

再 評 価 調 書

| I 事業概要 | | | | | | | |
|------------|---|---|----------------------------------|---|---|--|-------|
| 事業名 | 港湾改修（重要）事業 | | | | | | |
| 地区名 | 三河港 蒲郡地区 | | | | | | |
| 事業箇所 | 蒲郡市浜町 | | | | | | |
| 事業のあらまし | 蒲郡地区は、三河港の北西部に位置し、昭和41年に開港して以来、神野地区に続く外貿を中心とした港湾活動の盛んな地区として発展している。背後には自動車関連企業が立地しており、輸出貨物の取扱拠点となっている。しかし、近年の入港船舶の大型化により、岸壁の水深及び岸壁の長さが不足している。水深が不足することにより大型船舶への積込量（重量）が減り、非効率な輸送となっている。また、岸壁延長が不足することにより停泊時の安全性が低下している。このことから、荷役の効率化、安全性の向上等、港湾物流機能の強化を図り、将来の港湾取扱貨物量の増大にも対応できる、水深11m岸壁の整備を行っている。 | | | | | | |
| 事業目標 | 【達成（主要）目標】 大型船舶に対応した岸壁を整備することにより、物流面での障害や制約を解消するとともに、蒲郡地区における物流の効率化を図る。 | | | | | | |
| 計画変更の推移 | | 事業着手時 (H8) | 再評価時 (H17) | 再々評価時 (H22) | 再々再評価時 (H26) | 変動要因の分析 | |
| | 事業期間 | H8～H19 | H8～H24 | H8～H27 | H8～H31 | — | |
| | 事業費（億円） | 93.70億円 | 93.70億円 | 111.40億円 | 120.34億円 | 下記による | |
| | 経費内訳 | 工事費 | 93.70億円 | 93.70億円 | 111.40億円 | 120.34億円 | 下記による |
| | | 用補費 | — | — | — | — | — |
| | | その他 | — | — | — | — | — |
| | 事業内容 | 岸壁（-11m）： 190m 護岸（防波）： 250m 泊地（-11m）： 50ha 航路（-11m）： 111ha 道路： 6.5×800m ふ頭用地： 4.8ha | 同左 同左 同左 同左 同左 同左 | 岸壁（-11m）： 250m 同左 同左 同左 同左 同左 | 同左 同左 同左 同左 道路： 6.5×600m (15) 同左 | 船舶の大型化に対応するため 岸壁延長の見直しによる 導線の見直しによる 岸壁延長の見直しによる | |
| II 評価 | | | | | | | |
| ①事業の必要性の変化 | 1) 必要性の変化 | 【事業着手時の状況(H8)】 入港船舶の大型化により、岸壁の水深及びバース長が不足し、安全面及びポートサービスの面で支障をきたしていることから、荷役の効率化、安全性の向上等、港湾物流機能の強化を図り、将来の港湾貨物取扱の効率化にも対応するため、水深11m岸壁の整備事業に着手。 【再々評価時の状況(H22)】 背後企業の業績改善等が見込まれること、地元企業からの船舶の大型化に対する強い対応要請等から平成20年度より再開している（平成12年度より一時休止）。蒲郡地区における、物流の効率化に対する要望は依然として強く、その必要性に変化はない。また、背後企業 | | | | | |
| | | | | | | | |

