

資料

Appendix I.1

List of Persons Related to JUMSUT Phase II

Ministry of Transportation and Communications (MOTC)

Conrado M. Dayrit III	—	OIC, Mgt. Info. Service
Jaime C. Tiatie	—	Chief, Computer Systems Div.
Samuel C. Custodio	—	Supervising Trans. Dev't. Officer
Bayani B. Tabajonda	—	Senior Trans. Dev't. Officer
Wilfredo C. Borbor	—	Senior Trans. Dev't. Officer
Ronald P. Bacani	—	Senior Trans. Dev't. Officer
Liberty H. Garcia	—	Comm. Dev't. Officer II
Lerio R. Leyson	—	Comm. Dev't. Officer II

Metro Manila Commission (MMC)

Teresita O. de Leon	—	Asst. Division Head
Evangeline V. Tablante	—	Planning Officer III
Soledad A. Cruz	—	Acting Executive Asst.

Board of Transportation (BOT)

Jose C. Campos, Jr.	—	Chairman
Raul V. Victorino	—	Commissioner (Board Member)
Ruben E. Tandoc	—	Executive Director
Ephraim I. Ramos	—	Senior Transport Systems Analyst

Bureau of Land Transportation (BLT)

Mariano R. Santiago	—	Director
Conrado K. Tolentino	—	Acting Executive Director
Franco F. Rimando	—	Asst. Director for Adm.
Menilia K. Mortel	—	OIC, Planning Division
Kiyoshi Shimizu	—	Consultant
Naotomo Asano	—	Consultant
Kiyosyi Takahashi	—	Consultant

National Economic Development Authority (NEDA)

Romeo A. Reyes	—	Director, Ext. Asst. Staff
Vicente Salazar	—	Asst. Director, Ext. Asst. Staff
Jesus M. Sunga	—	Director, Infrastructure Staff
Augusto B. Santos	—	Asst. Dir., Infrastructure Staff

Transport Training Center (TTC-UP)

Esteban O. Cases, Jr.	—	Deputy Director
Jose B. Mortero	—	Chief, Planning and Research Div.
Herculano Felias	—	Chief, Adm. Service Div.
Hisao Uchiyama	—	Consultant
Leopoldo V. Abis	—	NEC, Executive Director
Eduardo Serafin	—	Training Staff

Western Police District (WPD)

Romulo G. de la Cruz	—	Chief, Eng'g. Div. Traffic Bureau
Metelo E. Arias	—	Asst. Supt. for Traffic

Southern Police District (SPD)

Domingo V. Hilario	—	Asst. Supt. for Traffic
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Eastern Police District (EPD)

Ernest I. Josef	—	Asst. Supt. for Traffic
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Constabulary Highway Patrol Group (CHPG)

Alberto G. Dulay	—	Chief, Traffic
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Progressive Development Corporation (PDC)

Jesus Araneta	—	VP, Eng'g. Services Division
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Appendix 4.1
Land Use Characteristics

