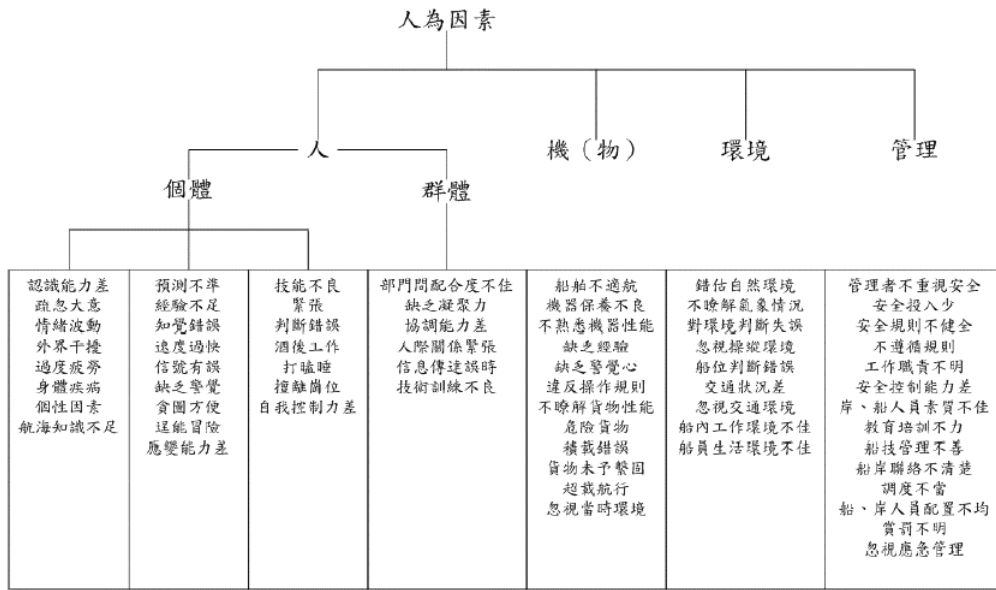
1988

(2)

3



1988



3

1988

93

Physical Factors
Social and Medical Factors

Psychological Factors

- 1.
- 2.
- 3.
- 4.



- 1.

2.

3.

4.

5.

6.

1.

2.

