

| 掲載頁 | 現行（令和6年度） | 改定（令和7年度） | コメント | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|------------|-----------------|------------------|---|------------------|---|------------------|---|--|---------|-------------|------------------|---|------------------|---|------------------|---|-------|------|------|-------|-------|-------|-------|-------|-------|---------|------|------|-------|-------|-------|-------|-------|------|------|------|------|-------|-------|-------|-------|-------|---------|------|------|-------|-------|-------|-------|-------|--------|------|------|------|------|-------|-------|-------|-------|---|----|--|---------|-----------------|--|--|--|--|--|----|-------|----------|---------|---------|----------|----------|----------|-------|------|------|-------|-------|-------|-------|-------|-------|---------|------|------|-------|-------|-------|-------|-------|------|------|------|------|-------|-------|-------|-------|-------|---------|------|------|-------|-------|-------|-------|-------|--------|------|------|------|------|-------|-------|-------|-------|-------|
| <p>P3-1-25 港湾請負工事積算基準 3-1-6 施工歩掛 1)作業能力 (2)1時間当り浚渫能力(m³/h)と土量の標準変化率</p> <p>※試行的取組（能力補正型）積算要領および試行的取組（能力現行型）積算要領も同じ</p> | <table border="1"> <thead> <tr> <th colspan="2">土質</th> <th rowspan="2">標準変化率 f</th> <th colspan="6">グラブ浚渫船（硬土盤用）規格</th> </tr> <tr> <th>分類</th> <th>N値、状態</th> <th>鋼 D2.5m3</th> <th>鋼 D 5m3</th> <th>鋼 D 9m3</th> <th>鋼 D 15m3</th> <th>鋼 D 23m3</th> <th>鋼 D 30m3</th> </tr> </thead> <tbody> <tr> <td rowspan="2">粘土質土砂</td> <td>10未満</td> <td>0.95</td> <td>119.7</td> <td>235.1</td> <td>393.3</td> <td>586.3</td> <td>755.1</td> <td>884.5</td> </tr> <tr> <td>10～30 "</td> <td>0.90</td> <td>75.6</td> <td>151.9</td> <td>291.6</td> <td>462.9</td> <td>596.2</td> <td>737.4</td> </tr> <tr> <td rowspan="2">砂質土砂</td> <td>10未満</td> <td>0.90</td> <td>97.2</td> <td>192.4</td> <td>340.2</td> <td>509.1</td> <td>655.8</td> <td>804.4</td> </tr> <tr> <td>10～30 "</td> <td>0.85</td> <td>66.3</td> <td>133.9</td> <td>229.5</td> <td>371.6</td> <td>506.7</td> <td>601.4</td> </tr> <tr> <td>レキ混り土砂</td> <td>30 "</td> <td>0.85</td> <td>35.7</td> <td>86.1</td> <td>168.3</td> <td>262.3</td> <td>366.0</td> <td>443.2</td> </tr> </tbody> </table> | 土質 | | 標準変化率 f | グラブ浚渫船（硬土盤用）規格 | | | | | | 分類 | N値、状態 | 鋼 D2.5m3 | 鋼 D 5m3 | 鋼 D 9m3 | 鋼 D 15m3 | 鋼 D 23m3 | 鋼 D 30m3 | 粘土質土砂 | 10未満 | 0.95 | 119.7 | 235.1 | 393.3 | 586.3 | 755.1 | 884.5 | 10～30 " | 0.90 | 75.6 | 151.9 | 291.6 | 462.9 | 596.2 | 737.4 | 砂質土砂 | 10未満 | 0.90 | 97.2 | 192.4 | 340.2 | 509.1 | 655.8 | 804.4 | 10～30 " | 0.85 | 66.3 | 133.9 | 229.5 | 371.6 | 506.7 | 601.4 | レキ混り土砂 | 30 " | 0.85 | 35.7 | 86.1 | 168.3 | 262.3 | 366.0 | 443.2 | <table border="1"> <thead> <tr> <th colspan="2">土質</th> <th rowspan="2">標準変化率 f</th> <th colspan="6">グラブ浚渫船（普通地盤用）規格</th> </tr> <tr> <th>分類</th> <th>N値、状態</th> <th>鋼 D2.5m3</th> <th>鋼 D 5m3</th> <th>鋼 D 9m3</th> <th>鋼 D 15m3</th> <th>鋼 D 23m3</th> <th>鋼 D 30m3</th> </tr> </thead> <tbody> <tr> <td rowspan="2">粘土質土砂</td> <td>10未満</td> <td>0.95</td> <td>119.7</td> <td>235.1</td> <td>393.3</td> <td>586.3</td> <td>755.1</td> <td>884.5</td> </tr> <tr> <td>10～30 "</td> <td>0.90</td> <td>75.6</td> <td>151.9</td> <td>291.6</td> <td>462.9</td> <td>596.2</td> <td>737.4</td> </tr> <tr> <td rowspan="2">砂質土砂</td> <td>10未満</td> <td>0.90</td> <td>97.2</td> <td>192.4</td> <td>340.2</td> <td>509.1</td> <td>655.8</td> <td>804.4</td> </tr> <tr> <td>10～30 "</td> <td>0.85</td> <td>66.3</td> <td>133.9</td> <td>229.5</td> <td>371.6</td> <td>506.7</td> <td>601.4</td> </tr> <tr> <td>レキ混り土砂</td> <td>30 "</td> <td>0.85</td> <td>35.7</td> <td>86.1</td> <td>168.3</td> <td>262.3</td> <td>366.0</td> <td>443.2</td> </tr> </tbody> </table> | 土質 | | 標準変化率 f | グラブ浚渫船（普通地盤用）規格 | | | | | | 分類 | N値、状態 | 鋼 D2.5m3 | 鋼 D 5m3 | 鋼 D 9m3 | 鋼 D 15m3 | 鋼 D 23m3 | 鋼 D 30m3 | 粘土質土砂 | 10未満 | 0.95 | 119.7 | 235.1 | 393.3 | 586.3 | 755.1 | 884.5 | 10～30 " | 0.90 | 75.6 | 151.9 | 291.6 | 462.9 | 596.2 | 737.4 | 砂質土砂 | 10未満 | 0.90 | 97.2 | 192.4 | 340.2 | 509.1 | 655.8 | 804.4 | 10～30 " | 0.85 | 66.3 | 133.9 | 229.5 | 371.6 | 506.7 | 601.4 | レキ混り土砂 | 30 " | 0.85 | 35.7 | 86.1 | 168.3 | 262.3 | 366.0 | 443.2 | 記載の修正 |
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| レキ混り土砂 | 30 " | 0.85 | 35.7 | 86.1 | 168.3 | 262.3 | 366.0 | 443.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <p>P3-1-(23) 港湾請負工事積算基準 参考資料－4 バックホウ揚土 1－4 バックホウの規格の組合せ 3) バックホウ規格の組合せ</p> <p>※試行的取組（能力補正型）積算要領および試行的取組（能力現行型）積算要領も同じ</p> | <table border="1"> <thead> <tr> <th>バケット総容量</th> <th>バックホウ規格の組合せ</th> </tr> </thead> <tbody> <tr> <td>1 m³</td> <td>排出ガス対策型(第1次基準値) 山積1.4m³ (平積1.0m³) × 1台</td> </tr> <tr> <td>2 m³</td> <td>排出ガス対策型(第1次基準値) 山積1.4m³ (平積1.0m³) × 2台</td> </tr> <tr> <td>3 m³</td> <td>排出ガス対策型(第1次基準値) 山積1.9m³ (平積1.4m³) × 2台</td> </tr> </tbody> </table> | バケット総容量 | バックホウ規格の組合せ | 1 m ³ | 排出ガス対策型(第1次基準値) 山積1.4m ³ (平積1.0m ³) × 1台 | 2 m ³ | 排出ガス対策型(第1次基準値) 山積1.4m ³ (平積1.0m ³) × 2台 | 3 m ³ | 排出ガス対策型(第1次基準値) 山積1.9m ³ (平積1.4m ³) × 2台 | <table border="1"> <thead> <tr> <th>バケット総容量</th> <th>バックホウ規格の組合せ</th> </tr> </thead> <tbody> <tr> <td>1 m³</td> <td>排出ガス対策型(第2次基準値) 山積1.4m³ (平積1.0m³) × 1台</td> </tr> <tr> <td>2 m³</td> <td>排出ガス対策型(第2次基準値) 山積1.4m³ (平積1.0m³) × 2台</td> </tr> <tr> <td>3 m³</td> <td>排出ガス対策型(第2次基準値) 山積1.9m³ (平積1.4m³) × 2台</td> </tr> </tbody> </table> | バケット総容量 | バックホウ規格の組合せ | 1 m ³ | 排出ガス対策型(第2次基準値) 山積1.4m ³ (平積1.0m ³) × 1台 | 2 m ³ | 排出ガス対策型(第2次基準値) 山積1.4m ³ (平積1.0m ³) × 2台 | 3 m ³ | 排出ガス対策型(第2次基準値) 山積1.9m ³ (平積1.4m ³) × 2台 | 記載の修正 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 表紙 | 第5章 15節 安全費 | 第5章 5節 安全費 | 記載の修正 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