| | <p>の業績改善に伴い、その事業効果も見込まれる。</p> <p>【再々再評価時の状況 (H26)】 必要性に変化なし。</p> <p>【変動要因の分析】 変動なし。</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------|---|--------------------|-------------|--------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|-----|-----|-----|-----|------|----------|---|--|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--------|---|--|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---------|----|--------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-------|--|----|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-----------------|--|--|--------|--|-------|-------|-------------|-------|----------|--------|---|---|------|---|----|---------|-------|-------|------|--------|----|-----|-------|-------|------|--------|----|-----|--|--|--|--|--|-----|--|--|--|--|--|
| 判定 | <p>B</p> <p>A： 事業着手時に比べ必要性が増大している。 B： 事業着手時に比べ必要性にほとんど変化がない。 C： 事業着手時に比べ必要性が著しく低下している。</p> <p>【理由】 事業着手時同様、事業実施に伴い効率的な物流が可能となること、地元企業からの強い対応要請並びに、背後企業の業績改善の傾向が見られるため、その必要性に変化はない。</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1) 進捗状況 | <p>【事業計画及び実績】</p> <table border="1"> <thead> <tr> <th></th> <th>H8</th> <th>H9</th> <th>H10</th> <th>H11</th> <th>H12</th> <th>H13</th> <th>H14</th> <th>H15</th> <th>H16</th> <th>H17</th> <th>H18</th> <th>H19</th> <th>H20</th> <th>H21</th> <th>H22</th> <th>H23</th> <th>H24</th> <th>H25</th> <th>H26</th> <th>H27</th> <th>H28</th> <th>H29</th> <th>H30</th> <th>H31</th> </tr> </thead> <tbody> <tr> <td rowspan="6">工種区分</td> <td>岸壁(-11m)</td> <td>←</td> <td></td> <td></td> <td>→</td> <td></td> </tr> <tr> <td>護岸(防波)</td> <td>←</td> <td></td> <td></td> <td>→</td> <td></td> </tr> <tr> <td>泊地(-11m)</td> <td></td> </tr> <tr> <td>航路(-11m)</td> <td></td> </tr> <tr> <td>道路</td> <td></td> </tr> <tr> <td>仮護岸</td> <td></td> </tr> <tr> <td>埋立地</td> <td></td> </tr> <tr> <td>事業費(億円)</td> <td>計画</td> <td colspan="20">73.22(再々評価時:88.29)</td> <td>47.12</td> </tr> <tr> <td></td> <td>実績</td> <td colspan="20">73.22</td> <td></td> </tr> </tbody> </table> <p>【進捗率】</p> <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="3">これまでの計画に対する達成状況</th> <th colspan="2">全体進捗状況</th> </tr> <tr> <th>計画【①】</th> <th>実績【②】</th> <th>達成率(%)【②÷①】</th> <th>計画【③】</th> <th>達成率【②÷③】</th> </tr> </thead> <tbody> <tr> <td>施設(箇所)</td> <td>3</td> <td>2</td> <td>66.7</td> <td>7</td> <td>29</td> </tr> <tr> <td>事業費(億円)</td> <td>88.29</td> <td>73.22</td> <td>82.9</td> <td>120.34</td> <td>61</td> </tr> <tr> <td> 工事費</td> <td>88.29</td> <td>73.22</td> <td>82.9</td> <td>120.34</td> <td>61</td> </tr> <tr> <td> 用補費</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td> その他</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>【施工済みの内容】 ・泊地(-11m)及び仮護岸は施工済みである。</p> | | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 | H25 | H26 | H27 | H28 | H29 | H30 | H31 | 工種区分 | 岸壁(-11m) | ← | | | → | | | | | | | | | | | | | | | | | | | | 護岸(防波) | ← | | | → | | | | | | | | | | | | | | | | | | | | 泊地(-11m) | | | | | | | | | | | | | | | | | | | | | | | | 航路(-11m) | | | | | | | | | | | | | | | | | | | | | | | | 道路 | | | | | | | | | | | | | | | | | | | | | | | | 仮護岸 | | | | | | | | | | | | | | | | | | | | | | | | 埋立地 | | | | | | | | | | | | | | | | | | | | | | | | | 事業費(億円) | 計画 | 73.22(再々評価時:88.29) | | | | | | | | | | | | | | | | | | | | 47.12 | | 実績 | 73.22 | | | | | | | | | | | | | | | | | | | | | | これまでの計画に対する達成状況 | | | 全体進捗状況 | | 計画【①】 | 実績【②】 | 達成率(%)【②÷①】 | 計画【③】 | 達成率【②÷③】 | 施設(箇所) | 3 | 2 | 66.7 | 7 | 29 | 事業費(億円) | 88.29 | 73.22 | 82.9 | 120.34 | 61 | 工事費 | 88.29 | 73.22 | 82.9 | 120.34 | 61 | 用補費 | | | | | | その他 | | | | | |
| | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 | H25 | H26 | H27 | H28 | H29 | H30 | H31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 工種区分 | 岸壁(-11m) | ← | | | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 護岸(防波) | ← | | | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 泊地(-11m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 航路(-11m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 道路 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 仮護岸 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 埋立地 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | 実績 | 73.22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | これまでの計画に対する達成状況 | | | 全体進捗状況 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 計画【①】 | 実績【②】 | 達成率(%)【②÷①】 | 計画【③】 | 達成率【②÷③】 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 施設(箇所) | 3 | 2 | 66.7 | 7 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 事業費(億円) | 88.29 | 73.22 | 82.9 | 120.34 | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 工事費 | 88.29 | 73.22 | 82.9 | 120.34 | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 用補費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| その他 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2) 未着手又は長期化の理由 | <p>予算措置による。</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3) 今後の事業進捗の見込み | <p>【阻害要因】 予算措置により遅延した経緯があるため、予算確保が懸念事項ではあるが、近年の予算規模に合わせて工程の見直しを行った。現場での阻害要因は特にない。</p> <p>【今後の見込み】 平成 31 年度に完了予定</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 判定 | <p>B</p> <p>A： 事業は順調であり、計画通り確実な完成が見込まれる。 B： 多少の阻害要因があるが、一定の期間等を要すれば、解決できる見通しがあり、ほぼ計画通りの完成が見込まれる。 C： 阻害要因の解決が困難で、現時点では、事業進捗の目処がたたない。</p> <p>【理由】 現状進捗率は61%であり、予算を確保することで完成可能なため。</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

