




Measurement issue: The compensated gross tons, CGT system

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- The Development in the CGT system
 - 1968
 - 1977
 - 1982
 - 1984
 - 1994
 - 2007
 - 2015?

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Why



The scope and definition of compensated tonnage has been unchanged: "compensated gross tonnage, cgt, is a unit of measurement intended to provide a common yardstick to reflect the relative output of merchant shipbuilding activity in large aggregates such as "World", "Regions" or "Groups of many yards".

The cgt-system is a statistical tool developed in order to enable macro-economic evaluations of shipbuilding workload to be made at a more correct basis than is possible on a pure dwt- or gt-basis.

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CGT system from 1994



19/11/15
S.T.S.

SHIP TYPE	SHIP SIZE (DWT) (1,000 gt and over) - 4,000	Intermediate OECD CGT coefficients by 1 January 1994							REMARKS	
		4,000 - 10,000	10,000 - 30,000	30,000 - 50,000	50,000 - 80,000	80,000 - 160,000	160,000 - 250,000	250,000 & over		
Crude oil tankers	1.70	1.15	0.75	0.60	0.50	0.40	0.30	0.25		
Crude oil tankers	1.85	1.30	0.85	0.70	0.55	0.45	0.35	0.30		
Product carriers & chemical carriers	2.30	1.60	1.05	0.80	0.60	(50,000 gt and over) 0.55			Bulk product carrier White product carrier	
Bulk carriers	1.60	1.10	0.70	0.60	0.50	0.40	0.30	0.25	Oil tanker/ship tanker carrier, oil bulk, bulk carrier, open bulk	
Combined carriers	Apply same coefficient as "Bulk carriers"		0.90	0.75	0.60	0.50	0.40	0.30	Oil bulk tank, oil tanker, tanker	
General cargo ships	1.85	1.35	1.00	0.85	Apply same coefficient as for "Double hulled oil tankers"				Oil carrier, multipurpose cargo	
Reefers	2.05	1.50	(10,000 gt and over) 1.25							
Full container ships and high-speed liners	Apply same coefficient as "General cargo ships"		1.20	0.90	0.80	0.75	0.65			
Ro/Ro vessels	1.50	1.05	0.80	0.70	(30,000 gt and over) 0.65				Ro-Ro carrier	
Car carriers	1.10	0.75	0.65	0.55	0.45					
L.P.G. carriers	2.05	1.60	1.15	0.90	0.80	0.70				
L.N.G. carriers	2.05	1.60	1.25	1.15	1.00	0.75				
Ferries	3.00	2.25	1.65	1.15	(20,000 gt and over) 0.90					
Passenger ships	6.00	4.00	3.00	2.00	1.50	1.40	1.25	1.25		
Other non-carrying cargo ships	Fishing	4.00	3.00	(3,000 gt and over) 2.00				Fishing vessel & fish factory ship		
Others	5.00	3.20	2.00	(10,000 gt and over) 1.50				Tug & supply vessel, dredger, ice breaker, cable layer, research ship etc.		

