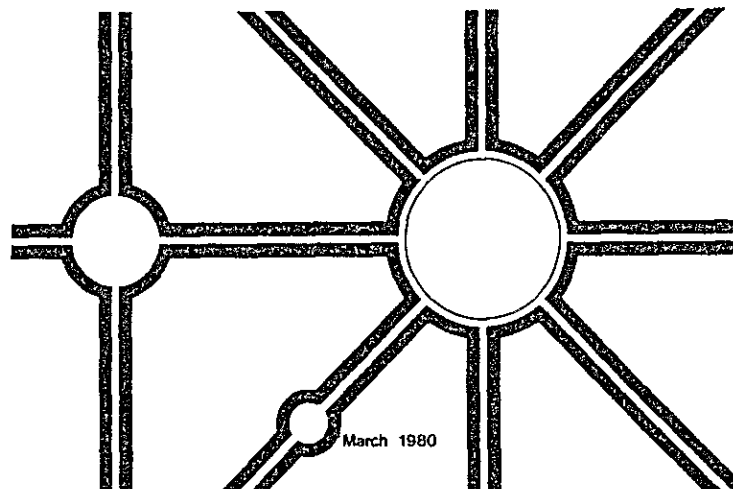


# CHAPTER 8 FINANCIAL ANALYSIS

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## Chapter 8 FINANCIAL ANALYSIS

### 8.1 Definition of Base Case for Financial Analysis

The financial analysis focused on the "truck terminal only" case as the base case and assumed that the required land would be provided by the government. This "base case" is numbered as Alternative 333-1-1. Several cases are examined against the base case as further explained in the sensitivity analysis section.

The estimates and assumptions used for the financial analysis of the base case are mentioned in the following sections.

### 8.2 Capital Requirement and Financing Plan

#### 8.2.1 Total Capital Requirement

Assuming that the commercial operation shall commence in January 1986 at Terminal-C and in January 1987 at Terminals N, E and W, the total capital requirement for Alt. 333-1-1 is shown in Table 8-1. For more details, refer to Appendix, Table AP8-1 to 8-15 in which the breakdown for each terminal is given. The total investment cost of 578 million Baht is composed of 44.5% foreign currency portion and 55.5% of local portion. The capital requirement shown in Table 8-1 was estimated on the basis of actual prices in early 1980, which were determined from the data of the study team and various data collected in Thailand.

#### 8.2.2 Financing Plan

The total capital requirement is 578 million Baht which will be financed from the following sources: 50% equity capital and 50% from long-term loans.

	(in million Baht)
Equity capital (50%)	289
<u>Long-term loans (50%)</u>	<u>289</u>
Total	578

According to the construction schedule, 50% of the equity capital shall be subscribed in 1982, 25% in 1987, and remaining 25% in 1997 by the government or by the government and private corporations.

Foreign loans shall be structured for expenditure in foreign currency and local loan shall be in local currency.

Financing sources and arrangement for the loans have not been defined for the time being, but for the purpose of calculation, consolidated average interest rates and repayment grace periods have been assumed. Calculations hereafter are based on the assumed conditions as follows:

Long-term foreign loan: annual equal installments for 30 years including 7 year grace period and an interest rate of 3.5%

Long-term local loan: annual equal installments for 15 years including 5 year grace period and an interest rate of 15.5%

Short-term local loan: interest rate of 15.5%

The loan schedule is given in Appendix Table AP8-16. The outline of long-term loan repayment schedule is also given in Appendix Table AP8-17.

\*\* Alt. 333 - 1 - 1 \*\* Table 8-1 Grand Total  
Cost Projection Total

10CC BAHY

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	17518.	11824.	9146.	16790.	0.	0.	5578.	0.	0.
BUILDING	0.	14666.	10672.	56764.	79020.	0.	0.	27494.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	3218.	2249.	6591.	5583.	0.	0.	3308.	0.	0.
PRE-OPERATION	0.	652.	610.	931.	2875.	0.	0.	0.	0.	0.
<b>BASE COST</b>	<b>0.</b>	<b>36054.</b>	<b>25155.</b>	<b>73432.</b>	<b>108276.</b>	<b>0.</b>	<b>0.</b>	<b>36380.</b>	<b>0.</b>	<b>0.</b>
CONTINGENCIES	0.	3605.	2515.	7343.	10820.	0.	0.	3638.	0.	0.
PHYSICAL PRICE	0.	3605.	2515.	7343.	10820.	0.	0.	3638.	0.	0.
<b>TOTAL FINANCING REQUIRED</b>	<b>0.</b>	<b>36659.</b>	<b>27670.</b>	<b>80775.</b>	<b>119104.</b>	<b>0.</b>	<b>0.</b>	<b>40018.</b>	<b>0.</b>	<b>0.</b>
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	49115.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	174617.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	22374.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
<b>BASE COST</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>246106.</b>	<b>0.</b>	<b>0.</b>
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	24611.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	24611.	0.	0.
<b>TOTAL FINANCING REQUIRED</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>270717.</b>	<b>0.</b>	<b>0.</b>
	2002	2003	2004	2005	2006	2007	2008	2009	2010	
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	
BUILDING	0.	0.	0.	0.	0.	0.	0.	0.	0.	
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	
<b>BASE COST</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	0.	0.	
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	0.	0.	
<b>TOTAL FINANCING REQUIRED</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	<b>0.</b>	

## 8.3 Financial Analysis

### 8.3.1 Determination of Leasing Fees

Each facility of the total truck terminal elements is supposed to be leased. The principles in determining the leasing fee are as follows:

- i) The maximum fee should not exceed the financial benefit that facility users will be able to anticipate.
- ii) The facility users should amortize terminal construction costs during their operation at the facility.
- iii) The existing financial situation of truck operators has to be considered.

#### (1) Users Financial Benefit

The unit financial benefit derived from the construction of the truck terminal has been estimated in Section 7.2.3 by measuring the savings in vehicle operating costs and time costs. The benefit which the truck terminal users will receive was estimated according to the following similar procedure:

##### (a) Concept

On the basis of the O-D pairs of truck terminal users, the vehicle-kilometers and vehicle-hours totaled between the designated origin and destination of each of the above O-D pairs are calculated. The difference in vehicle-kilometers and vehicle-hours over the null case is derived by comparison of the cases "with" and "without" the truck terminal.

##### (b) Study procedure

- i) Preparation of the O-D table for the case where the truck terminal does not yet exist.
- ii) Preparation of the O-D table for the case where the truck terminal does exist.
- iii) Comparison of the above two O-D tables and abstracting of the O-D pairs which use the Truck Terminal.
- iv) The total vehicle-kilometers and vehicle-hours for the abstracted "without" traffic are needed to calculate the total cost of travelling.
- v) The same calculation is made on the assigned traffic network for the "with" case.
- vi) The difference between the costs derived from iv) and v) is, therefore, considered as the benefit attributable to terminal users.

(c) Summary of Results

The savings in the terminal user total vehicle-kilometers and vehicle-hours are as follows:

Table 8-2 Users Savings in Veh.-Km. and Veh.-Hr.

Savings Vehicle Type	Vehicle-Kilometers/Day			Vehicle-Hours/Day		
	Alt. 1 (null case)	Alt.333 (NEWC)	Savings	Alt. 1 (null case)	Alt.333 (NEWC)	Savings
4-W Truck	26,943.6	63,861.8	-36,918.2	769.8	1,824.6	-1,054.8
6-W Truck	53,211.3	22,932.3	30,279.0	1,520.3	655.2	865.1
10-W Truck & Over	470,215.8	139,317.5	330,898.3	13,434.7	3,980.5	9,454.5

The unit saving value of the financial vehicle operating cost and the time cost has been estimated in Sections 7.2.1 and 7.2.2. Using these unit values for the saved vehicle-kilometers and vehicle-hours mentioned in the above table, the users benefits were calculated and are summarized in Table 8-3.