City/Municipality		R2/R2 R3/R3				Commercial			Utili- Open				
		R1	+C1	+C1	Total	C2	C3	Total	Ind.	Inst.	ties	Space	Total
City of Manila	ha. %	35 0.9	372 0.9	1.28 55.7	2200 57.5	195 5.2	297 6.4	492 11.6	260 6.8	371 9.7	118 3.0	434 11.4	3875
Pasay City	ha. %	27 1.6	120 6.9	286 16.5	433 2.5	212 12.2	89 5.1	301 17.3	46 2.8	103 5.9	663 38.2	188 10.8	1734
Makati	ha. %	503 27.0	464 25.9	131 7	1098 58.9	33 1.8	1687 9.0	201 10.8	88 4.6	232 12.4	0 0	249 13.3	1866
Mandaluyong	ha. %	144 12.0	270 22.5	223 18.6	637 53.1	5 0.4	3 0.3	8 0.7	166 13.8	91 7.6	6 0.5	291 24.3	1199
San Juan	ha. %	181 29.4	36 5.9	138 22.5	355 57.8	151 2.5	21 3.1	172 28.1	18 2.9	45 7.3	0 0	24 3.9	614
Quezon City	ha. %	4709 28.1	1887 11.2	649 3.9	7245 43.2	213 1.3	44 0.2	257 1.5	407 2.5	936 5.6	1 0	7911 47.2	16757
Caloocan City	ha. %	476 8.7	519 9.5	348 6.3	1343 24.5	119 2.1	1 0	120 2.1	201 3.7	193 3.5	20 0.4	3603 65.8	5480
Valenzuela	ha. %	1336 29.4	73 1.6	65 1.4	1474 32.4	45 1.0	0 0	45 1.0	621 13.6	6 0.1	2 0	2405 52.9	4553
Malabon	ha. %	297 22.3	280 15.8	120 1.2	697 39.3	24 1.4	0 0	24 1.4	185 10.4	29 1.6	0 0	838 47.3	1773
Navotas	ha. %	63 5.7	188 16.8	69 6.1	320 28.6	0 0	45 4.0	45 4.0	54 4.8	11 1.0	0 0	691 61.6	1121
Marikina	ha. %	1100 47.6	10 0.4	0 0	1110 48	162 7.0	0 0	162 7.0	266 11.5	49 2.1	0 0	728 31.4	2315
Pasig	ha. %	697 20.0	246 7.0	140 3.6	1083 30.6	114 3.2	0 0	114 3.2	466 13.2	31 0.9	0 0	1842 52.1	3536
Pateros	ha. %	0 0	109 52.7	5 2.4	114 55.1	10 4.8	0 0	10 4.8	1 0.5	6 2.9	0 0.4	76 67.2	207
Taguig	ha. %	0 20.0	85 2.1	358 8.7	443 10.8	3 0	0 0	3 0	93 2.2	804 19.4	18 0	2775 52.1	4136
Paranaque	ha. %	1403 32.7	121 2.8	86 2.0	1610 37.5	41 1.0	0 0	41 1.0	80 2.0	18 0.3	30 0.7	2512 58.5	4291
Muntinlupa	ha. %	936 25.6	122 3.3	27 0.8	1085 29.7	43 1.2	0 0	43 1.2	74 2.0	196 5.4	0 0	2261 61.7	3659
Las Pinas	ha. %	1396 36.1	73 1.9	15 0.4	1484 38.4	27 0.7	0 0	27 0.7	17 0.4	10 0.3	0 0	2326 60.2	3864
TOTAL	ha. %	13303 21.8	4640 7.6	4788 7.9	22731 37.3	1397 2.3	668 1.1	2065 3.4	3041 4.9	3131 5.1	858 1.5	29154 47.8	60980 100

Wherein:

- R1 = Low Intensity Residential
- R2 = Medium Intensity Residential
- R3 = High Intensity Residential
- C1 = Low Intensity Commercial
- C2 = Medium Intensity Commercial
- C3 = High Intensity Commercial

Appendix 4.2
Open Space Areas

City/Municipality		Vacant Area	Agriculture	Fish-pond	Park/Cemetery	Race Track/Golf Club etc.	Water Surface	Mt./Hills	Total
City of Manila	ha. (%)	144 (33.0)	5 (1.0)	0 (-)	164 (38.0)	37 (9.0)	84 (19.0)	0 (-)	434 (100%)
Pasay City	ha. (%)	179 (95.0)	0 (-)	0 (-)	9 (5.0)	0 (-)	0 (-)	0 (-)	188 (100%)
Makati	ha. (%)	58 (23.0)	0 (-)	0 (-)	40 (16.0)	120 (48.0)	31 (13.0)	0 (-)	249 (100%)
Mandaluyong	ha. (%)	105 (36.0)	18 (6.0)	0 (-)	147 (51.0)	0 (-)	21 (7.0)	0 (-)	291 (100%)
San Juan	ha. (%)	24 (10.0)	0 (-)	0 (-)	0 ()	0 (-)	0 (-)	0 (-)	24 (100%)
Quezon City	ha. (%)	2,639 (33.0)	0 (-)	0 (-)	775 (10.0)	0 (-)	139 (2.0)	4,358 (55.0)	7,911 (100%)
Caloocan City	ha. (%)	2,459 (68.0)	981 (27.0)	0 (-)	132 (4.0)	0 (-)	31 (1.0)	0 (-)	3,603 (100%)
Valenzuela	ha. (%)	76 (3.2)	1,863 (77.4)	414 (17.2)	0 (-)	0 (-)	52 (2.2)	0 (-)	2,405 (100%)
Malabon	ha. (%)	183 (21.9)	129 (15.3)	388 (46.3)	0 (-)	20 (2.4)	118 (14.1)	0 (-)	838 (100%)
Navotas	ha. (%)	82 (11.9)	0 (-)	529 (76.5)	0 (-)	0 (-)	80 (11.6)	0 (-)	691 (100%)
Marikina	ha. (%)	164 (22.6)	127 (17.4)	0 (-)	30 (4.1)	3 (0.4)	56 (7.7)	348 (47.8)	728 (100%)
Pasig	ha. (%)	217 (11.8)	1,515 (82.2)	0 (-)	7 (0.4)	0 (-)	103 (5.6)	0 (-)	1,842 (100%)
Pateros	ha. (%)	13 (17.1)	63 (82.9)	0 (-)	0 (-)	0 (-)	0 (-)	0 (-)	76 (100%)
Taguig	ha. (%)	320 (11.5)	821 (29.6)	0	0	0	66 (2.4)	1,568 (56.5)	2,775
Paranaque	ha. (%)	400 (15.9)	713 (28.4)	216 (8.6)	80 (3.2)	0	78 (3.1)	1,025 (40.8)	2,512
Muntinlupa	ha. (%)	507 (22.4)	419 (18.5)	0	34 (1.5)	0	11 (0.5)	1,290 (57.1)	2,261
Las Pinas	ha. (%)	990 (42.6)	241 (10.4)	189 (8.1)	3 (0.1)	0 (-)	74 (3.2)	829 (35.6)	2,326 (100%)
TOTAL	ha. (%)	8,560 (29.4)	6,895 (23.6)	1,736 (6.0)	1,421 (4.9)	180 (0.6)	944 (3.2)	9,418 (32.3)	29,154 (100%)