P5-5-4
 港湾請負工事積算基準
 3. 安全対策
 3-2-2 施工歩掛
 1) 代価表

※試行的取組（能力補正型）積算要領および試行的取組（能力現行型）積算要領も同じ

(1) 安全監視船 1式当り

| 名称 | 形状寸法 | 単位 | 数量 | 摘要 |
|-----------|---------------|----|----|------|
| 安全監視船 | FRP D 180PPS型 | 日 | 1 | 就業 H |
| 安全監視船 | FRP D 260PPS型 | 日 | 1 | 就業 H |
| 国際 VHF 装備 | | 日 | | 損料 |
| 雑材料 | | | | |

注) 1.安全監視船の規格は180PS型を標準とし、国際VHF装備使用の場合は260PS型を標準とする。
 2.安全監視船の規格は、現場条件により他規格を使用できる。
 3.安全監視船の就業時間は、監視対象船舶の就業時間と同一とする。
 4.国際VHF装備損料=供用1日当り損料×α（供用係数）

(1) 安全監視船 1式当り

| 名称 | 形状寸法 | 単位 | 数量 | 摘要 |
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 2.安全監視船の規格は、現場条件により他規格を使用できる。
 3.安全監視船の就業時間は、監視対象船舶の就業時間と同一とする。
 4.国際VHF装備損料=供用1日当り損料×α（供用係数）（**銭止め、切り捨て**）

記載の修正

単-10
 港湾請負工事積算基準

試行的取組（能力原稿型）積算要領

試行的取組（能力現行型）積算要領

別表-4 就業時間別の船員供用係数

船舶供用係数(α)と就業時間別船員供用係数(β) (1ワッチ制)

| 係数 ランク | 船舶供用係数 (α) | 就業時間別の船員供用係数(β) | | | | | | | | 備考 |
|-----------|---------------|-----------------|------|-----------|------|-----------|------|-----------|------|----|
| | | 就業時間 8H | | 就業時間 9H | | 就業時間 10H | | 就業時間 11H | | |
| | | [超勤時間 0H] | | [超勤時間 1H] | | [超勤時間 2H] | | [超勤時間 3H] | | |
| | | [深夜時間 0H] | | [深夜時間 0H] | | [深夜時間 0H] | | [深夜時間 0H] | | |
| | | 船長・副船長 | 普通船員 | 船長・副船長 | 普通船員 | 船長・副船長 | 普通船員 | 船長・副船長 | 普通船員 | |
| 1 | 1.65 | 1.20 | 1.20 | 1.31 | 1.31 | 1.42 | 1.42 | 1.53 | 1.54 | |
| 2 | 1.85 | 1.35 | 1.35 | 1.46 | 1.46 | 1.57 | 1.57 | 1.68 | 1.69 | |
| 3 | 2.20 | 1.55 | 1.55 | 1.66 | 1.66 | 1.77 | 1.77 | 1.88 | 1.89 | |
| 4 | 2.55 | 1.80 | 1.80 | 1.91 | 1.91 | 2.02 | 2.02 | 2.13 | 2.14 | |
| 5 | 2.80 | 2.00 | 2.00 | 2.11 | 2.11 | 2.22 | 2.22 | 2.33 | 2.34 | |
| 6 | 3.20 | 2.25 | 2.25 | 2.36 | 2.36 | 2.47 | 2.47 | 2.58 | 2.59 | |
| 7 | 3.65 | 2.60 | 2.60 | 2.71 | 2.71 | 2.82 | 2.82 | 2.93 | 2.94 | |
| 8 | 4.30 | 3.05 | 3.05 | 3.16 | 3.16 | 3.27 | 3.27 | 3.38 | 3.39 | |
| 9 | 5.25 | 3.70 | 3.70 | 3.81 | 3.81 | 3.92 | 3.92 | 4.03 | 4.04 | |