Table 8-3 Benefit to Terminal Users

(Unit: Baht/day)

Savings Veh. Type	Vehicle Operating Cost Savings		Time Cost Savings		Total (฿/day)
	Unit Value (฿/km)	Total Benefit (฿/day)	Unit Value (฿/km)	Total Benefit (฿/day)	
4-W Truck	2.3580	-87,053.1	24.4384	-25,777.6	-112,830.7
6-W Truck	3.6189	109,576.7	48.8768	42,283.3	151,860.0
10-W Truck & Over	4.3092	1,425,907.0	48.8768	462,091.0	1,887,998.0
Total	-	1,448,430.6	-	478,596.7	1,927,027.3

Hence, the total benefit assigned to the terminal users was estimated to be about 2 million Baht per day. In terms of the tonnage handled at the terminal, user benefits are estimated to be 163 Baht/ton (=1,927,027.3 Baht/day ÷ 11,830 tons/day). To be more conservative, estimation for the user benefit the time cost saving was not used, so that the resulting user benefit was 122 Baht/ton.

A line-haul truck is estimated to carry 6 tons of cargo on an average for both inbound and outbound trips. Accordingly, everytime the line-haul truck uses the terminal (12 tons in total for loading and unloading) it will be expected to receive 1,464 Baht of user benefit. The number of line-haul trucks in and out of the terminal is estimated in Table 5-9 to be

2,366 vehicles per day. They will use 370 berths since 3.2 line-haul trucks use one berth per day on average. The average user benefit generated from a berth was estimated to be 4,684 Baht/day.

On the other hand, the cargo handling charge incidental to the terminal usage has to be subtracted from the user benefit. The handling charge levied at the existing ETO terminal at Paholyotin is 20 Baht/ton for either loading or unloading. The additional cost charged to users of the proposed terminal will be 1,536 Baht/berth/day (including the handling charge on platform for the pick-up and delivery vehicles). A net user benefit generated from a berth is, therefore, 3,148 Baht/berth/day. A platform area is designed in this study to be 68.8 m<sup>2</sup> per berth on an average. Accordingly, the net user benefit will be 45.7 Baht/m<sup>2</sup>/day or 13,710 Baht/m<sup>2</sup>/year based on an operating time of 300 days per year.

The above estimation was made on the basis that one berth will be used by 3.2 line-haul trucks per day. If only one line-haul truck uses a berth per day, then the net user benefit from the berth will be 4,284 Baht/m<sup>2</sup>/yr.

Consequently, the terminal charge should be less than 4,284 Baht/m<sup>2</sup>/yr.

(2) The Minimum Cost Requirement to the Users

The minimum cost that the terminal user should be charged to cover the operation of the truck terminal and other facilities was determined by the scale of investment cost and operation/maintenance costs.

Based on the project investment cost estimated in Section 5.7.4, the unit cost of each project element was preliminarily estimated by trial and error tests so as to examine the permissible minimum leasing fee rate. As a frame for a leasing fee schedule, it was determined that the revenue should produce more than 8.5% financial internal rate of return because this is the weighted average rate of interest for both local and foreign loans. Facilities which are expected to be revenue sources for the truck terminals are listed below:

Table 8-4 Area of Revenue Producing Facility, 2000

All T.T. Elements	(Unit: m <sup>2</sup> )				Total
	N	E	W	C	
Platform	4,200	3,920	3,920	13,440	25,480
Platform Office	1,200	1,200	1,200	3,600	7,200
Truck Parking	3,288	3,120	3,120	11,271	20,799
Platform Car Park	600	600	600	1,800	3,600
Employee Facility	344	321	308	1,100	2,073
Petrol Station	800	800	800	1,600	4,000
Maintenance Shop	810	780	780	2,430	4,800
Car Park	925	925	925	3,035	5,810
<b>Total</b>	<b>12,167</b>	<b>11,666</b>	<b>11,653</b>	<b>38,276</b>	<b>73,762</b>

Financial analysis was carried out for several alternative cases of leasing fees. A fee of 1,450 Baht/m<sup>2</sup>/yr. (the average leasing fee for the above facilities) could result in 10.3% of the financial internal rate of return, only if the land is provided by the government. Otherwise, the rate of return decreases to 6.5%. Before the average leasing fee, 1,450 Baht/m<sup>2</sup>/yr., is allocated to the revenue producing facilities, the financial situation of a truck operator was analyzed so as to derive the maximum chargeable amount to the operator.

### (3) Financial Situation of Truck Operators

Truck operating costs were derived from the following two sources of data:

- i) Express Transportation Organization and
- ii) "Research on Goods Movements by Truck, 1977" by  
Department of Commercial Economics, Ministry of Commerce

These sources show that the total operating cost of a 10-wheel truck in 1979 is 30,400 Baht/month without profit. Since the profit is about 18% of the cost, the monthly revenue is 35,872 Baht/Veh. Based on a turn-around period for a line-haul truck of 2 days and that 2.5 trucks will use one berth every day, the total revenue of the operator will be 179,360 Baht per month.

According to the experience of Japanese line-haul trucking industry a terminal charge accounts for about 5% of the revenue, though it depends on the operating distance and the number of operating trucks. If 5% is adopted, the terminal charge will be 8,968 Baht/berth/month or 1,564 Baht/m<sup>2</sup>/yr.

After comparison with the 1,450 Baht/m<sup>2</sup>/yr. as the expected average leasing fee, 1,600 Baht/m<sup>2</sup>/yr. was adopted as the terminal charge (for the platform usage only).

The parking charge was assumed to be 240 Baht/m<sup>2</sup>/yr. The leasing for to be charged users of other facilities was determined to be 3,200 Baht/m<sup>2</sup>/yr. in order to maintain 10.3% FIRR.

To summarize the above, the leasing fees of the designated revenue producing facilities are as follows:



Table 8-5 Leasing Fees of Facilities

Facility	Leasing Fee (฿/m <sup>2</sup> /yr.)	Remarks
Platform	1600	The fee includes the operation & maintenance costs of the terminal.
Parking	240	Parking is comprised of truck parking, platform car park and other car park.
Other related Facilities	3200	The facilities include petrol station, maintenance shop, platform office and employee facilities such as restaurant, bank, post office and other accommodations.

If the total revenue remains unchanged, the previously estimated financial internal rate of return (FIRR=10.3%) will also remain constant. Nonetheless, further investigation is recommended to determine the leasing fees of the respective facilities.

### 8.3.2 Revenue Program

The operating and opening schedules for Terminals N, E, W and C are shown in Table 8-6. Leasing fees for each facility are shown as follows:

Truck Terminal	1,600 Baht/m <sup>2</sup> /yr.
Office & Employee Facilities	3,200 Baht/m <sup>2</sup> /yr.
Parking	240 Baht/m <sup>2</sup> /yr.
Related Facilities	3,200 Baht/m <sup>2</sup> /yr.

All these leasing fees based on actual prices at early 1980 are the same for all terminals N, E, W and C.

The total turnover was computed based on the turnover for each terminal using the following formula:

$$(\text{leasing area of facilities}) \times (\text{leasing fees of each facility})$$

and summing them up. Annual total revenue is shown in Table 8-7. For more detail, please refer to Appendix Table AP8-18 to 8-22.