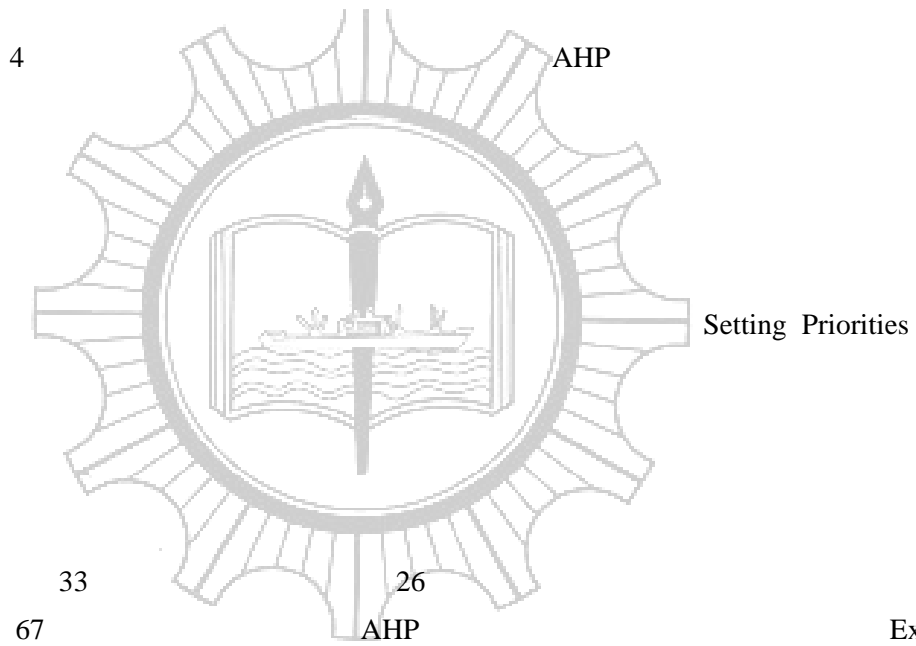
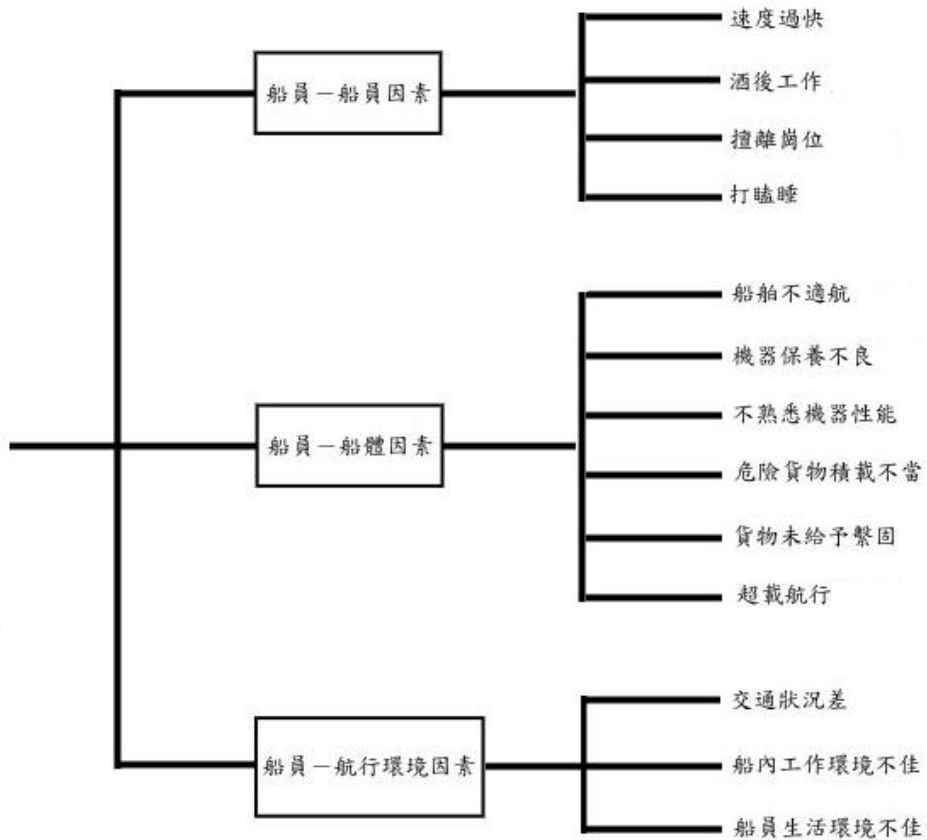
3.



4



海難碰撞事件外在人為因素重要分析評比



Choice

()

1

1

		F1	F2	F3		
-	F1		3.93195	1.63619	0.551	1
-	F2			1.41711	0.167	3
-	F3				0.282	2
C.R 0.03 0.1						

- - -

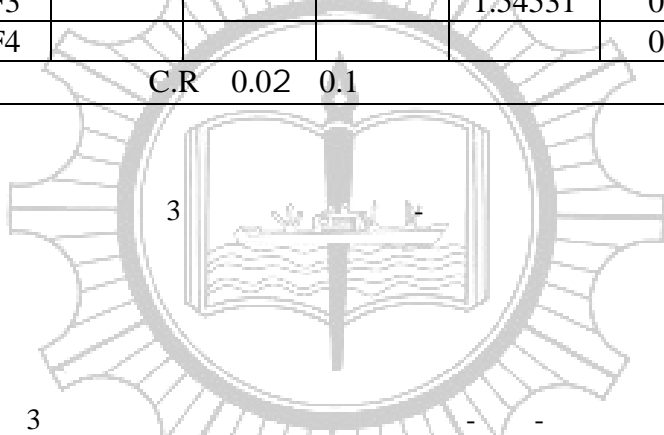
1. - 2 -

2

- -

		F1	F2	F3	F4		
	F1		3.22223	3.10562	2.91596	0.218	3
	F2			2.20939	1.39483	0.393	1
	F3				1.54531	0.096	4
	F4					0.294	2
C.R 0.02 0.1							

2. -



3

		F2	F3	F4	F5	F6		
	F1	1.26876	1.41349	1.06504	1.38510	1.13559	0.191	2
	F2		1.09326	2.09292	2.51262	2.36523	0.098	6
	F3			2.45266	1.37897	2.14838	0.107	5
	F4				1.56019	2.27963	0.168	4
	F5					1.82545	0.179	3
	F6						0.257	1
C.R 0.03 0.1								