Appendix 4.3
Sources of Existing 1990 Land Use Framework
for Metro Manila

Source	1980 Population (000)	Projected 1990 Figures			Car Owning Rate (%)
		Population (000)	Employ- ment Rate (%)	School Attendance Rate (%)	
* Sewerage and Sanitation Masterplan (1979, MWSS)	6,250	9,342	—	—	—
* Manila Water Supply II (1982, MWSS)	5,943	8,498	—	—	—
* MMETROPLAN (1977, DPWTC)	6,092	8,281	33.5	27.0 (vs. Pop.)	37.9
* Metro Manila Solid Waste Management Study (1982, Adhoc Committee, LOI 809)	5,925	8,650	—	—	—
* R10 and Related Roads Project (1982, MPWH)	6,092	8,281	—	—	—
* Feasibility Study for Manila Bataan Coastal Roads and Its Related Roads (C5-C6) Project (1980, MPWH)	6,136	8,405	—	—	—
* Manila Metrorail Network Study (198, MOTC)	5,910	8,281	38.2	31.7 (vs. Pop.)	—
* 1975 and 1980 Census of Population by Province, Municipality and Barangay and Forecasts (1982, NCSO/NEDA)	5,926	7,867	—	—	—
* Northern Package (1983, MPWH)	5,926	7,867	40.0	—	30.0
* Southern Package (1982, MPWH)	5,926	7,899	37.9	—	33.0
* Regional Development Framework Plan 1983-1992 (1982, MMC)	5,926	7,847	44.2	Elementary 91.0 Secondary 87.0 (vs. School Age Pop.)	—