### 8.3.3 Operating Costs

As the leasing system for the operation of each facility is introduced, the actual operation on the platform will be conducted by truck transport firms. The other operating costs involved in this analysis are shown as follows:

Table 8-6 Operating and Opening Schedules for Each Terminal

(unit: m<sup>2</sup>)

		1982	1986	1987	1990	2000
<u>Truck Terminal</u>						
Terminal	N			2,100		4,200
	E			1,960		3,920
	W			1,960		3,920
	C		4,480		8,960	13,440
<u>Office &amp; Employee Facilities</u>						
Terminal	N			772		1,544
	E			760		1,521
	W			754		1,508
	C		1,551		2,350	4,700
<u>Parking</u>						
Terminal	N			2,869		4,813
	E			2,785		4,645
	W			2,785		4,645
	C		7,348		9,570	16,106
<u>Related Facilities</u>						
Terminal	N			805		1,610
	E			790		1,580
	W			790		1,580
	C		1,329		2,015	4,030

Table 8-7 \*\* GRAND TOTAL \*\*  
PROJECTED REVENUE

1000 BAHT

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
REVENUE	0.	0.	0.	0.	18148.	44774.	44774.	44774.	57227.	57227.
TRUCK TERMINAL	0.	0.	0.	0.	7168.	16800.	16800.	16800.	23968.	23968.
OFFICE & EMPLOYEE FACILITY	0.	0.	0.	0.	4963.	12278.	12278.	12278.	14835.	14835.
PARKING	0.	0.	0.	0.	1764.	3810.	3810.	3810.	4344.	4344.
GARAGE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
RELATED FACILITIES	0.	0.	0.	0.	4253.	11885.	11885.	11885.	14080.	14080.

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
REVENUE	57227.	57227.	57227.	57227.	57227.	57227.	57227.	57227.	105852.	105852.
TRUCK TERMINAL	23968.	23968.	23968.	23968.	23968.	23968.	23968.	23968.	40768.	40768.
OFFICE & EMPLOYEE FACILITY	14835.	14835.	14835.	14835.	14835.	14835.	14835.	14835.	29674.	29674.
PARKING	4344.	4344.	4344.	4344.	4344.	4344.	4344.	4344.	7250.	7250.
GARAGE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
RELATED FACILITIES	14080.	14080.	14080.	14080.	14080.	14080.	14080.	14080.	28160.	28160.

	2002	2003	2004	2005	2006	2007	2008	2009	2010
REVENUE	105852.	105852.	105852.	105852.	105852.	105852.	105852.	105852.	105852.
TRUCK TERMINAL	40768.	40768.	40768.	40768.	40768.	40768.	40768.	40768.	40768.
OFFICE & EMPLOYEE FACILITY	29674.	29674.	29674.	29674.	29674.	29674.	29674.	29674.	29674.
PARKING	7250.	7250.	7250.	7250.	7250.	7250.	7250.	7250.	7250.
GARAGE	0.	0.	0.	0.	0.	0.	0.	0.	0.
RELATED FACILITIES	28160.	28160.	28160.	28160.	28160.	28160.	28160.	28160.	28160.

(1) Depreciation

The depreciation rate to be used in the depreciation computation are shown in "the Revenue Code 1977". In this projects, it was decided to use a straight line of calculation with a 10% salvage value. The depreciable life of major buildings and facilities are as follows:

Land	Nil
Land development	Nil
Buildings	20 years
Consulting fee	5 years
Pre-operation expenses	5 years

Depreciation was calculated to start from the next year after ending of each investment.

(2) Salaries and Wages

As mentioned above, the actual operation of terminal will be conducted by truck transport firms, so personnel expenses in each terminal for the terminal corporation will be very small. Personnel is included as an overhead cost in this calculations.

(3) Repair and Maintenance Costs

Repair and maintenance costs were estimated to be 3% of building, and drainage costs. Repair and maintenance costs for land development should be allocated over a long-term period; however, in this case, they are covered by a separate cost item.

(4) Taxes, Levies and Insurance

Total tax and levies were estimated at a rate of 0.5% on the remaining sum after deduction of all depreciations of fixed assets such as buildings, equipment, acquisition cost of land and land development cost. Insurance premium was estimated at the rate of 1.5% on the remaining sum of buildings and equipment assets.

(5) Overhead Expenses

Overhead expenses mainly consisted of main office expenses. Overhead expenses up to the beginning of Terminal-C operation will be covered by pre-operation expenses. Overhead expenses were estimated at the rate of 30% on the sum of such expenses as salaries and wages, repair and maintenance, tax and insurance, and depreciation. Pre-operation expense was estimated at the rate of 30% of the consulting fee.

(6) Total Operating Cost

Total operating cost in each year was computed in terms of all cost elements estimated in the preceding items which are shown in Table 8-8.

Table 8-8 Annual Operating Cost

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
OPERATING COST	0.	0.	0.	0.	13775.	16284.	16188.	18059.	18675.	17855.
SALARIES & WAGES	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
REPAIR & MAINTENANCE	0.	0.	0.	0.	5317.	5317.	5317.	6225.	6225.	6225.
OVERHEAD	0.	0.	0.	0.	4609.	7149.	7127.	7568.	8217.	7482.
INSURANCE & TAX	0.	0.	0.	0.	3849.	3818.	3744.	4306.	4233.	4148.

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
OPERATING COST	16721.	16648.	16576.	16286.	16218.	16151.	16084.	28852.	33143.	32981.
SALARIES & WAGES	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
REPAIR & MAINTENANCE	6225.	6075.	6225.	6225.	6225.	6225.	6225.	11987.	11987.	11987.
OVERHEAD	6421.	6404.	6387.	6152.	6137.	6121.	6106.	5052.	13395.	13357.
INSURANCE & TAX	4075.	4020.	3664.	3909.	3857.	3805.	3753.	7813.	7761.	7637.

	2002	2003	2004	2005	2006	2007	2008	2009	2010
OPERATING COST	32815.	32657.	32495.	30857.	29578.	27563.	27891.	27819.	27293.
SALARIES & WAGES	0.	0.	0.	0.	0.	0.	0.	0.	0.
REPAIR & MAINTENANCE	11987.	11987.	11987.	11987.	11987.	11987.	11987.	11987.	11987.
OVERHEAD	13320.	13283.	13245.	11731.	10553.	9018.	9002.	8985.	8515.
INSURANCE & TAX	7512.	7388.	7263.	7139.	7039.	6558.	6993.	6847.	6751.

### 8.3.4 Financial Analysis Indicators

(1) Assumptions on Financial Analysis were set as follows:

- Interest rate for long-term loans: 3.5% per annum and 15.5% per annum were adopted for foreign and local loans respectively. These rates, however, should be considered as the consolidated average rates of interest from various financial sources. Table AP8-17 in Appendix shows the repayment schedule for long-term foreign and local loans.
- Corporate income tax: The rate of corporate income tax was taken as 30% on the total net profit; however, this rate is applicable for a semi-public corporation only. A public corporation does not pay any amount of tax.
- Land acquisition cost is deducted from total investment cost.

(2) Income Statements

Income statements were computed in accordance with the previous descriptions in sections 8.3.1 and 8.3.2 which are shown in Table 8-9. In this table, net profit before tax, income tax and net profit after tax for each year are shown. Concerning to net profit before tax, it is in the red in 1986 (the first year from the beginning of operation), but it goes into the black after 1987.

(3) Profitability, Internal Rate of Return (IRR) and Revenue/Cost Ratio

Average net profit over 25 years, average return on paid-up equity (ROE) and internal rate of return are as follows:

	<u>Public Corp.</u>	<u>Semi-public Corp.</u>
Average net profit (1,000 Baht)	30,202	21,157
ROE average (%)	8.99	6.30
ROE discounted base (%)	6.76	4.15
IRR (%)	10.30	8.34

For the calculation detail of internal rate of return, please refer to Tables 8-10 and 8-11.