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2007 CGT-system



$$cgt = A * gt^B$$

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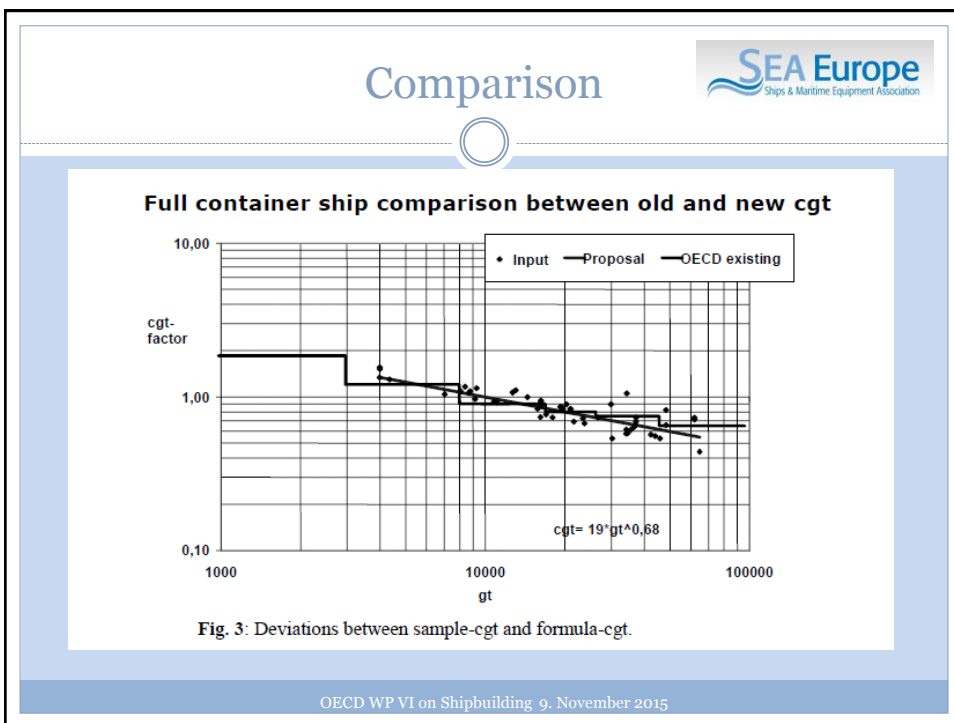
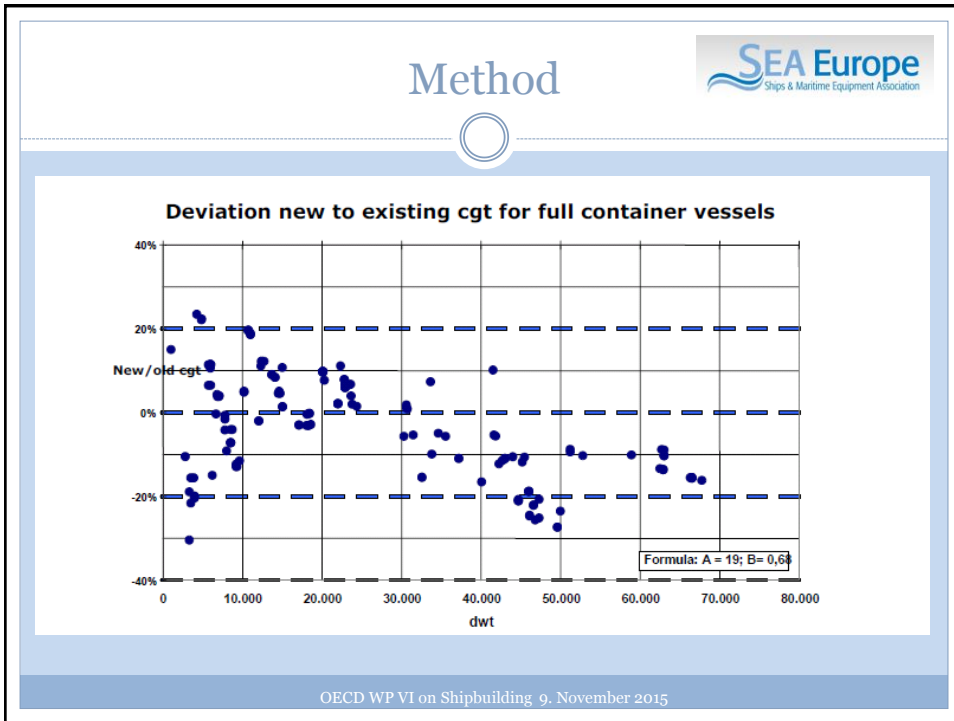
A & B factors

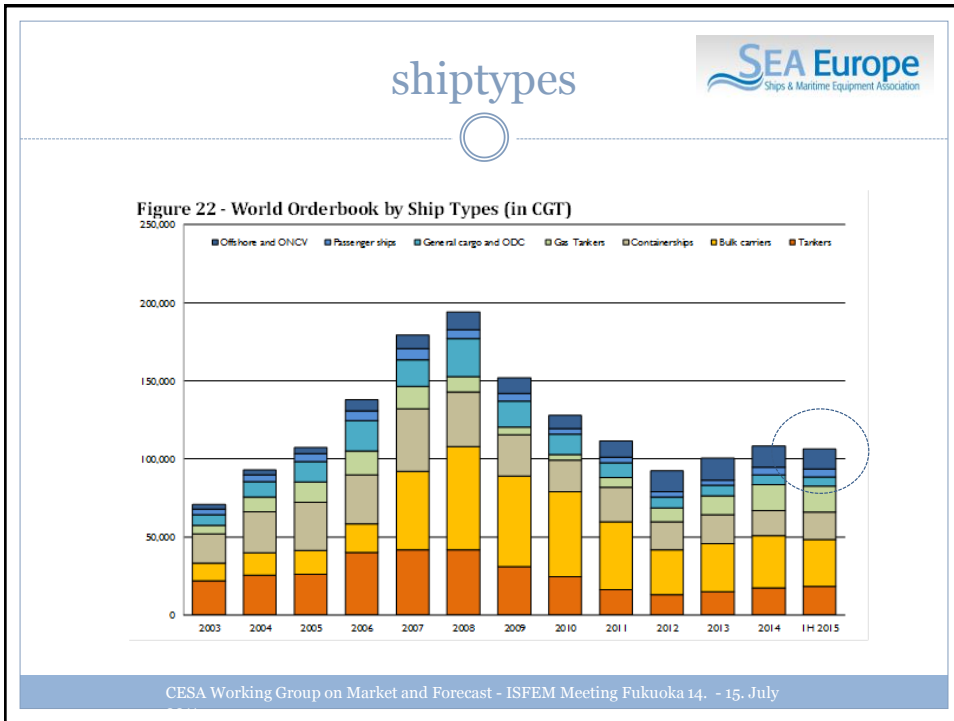


The A and B factors are shown in the table below.

Ship type	A	B
Oil tankers (double hull)	48	0.57
Chemical tankers	84	0.55
Bulk carriers	29	0.61
Combined carriers	33	0.62
General cargo ships	27	0.64
Reefers	27	0.68
Full container	19	0.68
Ro ro vessels	32	0.63
Car carriers	15	0.70
LPG carriers	62	0.57
LNG carriers	32	0.68
Ferries	20	0.71
Passenger ships	49	0.67
Fishing vessels	24	0.71
NCCV	46	0.62

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IS THERE A NEED TO
REVISE THE CGT
SYSTEM

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