Source: Metro Manila Commission

Appendix 5.1
Planning Guidelines by Corridor

	Southern Corridor			South-eastern Corridor		
	C-2	C-4	Peripheral	C-2	C-4	Peripheral
* 1980 Volume/ Capacity Ratio	1.2	1.4	1.0	0.7	1.0	1.3
* 1980 Jpy/Bus Share in Total P.C.U. Traffic	0.44	0.29	0.49	0.36	0.28	0.61
* 1990 Volume/ Capacity Ratio on 1990 Road Network						
— All Jpy Assump.	1.6 (1.2) ^{1/}	1.8 (1.5) ^{1/}	1.4	0.8	0.6	1.5
— All Bus Assump.	1.2 (1.0) ^{1/}	1.4 (1.2) ^{1/}	0.9	0.5	0.5	0.9
— All Jpy Assump. (w/side streets)	1.1 (0.8) ^{1/}	1.4 (1.1) ^{1/}	0.8	0.8	0.5	1.5
— All Bus Assump. (w/sidestreets)	0.8 (0.7) ^{1/}	1.1 (0.9) ^{1/}	0.6	0.5	0.4	0.9
* Direction for Rerouting	<ul style="list-style-type: none"> * Shift from jeepney to bus on major roads * Wider use of sidestreets * Use jeepney for primary service in peripheral areas * Strengthen premium bus service 			<ul style="list-style-type: none"> * Basically as is * Winder use of side-streets is required along P. Gil, J.P. Rizal and Buendia considering possible detour traffic. * Use of jeepney in the peripheral area 		
* Priority Mode by Road	<ul style="list-style-type: none"> * R-1 – Bus/private car * Taft Ave. – LRT/bus * Roxas Blvd. – private car * South Superhighway – private car/bus * Quirino Ave. – jeepney * Imelda Ave. – bus * L. Guinto/Mabini/M.H. del Pilar/ F.B. Harrison and other sidestreets – jeepney 			<ul style="list-style-type: none"> * J.P. Rizal/P. Gil – jeepney * Buendia/Ayala – private car/bus * Pasay Road – private car/jeepney * Pasig Line, Malugay, Sampaloc and other sidestreets – jeepney 		
Remarks	<ul style="list-style-type: none"> * Even after the proposed rerouting, traffic congestion may persist, in the area outside EDSA, where R-1 and/or LRT extension are likely. 					

Note: 1/ Figures in parentheses show the estimates considering the LRT Line No. 1.

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	North-eastern Corridor			Northern Corridor		
	C-2	C-4	Peripheral	C-2	C-4	Peripheral
* 1980 Volume/ Capacity Ratio	1.3	0.8	0.4	0.9	0.9	
* 1980 Jpy/Bus Share in Total P.C.U. Traffic	0.70	0.52	0.18	0.68	0.60	0.50
* 1990 Volume/ Capacity Ratio on 1990 Road Network						
— All Jpy Assump.	1.3	0.8	1.3	1.3	(1.0) ^{1/}	1.3
— All Bus Assump.	0.9	0.5	1.0	0.8	(0.7) ^{1/}	0.9
— All Jpy Assump. (w/sidestreets)	0.7	0.7	1.3	1.1	(0.8) ^{1/}	1.1
— All Bus Assump. (2/sidestreets)	0.5	0.5	1.0	0.6	(0.6) ^{1/}	0.8
					(0.7) ^{1/}	1.0
* Direction for	<ul style="list-style-type: none"> * Conversion of jeepney to bus in relation to España * Effective use of sidestreets both for private car and jeepney * Strengthening of premium bus service * Usage of jeepney as a feeder to cover a wider peripheral area 			<ul style="list-style-type: none"> * Conversion of jeepney to bus on multi-lane roads * Effective use of sidestreets * Use of jeepney in peripheral area to widen public transportation coverage 		
* Priority Mode by Road	<ul style="list-style-type: none"> * España — Bus * Quezon Ave. — Bus * Roosevelt — jeepney (bus in connection with España) * D.M. Marcos — bus * Other streets — jeepney 			<ul style="list-style-type: none"> * R-10 — private car and bus * Rizal/Rizal Ave. Ext. — LRT * J.A. Santos — private car * J. Luna/A. Mabini/H. Lopez — jeepney * A. Bonifacio/Dimasalang — bus * McArthur Highway — bus * Gen. Luna/M. H. del Pilar — jeepney * Quirino Highway — bus * North Div. Rd. — private car and bus * Other sidestreets — jeepney 		
* Remarks	<ul style="list-style-type: none"> * In the peripheral area, construction of new roads such as Visayas Ave. is required as soon as possible. 			<ul style="list-style-type: none"> * In the peripheral area, construction of new roads is urgent. R-10 Extension and Mindanao Ave. will relieve this area. 		

Note: 1/ Figures in parentheses show the estimates considering the LRT Line No. 1.

Cont'd.