The revenue/cost ratio for selected discount rates are shown as follows:

		<u>Revenue/Cost Ratio</u>	
		<u>Public Corp.</u>	<u>Semi-public Corp.</u>
Discount rate	8%	1.22	1.03
	10%	1.02	0.87
	12%	0.87	0.74
	15%	0.70	0.60
	18%	0.58	0.50
	21%	0.48	0.42
	25%	0.25	0.34

Table 8-9 INCOME STATEMENT ( 1 )

1000 BAHT

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
REVENUE	0.	0.	0.	0.	18148.	47774.	47774.	47774.	57227.	57227.
TRUCK TERMINAL	0.	0.	0.	0.	7168.	16800.	16800.	16800.	23968.	23968.
OFFICE & EMPLOYEE FACILITY	0.	0.	0.	0.	4963.	12278.	12278.	12278.	14835.	14835.
PARKING	0.	0.	0.	0.	1764.	3810.	3810.	3810.	4344.	4344.
GARAGE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
RELATED FACILITIES	0.	0.	0.	0.	4253.	11885.	11885.	11885.	14080.	14080.
COST	0.	0.	509.	825.	22147.	35514.	35818.	37728.	41156.	37992.
OPERATING COST	0.	0.	0.	0.	13775.	16284.	16188.	18059.	18675.	17855.
SALARIES & WAGES	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
REPAIR & MAINTENANCE	0.	0.	0.	0.	5317.	5217.	5317.	6225.	6225.	6225.
OVERHEAD	0.	0.	0.	0.	4609.	7149.	7127.	7568.	8217.	7482.
INSURANCE & TAX	0.	0.	0.	0.	3849.	3818.	3744.	4306.	4233.	4148.
INTEREST	0.	0.	509.	825.	2176.	4536.	4936.	4936.	5587.	5570.
ON LONG-TERM FOREIGN DEBT	0.	0.	509.	825.	2176.	4108.	4108.	4108.	4760.	4743.
ON LONG-TERM LOCAL DEBT	0.	0.	0.	0.	0.	827.	827.	827.	827.	827.
ON SHORT-TERM DEBT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
DEPRECIATION	0.	0.	0.	0.	6196.	14694.	14694.	14694.	16934.	14567.
PROFIT BEFORE TAX	0.	0.	-509.	-825.	-3959.	8860.	8455.	7045.	16021.	15235.
(LESS) INCOME TAX	0.	0.	0.	0.	0.	1058.	2687.	2114.	4809.	5771.
PROFIT AFTER TAX	0.	0.	-509.	-825.	-3959.	7802.	6268.	4932.	11222.	13465.

Table 8-9 INCOME STATEMENT ( 2 )  
(Cont'd)

1000 RAHT

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
REVENUE	57227.	57227.	57227.	57227.	57227.	57227.	57227.	57227.	105852.	105852.
TRUCK TERMINAL	23968.	23968.	23968.	23968.	23968.	23968.	23968.	23968.	40768.	40768.
OFFICE & EMPLOYEE FACILITY	14835.	14835.	14835.	14835.	14835.	14835.	14835.	14835.	29674.	29674.
PARKING	4344.	4344.	4344.	4344.	4344.	4344.	4344.	4344.	7250.	7250.
GARAGE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
RELATED FACILITIES	14090.	14090.	14090.	14090.	14090.	14090.	14090.	14090.	28160.	28160.
COST	33310.	32110.	32846.	31636.	31376.	31095.	30814.	43369.	70315.	69940.
OPERATING COST	16721.	16648.	16576.	16286.	16218.	16151.	16084.	28852.	33143.	32981.
SALARIES & WAGES	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
REPAIR & MAINTENANCE	6225.	6225.	6225.	6225.	6225.	6225.	6225.	11987.	11987.	11987.
OVERHEAD	6421.	6404.	6387.	6152.	6137.	6121.	6106.	5052.	13395.	13357.
INSURANCE & TAX	4075.	4020.	3964.	3909.	3857.	3805.	3753.	7813.	7761.	7637.
INTEREST	5487.	5360.	5168.	4976.	4783.	4570.	4356.	4142.	12272.	12058.
ON LONG-TERM FOREIGN DEBT	4715.	4643.	4506.	4369.	4232.	4073.	3915.	3756.	7838.	7680.
ON LONG-TERM LOCAL DEBT	772.	717.	662.	607.	552.	496.	441.	386.	4434.	4379.
ON SHORT-TERM DEBT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
DEPRECIATION	11102.	11102.	11102.	10374.	10374.	10374.	10374.	10374.	24901.	24901.
PROFIT BEFORE TAX	23917.	24117.	24381.	25591.	25851.	26132.	26413.	13858.	35536.	35912.
(LESS) INCOME TAX	7175.	7235.	7314.	7677.	7755.	7840.	7924.	4157.	10661.	10774.
PROFIT AFTER TAX	16742.	16882.	17067.	17914.	18096.	18292.	18489.	9701.	24875.	25138.



Table 8-9 INCOME STATEMENT ( 3 )  
(Cont'd)

LOCO RAHT

	2002	2003	2004	2005	2006	2007	2008	2009	2010
REVENUE	105852.	105852.	105852.	105852.	105852.	105852.	105852.	105852.	105852.
TRUCK TERMINAL	40768.	40768.	40768.	40768.	40768.	40768.	40768.	40768.	40768.
OFFICE & EMPLOYEE FACILITY	25674.	25674.	25674.	25674.	25674.	25674.	25674.	25674.	25674.
PARKING	7250.	7250.	7250.	7250.	7250.	7250.	7250.	7250.	7250.
GARAGE	0.	0.	0.	0.	0.	0.	0.	0.	0.
RELATED FACILITIES	28160.	28160.	28160.	28160.	28160.	28160.	28160.	28160.	28160.
<b>COST</b>	<b>65564.</b>	<b>65188.</b>	<b>68813.</b>	<b>61765.</b>	<b>56170.</b>	<b>48548.</b>	<b>48302.</b>	<b>47657.</b>	<b>45045.</b>
OPERATING COST	32819.	32657.	32455.	30857.	29578.	27963.	27891.	27819.	27293.
SALARIES & WAGES	0.	0.	0.	0.	0.	0.	0.	0.	0.
REPAIR & MAINTENANCE	11987.	11987.	11987.	11987.	11987.	11987.	11987.	11987.	11987.
OVERHEAD	13320.	13283.	13245.	11731.	10553.	9018.	9002.	8985.	8515.
INSURANCE & TAX	7512.	7388.	7263.	7139.	7039.	6558.	6903.	6847.	6751.
INTEREST	11845.	11621.	11417.	10930.	10442.	9865.	9255.	8722.	8148.
ON LONG-TERM FOREIGN DEBT	7521.	7262.	7204.	7045.	6886.	6586.	6286.	5986.	5686.
ON LONG-TERM LOCAL DEBT	4324.	4268.	4213.	3885.	3556.	3282.	3009.	2735.	2462.
ON SHORT-TERM DEBT	0.	0.	0.	0.	0.	0.	0.	0.	0.
DEPRECIATION	24901.	24901.	24501.	19578.	16149.	11116.	11116.	11116.	5604.
PROFIT BEFORE TAX	36288.	36663.	37039.	44087.	45682.	56504.	57549.	58195.	60807.
(LESS) INCOME TAX	10886.	10999.	11112.	13226.	14904.	17071.	17265.	17459.	18242.
PROFIT AFTER TAX	25401.	25664.	25927.	30861.	34777.	39833.	40285.	40737.	42565.