3. - 4 -

4 - -

	F1	F2	F3		
	F1	1.32225	2.14042	0.455	1
	F2		1.15327	0.307	2
	F3			0.238	3
C.R 0.01 0.1					

Local Priority
Global Priority

5

28

5

-	0.551	1		0.218	0.120	4
				0.393	0.216	1
				0.096	0.053	7
				0.294	0.162	2
-	0.167	3		0.191	0.032	9
				0.098	0.016	13
				0.107	0.018	12
				0.168	0.028	11
				0.179	0.030	10
				0.257	0.043	8
-	0.282	2		0.455	0.128	3
				0.307	0.087	5
				0.238	0.067	6
C.R 0.03 0.1						



1

AHP

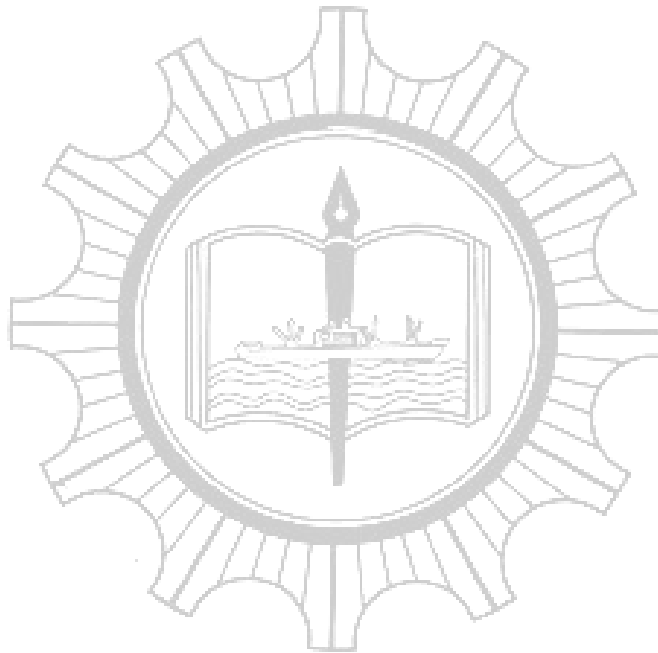
16.2 3. 12.8 4. 1. 21.6 2.
8.7 12.0 5

2

AHP

55.1

1



(1)

(2)



(3)

2

10

(1)

162

120

6

282

21.6

10

21.6

128

2

128

628

(2)

10

2 6 10

3

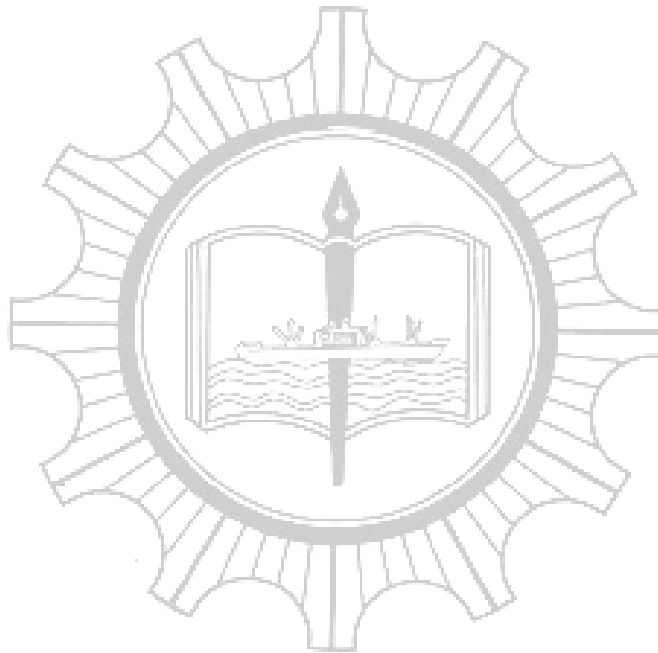
(1)

(2)

(3)

(4)

(5)



1

2005



2 1988

1 2005

2 2003

3 2005

1 2002

2 2000

3 2004 10

4 2003

5 (AHP) 1989

- 1 http://210.69.99.15/Law_ShowAll.php?LawID=H0023
- 2 <http://www.ixon.com.tw/Products/DSS/AHP%20Homes.htm>
- 3 <http://www.ixon.com.tw/Products/DSS/AHPExample.htm>