	Eastern Corridor				
	C-2	C-4 South	C-4 North	Peripheral South	Peripheral North
* 1980 Volume/ Capacity Ratio	1.1	1.2	1.2	0.8	1.1
* 1980 Jpy/Bus Share in Total P.C.U. Traffic	0.60	0.24	0.50	0.19	0.67
* 1990 Volume/ Capacity Ratio on 1990 Road Network					
– All Jpy Assump.	2.5	0.9	1.3	1.5	1.2
– All Bus Assump.	1.6	0.7	1.0	1.0	0.8
– All Jpy Assump. (w/sidestreets)	1.7	0.7	0.8	1.5	1.2
– All Bus Assump. (w/sidestreets)	1.1	0.5	0.6	1.0	0.8
* Direction for Rerouting	<ul style="list-style-type: none"> * Shift from LOV to HOV on primary roads * Greater use of sidestreets * Introduction of jeepney to the peripheral area as a feeder 				
* Priority Mode by Road	<ul style="list-style-type: none"> * Ortigas Ave. – private car and bus * Shaw Blvd. – bus * Boni Ave. – jeepney * Legarda/R. Magsaysay – bus * E. Rodriguez – bus * Aurora Blvd. – bus * Kamuning/Kamias, Santolan Road and other sidestreets – jeepney 				
* Remarks	<p>* Even after implementation of the above countermeasures, traffic congestion may persist on Legarda, R. Magsaysay, Ortigas, Shaw Blvd. and Aurora Blvd. For Ortigas Avenue, widening of the carriageway from 4 to 6 lanes by reducing the median is recommended coupled with intersection improve at EDSA/Ortigas. For R. Magsaysay and Aurora Blvd., the feasibility of an LRT line should be explored.</p>				

Cont'd.

	C-2/C-3 Corridor				
	South	South East	East	North East	North
* 1980 Volume/ Capacity Ratio	0.9	1.1	1.4	0.9	0.7
* 1980 Jpy/Bus Share in Total P.C.U. Traffic	0.14	0.24	0.25	0.32	0.20
* 1990 Volume/ Capacity Ratio on 1990 Road Network					
— All Jpy Assump.	1.6	1.6	2.2	1.6	1.1
— All Bus Assump.	1.3	1.2	1.7	1.2	0.8
— All Jpy Assump. (w/sidestreets)	1.4	1.6	2.2	0.9	0.9
— All Bus Assump. (w/side streets)	1.2	1.2	1.7	0.7	0.7
* Direction for Rerouting	<ul style="list-style-type: none"> * Priority to bus on multi-lane roads (especially in the east and the south) * Maximum use of sidestreets and secondary roads * Better connection EDSA * Introduction of premium bus service (especially in the south) 				
* Priority Mode by Road	<ul style="list-style-type: none"> * C-3 – bus and private car * C-2 – bus and private car * Del Monte/E. Rodriguez/Shaw Blvd. – bus * Makati – Mandaluyong Road – bus * Roces – private car and jeepney * Ortigas/Buendia/V. Cruz – private car and bus * Mayon/New Panaderos/Pasay Road and other sidestreets — jeepney 				
* Remarks	<ul style="list-style-type: none"> * Even after implementation of the above proposals, it is not considered enough to cope with the overwhelming demand. The planned extension of C-3 up to Makati and the R-4 construction inside EDSA are considered indispensable to alleviate this situation. 				

Cont'd.

	C-4 Corridor				
	South	South East	East	North East	North
* 1980 Volume/ Capacity Ratio	0.9	1.0	1.2	0.9	0.8
* 1980 Jpy/Bus Share in Total P.C.U. Traffic	0.28	0.23	0.37	0.33	0.37
* 1990 Volume/ Capacity Ratio on 1990 road Network					
- All Jpy Assump.	1.2	1.3	0.9	1.4	0.8
- All Bus Assump.	0.9	1.0	0.9	1.0	0.7
- All Jpy Assump. (w/sidestreets)	1.2	1.3	0.7	0.8	0.8
- (All Bus Assump. (w/sidestreets)	0.9	1.0	0.5	0.6	0.7
* Direction for Rerouting	* Basically as is (priority to bus on EDSA) * Expansion of jeepney/bus coverage in the north				
* Priority Mode by Road	* EDSA -- bus and private car * T. Sora -- private car and jeepney * E. Rodriguez and other sidestreets				
* Remarks	* For the expected congestion of the southeastern part of EDSA, the planned extension of C-3 up to Makati will be effective.				