Table 8-10 TRUCK TERMINAL PROJECT  
IRR CALCULATION IN TOTAL INVESTMENT

YEAR	TOTAL INVESTMENT	PROFIT BEFORE TAX	(LESS) INCOME TAX	PROFIT AFTER TAX	DEPRECIATION	INTEREST		TOTAL RETURN	DISCOUNT FACTOR	DISCOUNTED CASH		DCF
						F-L	CN			OUT-FLOW	IN-FLOW	
1982	C.	0.	0.	C.	C.	0.	0.	0.	0.9066	0.	0.	0.
1983	29655.	C.	C.	0.	0.	0.	0.	0.	0.8219	32597.	0.	-32597.
1984	27665.	-509.	0.	-509.	C.	509.	0.	0.	0.7452	20618.	0.	-20618.
1985	80774.	-825.	C.	-825.	0.	825.	0.	0.	0.6756	54568.	0.	-54568.
1986	115103.	-3999.	0.	-3999.	6156.	2176.	4373.	0.	0.6125	72947.	2678.	-70269.
1987	C.	8860.	1058.	7802.	14694.	4936.	28490.	0.	0.5553	0.	15819.	15819.
1988	C.	8555.	2687.	6269.	14694.	4936.	28585.	0.	0.5034	0.	14390.	14390.
1989	40018.	7045.	2114.	4532.	14694.	4936.	26675.	0.	0.4564	18264.	12174.	-6090.
1990	C.	16031.	4809.	11222.	16934.	5587.	38552.	0.	0.4138	0.	15951.	15951.
1991	C.	19235.	5771.	13465.	14567.	5570.	39372.	0.	0.3751	0.	14769.	14769.
1992	C.	23917.	7175.	16742.	11102.	5487.	40506.	0.	0.3401	0.	13776.	13776.
1993	C.	24117.	7235.	16887.	11102.	5360.	40578.	0.	0.3083	0.	12511.	12511.
1994	C.	24381.	7314.	17067.	11102.	5168.	40651.	0.	0.2795	0.	11363.	11363.
1995	0.	25591.	7677.	17914.	10374.	4976.	40941.	0.	0.2534	0.	10375.	10375.
1996	C.	25851.	7755.	18096.	10374.	4783.	41009.	0.	0.2298	0.	9422.	9422.
1997	C.	26132.	7840.	18292.	10374.	4570.	41076.	0.	0.2082	0.	8556.	8556.
1998	C.	26413.	7924.	18489.	10374.	4356.	41143.	0.	0.1888	0.	7769.	7769.
1999	270716.	13858.	4157.	9701.	10374.	4142.	28375.	0.	0.1712	46347.	4858.	-41489.
2000	C.	35536.	10661.	24875.	24901.	12272.	72709.	0.	0.1552	0.	11285.	11285.
2001	C.	35912.	10774.	25138.	24901.	12058.	72871.	0.	0.1407	0.	10254.	10254.
2002	C.	36288.	10886.	25401.	24901.	11845.	73033.	0.	0.1276	0.	9317.	9317.
2003	C.	36663.	10999.	25664.	24901.	11631.	73194.	0.	0.1157	0.	8466.	8466.
2004	0.	37039.	11112.	25927.	24901.	11417.	73356.	0.	0.1049	0.	7692.	7692.
2005	C.	44087.	13226.	30861.	19978.	10930.	74995.	0.	0.0951	0.	7129.	7129.
2006	C.	49682.	14504.	34777.	16149.	10442.	76273.	0.	0.0862	0.	6574.	6574.
2007	C.	56904.	17071.	39833.	11116.	9869.	77888.	0.	0.0781	0.	6086.	6086.
2008	C.	57549.	17265.	40285.	11116.	9295.	77961.	0.	0.0708	0.	5523.	5523.
2009	C.	58195.	17459.	40737.	11116.	8722.	78033.	0.	0.0642	0.	5011.	5011.
2010	-146518.	60807.	18242.	42565.	5604.	8148.	78559.	0.	0.0582	-8554.	4574.	13128.

TOTAL DCF -464.

10.30 PER CENT

INTERNAL RATE OF RETURN (PUBLIC CORP.)

\*\* ALT. 333 - 1 - 1 \*\*

Table 8-11 TRUCK TERMINAL PROJECT

IRR CALCULATION IN TOTAL INVESTMENT

1000 BAHT

YEAR	TOTAL INVESTMENT	PROFIT BEFORE TAX	(LESS) INCOME TAX	PROFIT AFTER TAX	DEPRECIATION	INTEREST ON F-L DEBT	TOTAL RETURN	DISCOUNT FACTOR	DISCOUNTED CASH		DCF
									OUT-FLOW	IN-FLOW	
1982	C.	C.	0.	C.	C.	C.	0.	0.9230	0.	0.	C.
1983	35655.	C.	0.	0.	0.	0.	0.	0.8519	33787.	0.	-33787.
1984	27665.	-509.	0.	-509.	0.	509.	0.	0.7863	21758.	0.	-21758.
1985	60774.	-825.	0.	-825.	0.	825.	0.	0.7258	58626.	0.	-58626.
1986	119103.	-3999.	0.	-3999.	6196.	2176.	4373.	0.6699	79788.	2929.	-76859.
1987	C.	8860.	1058.	7802.	14694.	4936.	27432.	0.6183	0.	16962.	16962.
1988	C.	8955.	2687.	6269.	14694.	4936.	25899.	0.5707	0.	14781.	14781.
1989	40018.	7045.	2114.	4932.	14694.	4936.	24562.	0.5268	21081.	12939.	-8142.
1990	0.	16031.	4809.	11222.	16534.	5587.	33743.	0.4862	0.	16406.	16406.
1991	0.	19235.	5771.	13465.	14567.	5570.	33602.	0.4488	0.	15080.	15080.
1992	C.	23917.	7175.	16742.	11102.	5487.	33331.	0.4142	0.	13807.	13807.
1993	0.	24117.	7235.	16882.	11102.	5360.	33343.	0.3823	0.	12748.	12748.
1994	0.	24381.	7314.	17067.	11102.	5168.	33336.	0.3529	0.	11764.	11764.
1995	0.	25591.	7677.	17914.	10374.	4976.	33264.	0.3257	0.	10835.	10835.
1996	0.	25851.	7755.	18096.	10374.	4783.	33253.	0.3006	0.	9997.	9997.
1997	0.	26132.	7840.	18292.	10374.	4570.	33236.	0.2775	0.	9223.	9223.
1998	C.	26413.	7924.	18489.	10374.	4356.	33219.	0.2561	0.	8509.	8509.
1999	270716.	13858.	4157.	9701.	10374.	4142.	24217.	0.2364	64000.	5725.	-58275.
2000	C.	35336.	10661.	24875.	24901.	12272.	62048.	0.2182	0.	13539.	13539.
2001	0.	35912.	10774.	25138.	24901.	12058.	62097.	0.2014	0.	12507.	12507.
2002	C.	36288.	10886.	25401.	24901.	11845.	62146.	0.1859	0.	11553.	11553.
2003	C.	36663.	10999.	25664.	24901.	11631.	62195.	0.1716	0.	10672.	10672.
2004	C.	37039.	11112.	25927.	24901.	11417.	62245.	0.1584	0.	9858.	9858.
2005	C.	40087.	13226.	30861.	15578.	10930.	61765.	0.1462	0.	9029.	9029.
2006	C.	49682.	14504.	44777.	16149.	10442.	61369.	0.1349	0.	8280.	8280.
2007	C.	56904.	17071.	39833.	11116.	9869.	60817.	0.1245	0.	7574.	7574.
2008	C.	57549.	17265.	40285.	11116.	9295.	60696.	0.1149	0.	6577.	6577.
2009	C.	58195.	17459.	40737.	11116.	8722.	60574.	0.1061	0.	6427.	6427.
2010	-146518.	60807.	18242.	42565.	9604.	8148.	60317.	0.0979	-14367.	5507.	20294.

TOTAL DCF -623.

8.34 PER CENT

INTERNAL RATE OF RETURN (SEMI-PUBLIC CORP.)