船舶供用係数(α)と就業時間別船員供用係数(β) (2ワッチ制)

| 係数 ランク | 船舶供用係数 (α) | 就業時間別の船員供用係数(β) | | | | | | | | 備考 |
|-----------|---------------|-----------------|------|-----------|------|-----------|------|-----------|------|----|
| | | 就業時間 16H | | 就業時間 18H | | 就業時間 20H | | 就業時間 22H | | |
| | | [超勤時間 0H] | | [超勤時間 2H] | | [超勤時間 4H] | | [超勤時間 6H] | | |
| | | [深夜時間 1H] | | [深夜時間 3H] | | [深夜時間 4H] | | [深夜時間 6H] | | |
| | | 船長・副船長 | 普通船員 | 船長・副船長 | 普通船員 | 船長・副船長 | 普通船員 | 船長・副船長 | 普通船員 | |
| 1 | 1.65 | 1.21 | 1.21 | 1.34 | 1.35 | 1.47 | 1.47 | 1.60 | 1.60 | |
| 2 | 1.85 | 1.36 | 1.36 | 1.49 | 1.50 | 1.62 | 1.62 | 1.75 | 1.75 | |
| 3 | 2.20 | 1.56 | 1.56 | 1.69 | 1.70 | 1.82 | 1.82 | 1.95 | 1.95 | |
| 4 | 2.55 | 1.81 | 1.81 | 1.94 | 1.95 | 2.07 | 2.07 | 2.20 | 2.20 | |
| 5 | 2.80 | 2.01 | 2.01 | 2.14 | 2.15 | 2.27 | 2.27 | 2.40 | 2.40 | |
| 6 | 3.20 | 2.26 | 2.26 | 2.39 | 2.40 | 2.52 | 2.52 | 2.65 | 2.65 | |
| 7 | 3.65 | 2.61 | 2.61 | 2.74 | 2.75 | 2.87 | 2.87 | 3.00 | 3.00 | |
| 8 | 4.30 | 3.06 | 3.06 | 3.19 | 3.20 | 3.32 | 3.32 | 3.45 | 3.45 | |
| 9 | 5.25 | 3.71 | 3.71 | 3.84 | 3.85 | 3.97 | 3.97 | 4.10 | 4.10 | |

注) 1.別表-4における就業時間別船員供用係数(β)は、就業時間8H[超勤時間0H 深夜時間0H]の場合を除き、令和6年3月から適用の割増対象賃金比をもとに算出された就業時間別船員供用

別表-4 就業時間別の船員供用係数

船舶供用係数(α)と就業時間別船員供用係数(β) (1ワッチ制)

| 係数 ランク | 船舶供用係数 (α) | 就業時間別の船員供用係数(β) | | | | | | | | 備考 |
|-----------|---------------|-----------------|------|-----------|------|-----------|------|-----------|------|----|
| | | 就業時間 8H | | 就業時間 9H | | 就業時間 10H | | 就業時間 11H | | |
| | | [超勤時間 0H] | | [超勤時間 1H] | | [超勤時間 2H] | | [超勤時間 3H] | | |
| | | [深夜時間 0H] | | [深夜時間 0H] | | [深夜時間 0H] | | [深夜時間 0H] | | |
| | | 船長・副船長 | 普通船員 | 船長・副船長 | 普通船員 | 船長・副船長 | 普通船員 | 船長・副船長 | 普通船員 | |
| 1 | 1.65 | 1.20 | 1.20 | 1.31 | 1.32 | 1.43 | 1.43 | 1.54 | 1.55 | |
| 2 | 1.85 | 1.35 | 1.35 | 1.46 | 1.47 | 1.58 | 1.58 | 1.69 | 1.70 | |
| 3 | 2.20 | 1.55 | 1.55 | 1.66 | 1.67 | 1.78 | 1.78 | 1.89 | 1.90 | |
| 4 | 2.55 | 1.80 | 1.80 | 1.91 | 1.92 | 2.03 | 2.03 | 2.14 | 2.15 | |
| 5 | 2.80 | 2.00 | 2.00 | 2.11 | 2.12 | 2.23 | 2.23 | 2.34 | 2.35 | |
| 6 | 3.20 | 2.25 | 2.25 | 2.36 | 2.37 | 2.48 | 2.48 | 2.59 | 2.60 | |
| 7 | 3.65 | 2.60 | 2.60 | 2.71 | 2.72 | 2.83 | 2.83 | 2.94 | 2.95 | |
| 8 | 4.30 | 3.05 | 3.05 | 3.16 | 3.17 | 3.28 | 3.28 | 3.39 | 3.40 | |
| 9 | 5.25 | 3.70 | 3.70 | 3.81 | 3.82 | 3.93 | 3.93 | 4.04 | 4.05 | |