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	Metro Manila Periphery				
	South	South East	East	North East	North
* 1980 Volume/ Capacity Ratio ^{1/}	1.7	1.4	1.5	0.6	0.3
* 1980 Jpy/Bus Share in Total P.C.U. Traffic ^{1/}	0.07	0.16	0.15	0.32	0.19
* 1990 Volume/ Capacity Ratio of 1190 Road Network					
– All Jpy Assump.	0.3	0.6	1.3	0.3	0.2
– All Bus Assump.	0.2	0.3	0.9	0.2	0.2
– All Jpy Assump. (w/sidestreets)	0.2	0.6	0.8	0.1	0.2
– (All Bus Assump. (w/sidestreets)	0.1	0.3	0.5	0.1	0.2
* Direction for Rerouting	* Expansion of jeepney/bus service coverage * Effective use of sidestreets in the east				
* Priority Mode by Road	* Geronomo/Katipunan/E.A. Rodriguez/Bambang Bridge/Pres. M.L. Quezon and other secondary roads and sidestreets – jeepney				
* Remarks					

Note: 1/ In the absence of traffic count data, traffic assignment results are indicated.

Appendix 5.2
Desired Structure of PUV Routes in New Roads

Constructed	Major OD Pairs to be Serviced by the New Road	Approximate Distance (kms.)	Representative Existing Routes Corresponding to the OD Pair (existing as of 1983)
C-3 (R-10 – Aurora Blvd.)	* CBD – Novaliches/Lagro and further North (via Rizal Avenue and C-3)	* 15 or more	* Jeepney: Blumentritt-Novaliches Ord. Bus: Sapang Palay – Sta. Cruz Mini Bus: Divisoria – Bulacan
	* Monumento – Retiro/Del Monte (via Rizal Ave. Extension and C-3)	* 3 – 4	* None
	* CBD – Balintawak/Muñoz (via Rizal Ave. and C-3)	* 7– 10	* Jeepney: Project 8 – Quiapo
	* España – Makati (via E. Rodriguez, C-3, Shaw Blvd. and Makati-Mandaluyong Road)	* 8 – 10	* None
	* CBD – Malabon (via R-10, C-3 and H. Lopez)	* 15 or more	* Jeepney: Divisoria – Gasak
	* Tayuman – Navotas (via R-10, C-3 and H. Lopez)	* 4 – 6	* None
R-10 (Del Pan Bridge – C-4)	* CBD – Navotas (via Del Bridge and R-10)	* 5 – 7	* Jeepney: Navotas – Recto
	* Tayuman – Navotas (via R-10, C-3 and H. Lopez)	* 4 – 6	* None
	* CBD – Malabon (via R-10, C-3 and H. Lopez)	* 15 or more	* Jeepney: Divisoria – Gasak
Makati-Mandaluyong Road (Shaw Blvd. – J.P.)	* San Juan – Las Piñas/ Paranaque (via Shaw Blvd., Makati-Mandaluyong Road, Makati Avenue and EDSA)	* 15 or more	* None
	* Boni – Sta. Ana/Buendia (via Boni, Makati-Mandaluyong Road and J.P. Rizal/ P. Tamo)	* 4 – 5	* None
R-1 Extension	* Cavite/Zapote – Baclaran	* 15	* Jeepney: Baclaran – Zapote Minibus: Baclaran – Cavite
	* Cavite/Zapote – CBD	* 20 or more	* Minibus: Lawton – Cavite

Appendix 7.1
Seminar 10
Understanding Microcomputer

Date : 8 September 1984
 Time : 9:00 a.m. – 5:00 p.m.
 Place : U.P. TTC Audio-visual Room
 Rationale : Designed for the professionals without any prior background in microcomputers nor programming, this first seminar aims to provide full understanding of the technology. After the seminar, participants should be able to appreciate the uses and limitations and micros in transportation, learn the terminologies, and take the next steps toward using them as tools. This seminar is a prerequisite to all subsequent sessions.

Morning Session : MICROCOMPUTER FUNDAMENTALS

		Resource Persons
9:00 – 9:15	Introduction to the Seminar	S. Iwata
9:15 – 10:30	What is a Micro? Components and Architecture Hardware, Software	H. A. Felias, Jr.
10:30 – 10:45	Coffee Break	
10:45 – 12:15	Operating Systems and Languages	M.A. Alcuaz, Jr.
11:15 – 12:15	General Purpose Software	M.A. Alcuaz, Jr.
12:15 – 1:30	Lunch Break	
 Afternoon Session: APPLICATIONS OVERVIEW		
1:30 – 2:00	Applications in Transportation	R.S. Santiago
2:00 – 3:30	Laboratory Work/Demonstration (Fujitsu 8, NEC, Apple IIs, HPs)	H.A. Felias, Jr.
3:30 – 3:45	Coffee Break	
3:45 – 4:30	Technology Trends	M.A. Alcuaz, Jr.
4:30 – 5:00	Organizational Response to the Micro Revolution	

Appendix 7.2
Seminar 20
Spreadsheet Applications

Date : 29 September 1984
 Time : 9:00 a.m. – 5:00 p.m.
 Place : U.P. TTC Microcomputer Room
 Rationale : This course is designed for participants to gain a working familiarity with one of the simplest but important planning tools for most managers and professionals – the electronic spreadsheet. Even without prior programming experience, the user can use this productivity or general-purpose software for financial projections, traffic capacity planning, bus scheduling, economic evaluation, etc.