(4) Debt Service Coverage Ratio (DSR)

To denote capability of credit repayment, the profit to sales revenue and the Debt Service Coverage Ratio (DSR) are shown in Appendix Table AP8-23. The average values for 25 years are as follows:

	<u>Public Corp.</u>	<u>Semi-public Corp.</u>
Profit to revenue	0.40%	0.28%
DSR	4.28	3.54

(Reference)

$$\text{DSR} = (\text{Depreciation amount} + \text{Net profit after tax} + \text{Interest payable}) / (\text{Principal repayable} + \text{Interest payable})$$

(5) Financial Statement

Cash flow statements are shown in Appendix Table AP8-24 and balance sheets are shown in Appendix Table AP8-25. In balance sheets, retained earnings is in the red until 1986, but it goes into the black after 1987 (the second year from the beginning of operation).

8.3.5 Sensitivity Analyses and Overall Evaluation

(1) Leasing Fee

Affects of changes in leasing fee for each facilities upon feasibility are extraordinarily large. The results of sensitivity analyses in terms of changes in the leasing fee for Alternative 333-1-1 are shown in Alternatives 333-1-2 ~ 5, Table 8-12 and graphically presented in Fig. 8-1.

(2) Terminal Facilities

For economic and social reasons it is desirable that each terminal has the full wide range of facilities: platform, offices, parking and employee facilities.

The results of sensitivity analyses in terms of different configurations of terminal facilities are shown in Alternatives 333-3-1 and 333-4-1.

(3) Land Acquisition Cost

Including land acquisition cost in the total project costs brings about the most radical change in IRR as shown in Alternatives 333-1-7, 333-2-1 and 333-4-1. Since the project is justified for its valuable contribution to the national economy, it is suggested that the government purchases the required land area at its expense.

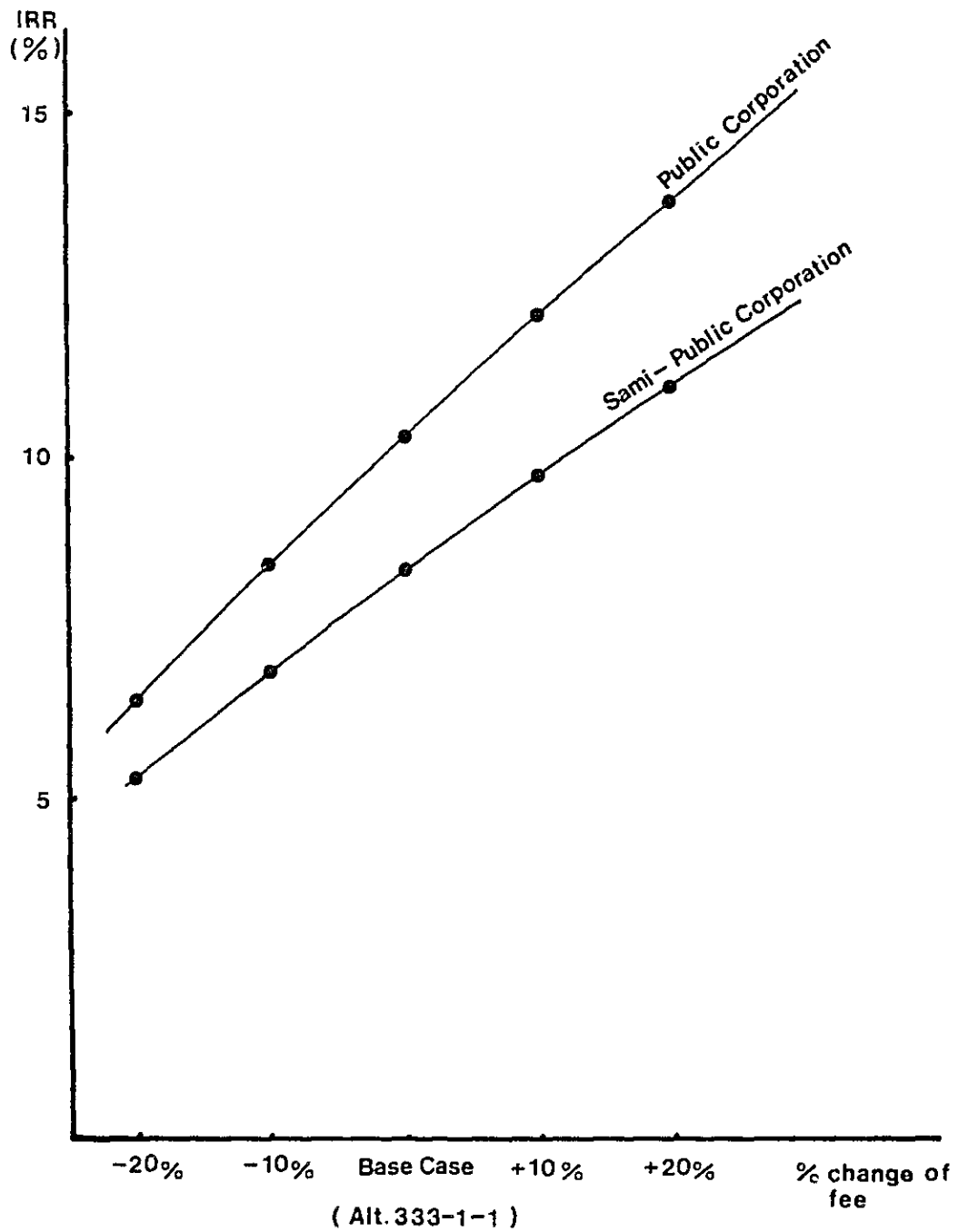
(4) Price Escalation

In the cases where the price escalation is introduced to investment cost and revenue, all figures are calculated as actual values as shown in Alternatives 333-1-6 and 333-1-7. The effects upon IRR with introduction of price escalation is quite high in actual terms.

Table 8-12 Results of Sensitivity Analysis

Alternative	Land acq. cost	Facilities	Fee (Baht/m <sup>2</sup> /yr.)	Public of Semi-public ownership	IRR (%)	Revenue/Cost Discount Rate			Average Profit p.a. (1,000Baht)	ROE (%)	DSR		
						8%	10%	12%					
333-1-1 (Base Case)	Deducted	M/E+M/SE+O/SE (All Truck Terminal Facilities)	T.T. 1,600	P	10.30	1.22	1.02	0.87	0.70	30,202	8.99	4.28	
			Office 3,200	S-P	8.34	1.03	0.87	0.74	0.60	21,157	6.30	3.54	
			Parking 240										
			Rel. facil. 3,200										
333-1-2	Deducted	"	All fees 10% up	P	12.05	1.40	1.18	1.00	0.81	37,305	11.25	4.90	
				S-P	9.72	1.15	0.98	0.84	0.68	26,393	7.87	3.97	
333-1-3	Deducted	"	All fees 20% up	P	13.73	1.58	1.33	1.13	0.91	45,261	13.50	5.51	
				S-P	11.01	1.28	1.08	0.93	0.75	31,683	9.45	4.41	
333-1-4	Deducted	"	All fees 10% down	P	8.43	1.04	0.87	0.74	0.59	22,586	6.74	3.65	
				S-P	6.87	0.90	0.76	0.65	0.53	15,810	4.72	3.10	
333-1-5	Deducted	"	All fees 20% down	P	6.41	0.86	0.72	0.61	0.49	15,018	4.48	3.01	
				S-P	5.32	0.77	0.65	0.56	0.45	10,513	3.14	2.65	
333-1-6	Deducted	"	Price escalation : All fees 7%/yr. Investment 10%/yr.	P	16.57	1.95	1.64	1.40	1.12	168,380	16.08	7.49	
				S-P	13.46	1.54	1.30	1.11	0.89	117,866	11.26	5.84	
333-1-7	Included	"	"	P	12.22	1.51	1.23	1.02	0.78	149,868	10.97	4.35	
				S-P	9.99	1.22	1.00	0.83	0.64	104,907	7.68	3.49	
333-2-1	Included	"	Same as Base Case	P	6.49	0.83	0.67	0.55	0.43	21,708	4.75	2.20	
				S-P	5.62	0.76	0.62	0.51	0.40	15,195	3.33	1.92	
333-3-1	Deducted	M/E (Main T.T. Elements)	T.T. 1,600	P	1.40	0.47	0.39	0.33	0.26	Δ 849	-	1.63	
				S-P	1.40	0.47	0.39	0.33	0.26	Δ 849	-	1.63	
333-4-1	Included	"	"	S	-	0.31	0.24	0.20	0.15	Δ20,192	-	0.12	
				S-P	-	0.31	0.24	0.20	0.15	Δ20,192	-	0.12	

Fig. 8-1 SENSITIVITY OF FINANCIAL IRR  
TO LEASING FEE CHANGE



### 8.3.6 Summary of Sensitivity Analysis

A rise in all truck terminal leasing fees by 20% would raise IRR by 3.43% over that of the Base Case and produce a financial IRR of 13.73% (refer to Table 8-12).