船舶供用係数(α)と就業時間別船員供用係数(β) (2ワッチ制)

| 係数 ランク | 船舶供用係数 (α) | 就業時間別の船員供用係数(β) | | | | | | | | 備考 |
|-----------|---------------|-----------------|------|-----------|------|-----------|------|-----------|------|----|
| | | 就業時間 16H | | 就業時間 18H | | 就業時間 20H | | 就業時間 22H | | |
| | | [超勤時間 0H] | | [超勤時間 2H] | | [超勤時間 4H] | | [超勤時間 6H] | | |
| | | [深夜時間 1H] | | [深夜時間 3H] | | [深夜時間 4H] | | [深夜時間 6H] | | |
| | | 船長・副船長 | 普通船員 | 船長・副船長 | 普通船員 | 船長・副船長 | 普通船員 | 船長・副船長 | 普通船員 | |
| 1 | 1.65 | 1.21 | 1.21 | 1.35 | 1.35 | 1.47 | 1.48 | 1.61 | 1.61 | |
| 2 | 1.85 | 1.36 | 1.36 | 1.50 | 1.50 | 1.62 | 1.63 | 1.76 | 1.76 | |
| 3 | 2.20 | 1.56 | 1.56 | 1.70 | 1.70 | 1.82 | 1.83 | 1.96 | 1.96 | |
| 4 | 2.55 | 1.81 | 1.81 | 1.95 | 1.95 | 2.07 | 2.08 | 2.21 | 2.21 | |
| 5 | 2.80 | 2.01 | 2.01 | 2.15 | 2.15 | 2.27 | 2.28 | 2.41 | 2.41 | |
| 6 | 3.20 | 2.26 | 2.26 | 2.40 | 2.40 | 2.52 | 2.53 | 2.66 | 2.66 | |
| 7 | 3.65 | 2.61 | 2.61 | 2.75 | 2.75 | 2.87 | 2.88 | 3.01 | 3.01 | |
| 8 | 4.30 | 3.06 | 3.06 | 3.20 | 3.20 | 3.32 | 3.33 | 3.46 | 3.46 | |
| 9 | 5.25 | 3.71 | 3.71 | 3.85 | 3.85 | 3.97 | 3.98 | 4.11 | 4.11 | |

注) 1.別表-4における就業時間別船員供用係数(β)は、就業時間8H[超勤時間0H 深夜時間0H]の場合を除き、令和7年3月から適用の割増対象賃金比をもとに算出された就業時間別船員供用係数