②事業の進捗状況及び見込み

1) 貨幣価値化可能な効果(費用対効果分析結果)の変化

【貨幣価値化可能な効果(費用対効果)分析の算定基礎となった要因変化の有無】
 H22年度との比較: 企業ヒアリングによる貨物量の見直しにより、645千トンから1,173千トンとなった。
 事業着手時との比較: 550千トンから1,173千トンとなった。
 (事業着手時に費用対効果の算出はしていない。)

【貨幣価値化可能な効果(費用対効果)分析結果】

| | | 事業着手時 | 再々評価時 (基準年:H22年) | 再々再評価時 (基準年:H26年) | 備考 |
|----------------|----------------|-------|---------------------|----------------------|------------|
| 費用 (億円) | 事業費 | 93.7 | 107.2 | 131.7 | 着手時のみ割引前 |
| | 維持管理費 | - | 1.3 | 1 | 全体事業費の0.5% |
| | 合計(C) | - | 108.5 | 132.7 | |
| 効果 | 輸送費用削減便益 | - | 130.4 | 258.3 | |
| | 土地の残存価値 | - | 2.4 | 2.1 | |
| | 合計(B) | - | 132.8 | 260.4 | |
| | (参考) 貨物量(千トン) | 550 | 645 | 1,173 | |
| | 算定 海上輸送費 要因 | | | | |
| 費用対効果分析結果(B/C) | | - | 1.22 | 1.96 | |

* (社会的割引率) 割引後の値を記載

【貨幣価値化可能な効果(費用対効果)分析手法】
 岸壁(-11m)を整備することにより、輸送費用の削減便益を「港湾投資の評価に関する解説書2011(平成23年7月)」に準拠し、算定している。

【変動要因の分析】
 背後企業の業績改善により、取扱貨物量が増大したため。

2) 貨幣価値化困難な効果の変化

【事前評価時の状況】なし。
 【再評価時の状況】なし。
 【再々評価時の状況】なし。
 【再々再評価時の状況】なし。
 【変動要因の分析】なし。

判定

A

A: 事業着手時とほぼ同様の事業効果が発現される見通しがある。
 B: 事業着手時と比べ低下が見られるが、十分な事業効果が確保される見通しがある。
 C: 事業着手時と比べ著しく低下し、現時点では事業効果が確保される見通しが立たない。

【理由】

事業着手時と本評価時の完成自動車の取扱量の比較から事業着手時と同等以上の事業効果が発現される見通しであること及び、本評価時の費用便益比が1.96であるため。

III 対応方針(案)

継続

中止: 上記①~③の評価で一つでもC判定があるもの。
 継続: 上記以外のもの。

IV 事後評価実施の有無と主な評価内容

■対象(事業完了後5年目) □対象外
 【事業完了後5年を越えて実施する理由・対象外の理由】

【主な評価内容】

当国際物流ターミナルでの取扱貨物量による費用対効果の評価

V 事業評価監視委員会の意見

三河港蒲郡地区の対応方針（案）事業継続を了承する。

VI 対応方針

事業継続