Introducing price escalation on the Base Case (for instance, 10% for investment cost and 7% for revenue) increases IRR by 6.27% over that of the Base Case, producing an IRR of 16.57%. The reason for the difference in IRR between constant prices and revenue escalation is that the investment finishes by 1999 while the revenue continues to increase until 2010.

### 8.3.7 Analysis of Return on Equity and IRR

ROE should increase to 20% if a semi-public (or private) corporation is to be expected to undertake the project profitably. This would mean, however, a low dividend rate (for example, of 10%) and retained earnings of the remaining portion (i.e., 10%). In order to attract private investors it is desirable to have the projection closer to 30% of ROE.

Although ROE has no direct relationship with IRR, it can be said the IRR should be more than 15.5% whether or not the required land area is provided by the government in order to interest a private corporation since the interest rate of the long-term local loans from the Industrial Finance Corporation of Thailand is 15.5% at present. In case of a public corporation, however, IRR should only be more than 5%, if the land is purchased at the government expense or exceed 8.5% if the land is purchased by the public corporation since the consolidated interest rate of the long-term local and foreign loans is 8.3%, if the land acquisition cost is included and 4.8%, if it is not included.

### 8.3.8 Financial Statement and Conclusions

The conclusions derived from financial analysis for the financial indicators of the Base Case (Alternative 333-1-1), is that the project is financially feasible assuming that this project is carried out by a public corporation and land will be provided by the government as part of its public service role.

It is, therefore, concluded that the elements of the project for Alternative 333-1-1 deserve to be implemented as a public undertaking as one of the major development projects in Thailand.



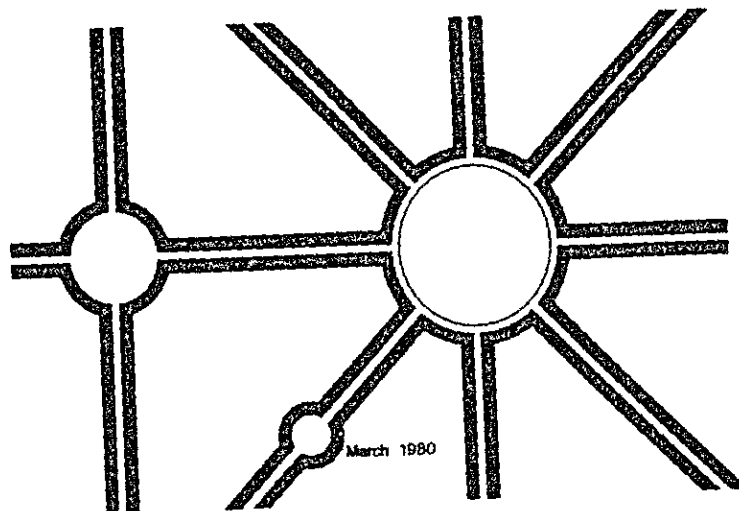


# APPENDICES

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**APPENDIX  
CHAPTER 1**

**TRUCK TERMINAL INTRODUCTION**





Appendix 1-1 Further Particulars on Selected Public Truck Terminals in Japan

Table 1-4 Ref. No.	1	2	3	4
Name of Company	Hokkaido Truck Terminal Co. Ltd.	Iwate Truck Terminal Co. Ltd.	K.K. Sendai Truck Terminal	Tohoku Highway Terminal Co. Ltd.
Date of Establishment	16 Nov. 1970	8 Nov. 1973	29 June 1960	1 Feb. 1975
Capital	¥300,000,000.-	¥230,000,000.-	¥100,000,000.-	¥225,000,000.-
Breakdown of	Hokkaido 10% Sapporo 16.67% Hokuto Finance Corp. 23.33% Private Source 50.0%	Iwate 26.1% Yabata, & Konan Villages Hokuto Finance Corp. 16.5% Morioka 4.4% Private 50.0%	Miyagi 2.0% Sendai Private 94.0%	Jpn. Mtr. Terminal Co. 20% Jpn. Road Corp. 20% Fukushima Private 10% Private 50%
Name of Terminal	Sapporo Truck Terminal	Iwate Truck Terminal	Sendai Truck Terminal	Koriyama Truck Terminal
Location	Sapporo-city	Shiba-gun Yabata cho	Sendai-city	Koriyama-city
License Issued on	26 Sept. 1970	26 Oct. 1973	7 June 1961	31 Oct. 1975
City Plan Established on	7 July 1967	2 March 1971	2 March 1961	2 May 1975
Commencement Date of Operation	27 Sept. 1971	1 Sept. 1974	1 Nov. 1962	Under Construction
Size	177 berths	42 berths	85 berths	45 berths
Total Size of Premises	79,464m <sup>2</sup>	27,605m <sup>2</sup>	42,032m <sup>2</sup>	37,650m <sup>2</sup>
Area Occupied by Buildings	16,015m <sup>2</sup>	4,946m <sup>2</sup>	8,063m <sup>2</sup>	4,868m <sup>2</sup>
Total Floor-space	18,019m <sup>2</sup>	4,946m <sup>2</sup>	13,293m <sup>2</sup>	5,194m <sup>2</sup>
Handling Capacity	4,246 t/d	1,050 t/d	830 t/d	1,125 t/d
Volume Actually Handled	2,083 t/d (July '75)	456 t/d (March '75)	966 t/d	-

Continued

Table AP1-1 Cont'd.

Table 1-4 Ref. No.	5	6	7	8	9
Name of Company	Japan Motor Terminal Co., Ltd.			Osaka Prefectural City Development Co., Ltd.	
Date of Establishment	28th July 1975			24th December 1975	
Capital	¥11,648,000,000.-			¥4,000,000,000.-	
Breakdown of Capital	Central Govt. Tokyo Metropolitan Govt. Private Source	33.0% 31.8% 35.2%		Osaka Pref. Govt. Private Source (gas & electricity Co. 25.5%, banks 25.5%)	49.0% 51.0%
Name of Terminal	Keihin Truck Terminal	Itabashi Truck Terminal	Adachi Truck Terminal	Higashi-Osaka Truck Terminal	Kita-Osaka Truck Terminal
Location	Ohta-ku	Itabashi-ku	Adachi-ku	Higashi Osaka City	Ibaragi-city
License Issued on	1 Oct. 1966	11 Nov. 1969	16 Dec. 1973	28 Jan. 1966	27 Dec. 1972
City Plan Established on	12 March 1968	8 Feb. 1971	13 March 1969	6 Apr. 1967	28 Dec. 1968
Commencement Date of Operation	14 June 1968	21 Oct. 1970	April 1977	15 Feb. 1968	1 Marc. 1974
Size	433 berths	320 berths	340 berths	312 berths	424 berths
Total Size of Premises	222,887m <sup>2</sup>	115,830m <sup>2</sup>	113,328m <sup>2</sup>	165,349m <sup>2</sup>	221,300m <sup>2</sup>
Area Occupied by Buildings	72,082m <sup>2</sup>	43,034m <sup>2</sup>	27,251m <sup>2</sup>	29,974m <sup>2</sup>	38,434m <sup>2</sup>
Total Floorspace	114,078m <sup>2</sup>	76,407m <sup>2</sup>	33,795m <sup>2</sup>	33,660m <sup>2</sup>	47,949m <sup>2</sup>
Handling Capacity	12,000 t/d	7,000 t/d	7,000 t/d	6,900 t/d	10,000 t/d
Volume Actually Handled	9,801 t/d (Dec. '75)	5,888 t/d (Dec. '75)	-	6,141 t/d (Oct. '75)	6,439 t/d (Oct. '75)

Continued

Table API-1 Cont'd.