記載の修正

| | <p>係数（β）である。したがって、割増対象賃金比に変更があった場合は、下記「就業時間別船員供用係数（β）の算出式」をもとに別途算出するものとする。</p> <p>2. 就業時間と超勤時間および深夜時間の関係が別表－４によらない場合についても、同様に、下記「就業時間別船員供用係数（β）の算出式」をもとに別途算出するものとする。</p> <p>3. 上記船員以外にも潜水士等も対象とする。</p> <p>就業時間別船員供用係数（β）の算定式</p> $\beta = \beta_0 + \frac{1}{8} \times \text{割増対象賃金比} \times (1.25 \times \text{超勤時間数} + 0.25 \times \text{深夜時間数}) \div \text{ワッチ数}$ <p style="text-align: right;">(小数3位四捨五入)</p> <p>β：時間外手当および深夜手当を考慮した船員供用係数</p> <p>β0：就業8時間の場合の船員供用係数</p> <p>割増対象賃金比：労務単価に占める割増賃金の対象となる賃金の比率をいう。</p> <p>ただし、2ワッチにおける超過勤務時間数および深夜労働時間数は、2ワッチの合計の時間数とする。</p> | <p>（β）である。したがって、割増対象賃金比に変更があった場合は、下記「就業時間別船員供用係数（β）の算出式」をもとに別途算出するものとする。</p> <p>2. 就業時間と超勤時間および深夜時間の関係が別表－４によらない場合についても、同様に、下記「就業時間別船員供用係数（β）の算出式」をもとに別途算出するものとする。</p> <p>3. 上記船員以外にも潜水士等も対象とする。</p> <p>就業時間別船員供用係数（β）の算定式</p> $\beta = \beta_0 + \frac{1}{8} \times \text{割増対象賃金比} \times (1.25 \times \text{超勤時間数} + 0.25 \times \text{深夜時間数}) \div \text{ワッチ数}$ <p style="text-align: right;">(小数3位四捨五入)</p> <p>β：時間外手当および深夜手当を考慮した船員供用係数</p> <p>β0：就業8時間の場合の船員供用係数</p> <p>割増対象賃金比：労務単価に占める割増賃金の対象となる賃金の比率をいう。</p> <p>ただし、2ワッチにおける超過勤務時間数および深夜労働時間数は、2ワッチの合計の時間数とする。</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------------|--|---|------------------|----|-------------|----|------------------|-----|------|---|-----|--|------|--|---|-----|--|------|--|---|-----|--|----|----|---|---|--|---|----|---|---|--|---|----|------|----|-------------|----|------------------|-----|------|---|-----|--|------|--|---|-----|--|------|--|---|-----|--|----|----|---|---|--|---|----|---|---|--|--------------|
| <p>単－21 港湾請負工事積算基準</p> | <p>14. ガットバージ</p> <p>ガットバージ 運転1日当り 就業10時間</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">名称</th> <th rowspan="2">形状寸法</th> <th rowspan="2">単位</th> <th>グラフ容量 3.0m3</th> <th rowspan="2">摘要</th> </tr> <tr> <th>1,000m3 排出 293kW</th> </tr> </thead> <tbody> <tr> <td>主燃料</td> <td>重油 A</td> <td>ℓ</td> <td>450</td> <td></td> </tr> <tr> <td>高級船員</td> <td></td> <td>人</td> <td>2×β</td> <td></td> </tr> <tr> <td>普通船員</td> <td></td> <td>〃</td> <td>2×β</td> <td></td> </tr> <tr> <td>損料</td> <td>運転</td> <td>日</td> <td>1</td> <td></td> </tr> <tr> <td>〃</td> <td>供用</td> <td>〃</td> <td>α</td> <td></td> </tr> </tbody> </table> | 名称 | 形状寸法 | 単位 | グラフ容量 3.0m3 | 摘要 | 1,000m3 排出 293kW | 主燃料 | 重油 A | ℓ | 450 | | 高級船員 | | 人 | 2×β | | 普通船員 | | 〃 | 2×β | | 損料 | 運転 | 日 | 1 | | 〃 | 供用 | 〃 | α | | <p>14. ガットバージ</p> <p>ガットバージ 運転1日当り 就業10時間</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">名称</th> <th rowspan="2">形状寸法</th> <th rowspan="2">単位</th> <th>グラフ容量 3.0m3</th> <th rowspan="2">摘要</th> </tr> <tr> <th>1,000m3 排出 294kW</th> </tr> </thead> <tbody> <tr> <td>主燃料</td> <td>重油 A</td> <td>ℓ</td> <td>450</td> <td></td> </tr> <tr> <td>高級船員</td> <td></td> <td>人</td> <td>2×β</td> <td></td> </tr> <tr> <td>普通船員</td> <td></td> <td>〃</td> <td>2×β</td> <td></td> </tr> <tr> <td>損料</td> <td>運転</td> <td>日</td> <td>1</td> <td></td> </tr> <tr> <td>〃</td> <td>供用</td> <td>〃</td> <td>α</td> <td></td> </tr> </tbody> </table> | 名称 | 形状寸法 | 単位 | グラフ容量 3.0m3 | 摘要 | 1,000m3 排出 294kW | 主燃料 | 重油 A | ℓ | 450 | | 高級船員 | | 人 | 2×β | | 普通船員 | | 〃 | 2×β | | 損料 | 運転 | 日 | 1 | | 〃 | 供用 | 〃 | α | | <p>記載の修正</p> |