Because of availability and ease-of-use, the SUPERCALC software will be taught through a combination of lectures, hands-outs and simple problem exercises.

Morning Session :		Resource Persons
9:00 – 10:30	Spreadsheet Fundamentals Table Formats of Rows/Columns SUPERCALC's Structure and Display	H.A. Felias, Jr.
10:30 – 10:45	Coffee Break	
10:45 – 11:15	Simple Commands, Formulas	J.F. Mortero
11:15 – 12:15	Hands-on Exercise I	
12:15 – 1:30	Lunch Break	
 Afternoon Session:		
1:30 – 2:00	Discussions of Exercise I	
2:00 – 2:30	Other Commands in SUPERCALC	
2:30 – 3:30	Applications in Transportation	J.F. Mortero
3:30 – 3:45	Coffee Break	
3:45 – 4:15	Dicussions	
4:15 – 5:00	Evolution of Spreadsheets and Summary of Course	R.S. Santiago

Appendix 7.3
Seminar 30
An Introduction to
Basic Programming on a Micro

Date : 17 November 1984
Time : 9:00 a.m. – 4:30 p.m.
Place : U.P. TTC Microcomputer Room
Rationale : This is the fourth in a series of seminars and tutorials sponsored by JUMSUT II for MOTC and other government planning staff. It assumes a basic understanding fundamentals and concepts. Designed for the non-EDP persons, it aims to introduce participants to one of the simplest and most popular computer languages called BASIC. At the end of the day, participants should be able to create programs to solve their own problems, run and understand the logic of other programs and softwares using BASIC (e.g., the SECODABAS, JERIMAS and NEAP application softwares developed in JUMSUT I). It is not meant to produce instant expert programmers, although such a result could not be discounted.

Morning Session:

Resource Persons

1. Overview of the Programming Process
2. Fundamental Concepts of the BASIC Language
 - 2.1 BASIC as an Interactive Language
 - 2.2 Symbols Used in the Language
 - 2.3 Data Representation in BASIC

L. Sunico

BASIC Editor Commands
Input/Output Commands
Arithmetic Statements
Program Flow Control Statements

3. BASIC Variables and Arithmetic Expressions
4. LET, PRINT and REM Statements
5. INPUT Statement
6. Relational and Logical Expressions
7. GO TO and IF-THEN-ELSE Statements
8. READ, DATA, and RESTORE Statements
9. Graphic Commands

Afternoon Session:

1. Hands-on Workshop

Appendix 7.4
Seminar 40
Project Management

Date : 16 February 1985
 Time : 9:00 a.m. – 5:00 p.m.
 Place : 5th Floor, Davao Room, MOTC
 Rationale : The course seeks to develop among participants an appreciation of the value of microcomputers in project management. An introduction to the use of an available software called Harvard Project Manager (HPM), will be made after a review of project management concepts, tools of scheduling and control.

Morning Session:		Resource Persons
9:00 – 10:30	Fundamentals of Project Management Review of PERT/CPM Evolution of Computer Applications Overview of MacProject	R.S. Santiago
10:30 – 10:45	Coffee Break	
10:45 – 11:15	Structure of the HPM Functions and Commands Building the project roadmap	
11:15 – 12:00	DEMO I (Hands-on)	R.V. Gonzales
12:00 – 1:30	Lunch Break	
Afternoon Session:		
1:30 – 2:00	Revising the Roadmap Calendar	
2:00 – 3:00	DEMO II (Hands-on)	M.F. Alejandro
3:00 – 3:30	Scheduling and Tracking Printing	
3:00 – 3:45	Coffee Break	
3:45 – 4:30	DEMO II (Hands-on)	J.S. Ticatic
4:30 – 5:00	Summary	R.S. Santiago

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