| 名称 | 形状寸法 | | | | 単位 | | グラフ容量 3.0m3 | 摘要 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1,000m3 排出 293kW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 主燃料 | 重油 A | ℓ | 450 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 高級船員 | | 人 | 2×β | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 普通船員 | | 〃 | 2×β | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 損料 | 運転 | 日 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 〃 | 供用 | 〃 | α | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 名称 | 形状寸法 | 単位 | グラフ容量 3.0m3 | 摘要 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 1,000m3 排出 294kW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 主燃料 | 重油 A | ℓ | 450 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 高級船員 | | 人 | 2×β | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 普通船員 | | 〃 | 2×β | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 損料 | 運転 | 日 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 〃 | 供用 | 〃 | α | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 主燃料 | 重油 A | ℓ | 450 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 高級船員 | | 人 | 2×β | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 普通船員 | | 〃 | 2×β | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 損料 | 運転 | 日 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 高級船員 | | 人 | 2×β | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 普通船員 | | 〃 | 2×β | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 損料 | 運転 | 日 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 普通船員 | | 〃 | 2×β | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 損料 | 運転 | 日 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 名称 | 形状寸法 | | | | 単位 | 数量 | | | 摘要 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 主燃料 | 重油 A | ℓ | 376.6×T | 560.0×T | 1,129.7×T | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 船団長 | | 人 | 1×β | 1×β | 1×β | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 高級船員 | | 〃 | 1×β | 2×β | 2×β | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 普通船員 | | 〃 | 6×β | 6×β | 6×β | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 損料 | 運転 | 時間 | T | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 〃 | 供用 | 日 | α | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 名称 | 形状寸法 | 単位 | 数量 | | | 摘要 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 鋼D 2,000PS型 1,471kW | 鋼D 3,000PS型 2,207kW | 鋼D 6,000PS型 4,413kW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 主燃料 | 重油 A | ℓ | 376.6×T | 565.0×T | 1,129.7×T | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 船団長 | | 人 | 1×β | 1×β | 1×β | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 高級船員 | | 〃 | 1×β | 2×β | 2×β | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 普通船員 | | 〃 | 6×β | 6×β | 6×β | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 損料 | 運転 | 時間 | T | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 〃 | 供用 | 日 | α | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>単-31 試行的取組（能力補正型）積算要領</p> | <p>24. 空気圧送船</p> <p>空気圧送船 運転1日当り 就業8時間</p> <table border="1"> <thead> <tr> <th rowspan="2">名称</th> <th rowspan="2">形状寸法</th> <th rowspan="2">単位</th> <th colspan="3">数量</th> <th rowspan="2">摘要</th> </tr> <tr> <th>鋼D 2,000PS型 1,471kW</th> <th>鋼D 3,000PS型 2,207kW</th> <th>鋼D 6,000PS型 4,413kW</th> </tr> </thead> <tbody> <tr> <td>主燃料</td> <td>重油 A</td> <td>ℓ</td> <td>376.6×T</td> <td>560.0×T</td> <td>1,129.7×T</td> <td></td> </tr> <tr> <td>船団長</td> <td></td> <td>人</td> <td>1×β</td> <td>1×β</td> <td>1×β</td> <td></td> </tr> <tr> <td>高級船員</td> <td></td> <td>〃</td> <td>1×β</td> <td>2×β</td> <td>2×β</td> <td></td> </tr> <tr> <td>普通船員</td> <td></td> <td>〃</td> <td>6×β</td> <td>6×β</td> <td>6×β</td> <td></td> </tr> <tr> <td>損料</td> <td>運転</td> <td>時間</td> <td colspan="3">T</td> <td></td> </tr> <tr> <td>〃</td> <td>供用</td> <td>日</td> <td colspan="3">α</td> <td></td> </tr> </tbody> </table> <p>注) 運転時間(T)は、「作業船乗組員の働き方改革の実現に向けた積算上の試行的取組積算要領(能力補正型)」に基づき、補正した能力を用いて算出した運転時間を適用する。 ※1 船員供用係数(β)は、就業10H、超勤時間2H、深夜時間0Hを適用する。 ※2 損料および主燃料は「作業船乗組員の働き方改革の実現に向けた積算上の試行的取組積算要領(能力補正型)」による。</p> | 名称 | 形状寸法 | 単位 | 数量 | | | 摘要 | 鋼D 2,000PS型 1,471kW | 鋼D 3,000PS型 2,207kW | 鋼D 6,000PS型 4,413kW | 主燃料 | 重油 A | ℓ | 376.6×T | 560.0×T | 1,129.7×T | | 船団長 | | 人 | 1×β | 1×β | 1×β | | 高級船員 | | 〃 | 1×β | 2×β | 2×β | | 普通船員 | | 〃 | 6×β | 6×β | 6×β | | 損料 | 運転 | 時間 | T | | | | 〃 | 供用 | 日 | α | | | | <p>24. 空気圧送船</p> <p>空気圧送船 運転1日当り 就業8時間</p> <table border="1"> <thead> <tr> <th rowspan="2">名称</th> <th rowspan="2">形状寸法</th> <th rowspan="2">単位</th> <th colspan="3">数量</th> <th rowspan="2">摘要</th> </tr> <tr> <th>鋼D 2,000PS型 1,471kW</th> <th>鋼D 3,000PS型 2,207kW</th> <th>鋼D 6,000PS型 4,413kW</th> </tr> </thead> <tbody> <tr> <td>主燃料</td> <td>重油 A</td> <td>ℓ</td> <td>376.6×T</td> <td>565.0×T</td> <td>1,129.7×T</td> <td></td> </tr> <tr> <td>船団長</td> <td></td> <td>人</td> <td>1×β</td> <td>1×β</td> <td>1×β</td> <td></td> </tr> <tr> <td>高級船員</td> <td></td> <td>〃</td> <td>1×β</td> <td>2×β</td> <td>2×β</td> <td></td> </tr> <tr> <td>普通船員</td> <td></td> <td>〃</td> <td>6×β</td> <td>6×β</td> <td>6×β</td> <td></td> </tr> <tr> <td>損料</td> <td>運転</td> <td>時間</td> <td colspan="3">T</td> <td></td> </tr> <tr> <td>〃</td> <td>供用</td> <td>日</td> <td colspan="3">α</td> <td></td> </tr> </tbody> </table> <p>注) 運転時間(T)は、「作業船乗組員の働き方改革の実現に向けた積算上の試行的取組積算要領(能力補正型)」に基づき、補正した能力を用いて算出した運転時間を適用する。 ※1 船員供用係数(β)は、就業10H、超勤時間2H、深夜時間0Hを適用する。 ※2 損料および主燃料は「作業船乗組員の働き方改革の実現に向けた積算上の試行的取組積算要領(能力補正型)」による。</p> | 名称 | 形状寸法 | 単位 | 数量 | | | 摘要 | 鋼D 2,000PS型 1,471kW | 鋼D 3,000PS型 2,207kW | 鋼D 6,000PS型 4,413kW | 主燃料 | 重油 A | ℓ | 376.6×T | 565.0×T | 1,129.7×T | | 船団長 | | 人 | 1×β | 1×β | 1×β | | 高級船員 | | 〃 | 1×β | 2×β | 2×β | | 普通船員 | | 〃 | 6×β | 6×β | 6×β | | 損料 | 運転 | 時間 | T | | | | 〃 | 供用 | 日 | α | | | | <p>記載の修正</p> |
| 名称 | 形状寸法 | | | | 単位 | 数量 | | | 摘要 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 鋼D 2,000PS型 1,471kW | 鋼D 3,000PS型 2,207kW | 鋼D 6,000PS型 4,413kW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 主燃料 | 重油 A | ℓ | 376.6×T | 560.0×T | 1,129.7×T | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 船団長 | | 人 | 1×β | 1×β | 1×β | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 高級船員 | | 〃 | 1×β | 2×β | 2×β | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 普通船員 | | 〃 | 6×β | 6×β | 6×β | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 損料 | 運転 | 時間 | T | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | 鋼D 2,000PS型 1,471kW | 鋼D 3,000PS型 2,207kW | 鋼D 6,000PS型 4,413kW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 主燃料 | 重油 A | ℓ | 376.6×T | 565.0×T | 1,129.7×T | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 船団長 | | 人 | 1×β | 1×β | 1×β | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 高級船員 | | 〃 | 1×β | 2×β | 2×β | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 普通船員 | | 〃 | 6×β | 6×β | 6×β | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 損料 | 運転 | 時間 | T | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 〃 | 供用 | 日 | α | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

単-31
 試行的取組（能力現行型）積算要領

24. 空気圧送船

空気圧送船 運転1日当り

就業8時間

| 名称 | 形状寸法 | 単位 | 数量 | | | 摘要 |
|------|------|----|------------------------|------------------------|------------------------|----|
| | | | 鋼D 2,000PS型 1,471kW | 鋼D 3,000PS型 2,207kW | 鋼D 6,000PS型 4,413kW | |
| 主燃料 | 重油 A | ℓ | 376.6×T | 560.0×T | 1,129.7×T | |
| 船団長 | | 人 | 1×β | 1×β | 1×β | |
| 高級船員 | | 〃 | 1×β | 2×β | 2×β | |
| 普通船員 | | 〃 | 6×β | 6×β | 6×β | |
| 損料 | 運転時間 | | T | | | |
| 〃 | 供用日 | | α | | | |

注) 作業能力より運転時間 (T) を決定し主燃料および損料 (運転) を算出し使用する。

※1 船員供用係数 (β) は、就業 8H、超勤時間 0H、深夜時間 0H を適用する。

※2 損料は「船舶および機械器具等の損料算定基準」による

24. 空気圧送船

空気圧送船 運転1日当り

就業8時間

| 名称 | 形状寸法 | 単位 | 数量 | | | 摘要 |
|------|------|----|------------------------|------------------------|------------------------|----|
| | | | 鋼D 2,000PS型 1,471kW | 鋼D 3,000PS型 2,207kW | 鋼D 6,000PS型 4,413kW | |
| 主燃料 | 重油 A | ℓ | 376.6×T | 565.0×T | 1,129.7×T | |
| 船団長 | | 人 | 1×β | 1×β | 1×β | |
| 高級船員 | | 〃 | 1×β | 2×β | 2×β | |
| 普通船員 | | 〃 | 6×β | 6×β | 6×β | |
| 損料 | 運転時間 | | T | | | |
| 〃 | 供用日 | | α | | | |

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記載の修正