Table 1-4 Ref. No.	10	11	12	13	14	15
Name of Company	Osaka Southern Port Complex Terminal Co. Ltd.	Kobe Truck Terminal Co., Ltd.	Okayama Pref. Truck Terminal Co., Ltd.	Hiroshima Prefectural Distribution Center Co. Ltd.	Shikoku Truck Terminal Co., Ltd.	Kyushu Highway Terminal Co., Ltd.
Date of Establishment	10 July 1974	31 Aug. 1972	31 July 1973	13 Mar. 1975	22 Apr. 1970	11 Dec. 1974
Capital	¥1,000,000,000	¥5,000,000	¥5,000,000,000	¥410,000,000	¥230,000,000	¥275,000,000
Breakdown of Capital	Osaka city Private Source 50% Private Source 50%	Private Source 100% (Taiwan Sugar Co.)	Private Source 100%	Hiroshima city Private Source 60% Private Source 40%	Private Source 100%	Japan Motor Terminal Co. Ltd. 20% Jpn. Road Corp 20% Kumamoto Pref. Private Source 10% Private Source 50%
Name of Terminal	Osaka Southern Port Truck Terminal	Kobe Truck Terminal	Okayama Pref. Truck Terminal	Hiroshima West Truck Terminal	Shintoku Truck Terminal	Kumamoto Truck Terminal
Location	Osaka-city	Kobe-city	Okayama-city	Hiroshima-city	Takamatsu-city	Kumamoto-city
License Issued on	28 May 1975	3 May 1973	23 Aug. 1974	Under Procedure	16 May 1971	12 Apr. 1975
City Plan Established on	Pending	Pending	23 Aug. 1974	Under Construction	12 Aug. 1971	12 Apr. 1975
Commencement Date of Operation	4 Oct. 1976	22 Nov. 1973	3 Apr. 1975	Under Construction	12 Aug. 1971	Under Construction
Size	180 berths	76 berths	180 berths	72 berths	84 berths	70 berths
Total Size of Premises	81,129m <sup>2</sup>	20,860m <sup>2</sup>	158,941m <sup>2</sup>	38,273m <sup>2</sup>	76,033m <sup>2</sup>	62,600m <sup>2</sup>
Area Occupied by Buildings	25,886m <sup>2</sup>	9,479m <sup>2</sup>	20,602m <sup>2</sup>	7,798m <sup>2</sup>	13,388m <sup>2</sup>	7,973m <sup>2</sup>
Total Floorspace	28,033m <sup>2</sup>	9,685m <sup>2</sup>	23,272m <sup>2</sup>	8,430m <sup>2</sup>	33,234m <sup>2</sup>	8,409m <sup>2</sup>
Handling Capacity	4,500 t/d	900 t/d	4,500 t/d	1,800 t/d	2,300 t/d	1,750 t/d
Volume Actually Handled	-	800 t/d	1,671 t/d (Sept. '75)	-	874 t/d (Average '74)	-

Source: Ministry of Transport Statistics

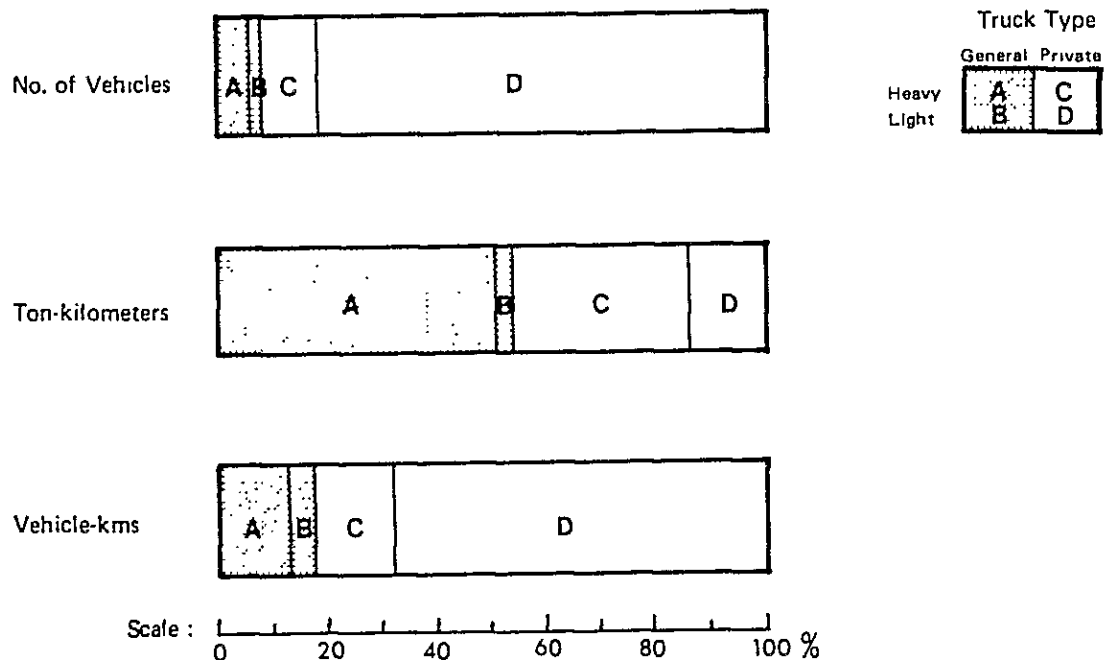
Appendix 1-2 Trucking Industry in Japan

In Japan, trucking business requires a business licence in accordance with the "Road Transport Act", established in 1961. The freight charges of truck transport need government approval which carries the obligation to accept public cargoes. Trucking is a public service.

By their respective customers, the trucking can be divided into two groups: "general" trucking (common carriers) rendering services to many and unspecified customers, and "exclusive" trucking (private carriers) catering to the specified customers the general type trucking can be further divided into "small lot cargo transport" and "chartered cargo transport" according to the type of cargoes they carry. The former is called general line-haul truck transport and the latter general district truck transport.

In terms of numbers of vehicles, light private vehicles (83%) are most numerous; however, in terms of efficiency of tons carried per vehicle, general line-haul vehicles are most efficient (52%) as shown below in Fig. AP1-1.

Fig. AP1-1 Comparison of General and Private Vehicle Numbers and Efficiencies in Japan



Source: MOT, Japan 1975-6.

The high share of private-owned trucks in total number of trucks are due to the facts that these trucks provide administrative and commercial services such as collecting money or rendering after-sales service, and that they carry out regular business of transporting their materials or products, which are not handled by general operators. Selection for using the services of one of these carriers rest entirely up to the

customer's economic value judgement. It is, therefore, important for common carrier truck operators to push forward qualitative improvement of their business, instead of remaining as mere cargo transporters, so as to be able to provide services according to the needs of user's. This, in the end, will lead to their market expansion as well as to the improvement of their transport efficiency.

(1) General line-haul transport

General line-haul trucking business can be classified into transport services and collection and delivery services. Basically, they render regular carrier services on the prescribed routes transporting mixed cargoes in small lots. Collection, delivery and transit through city routes have to be carried out by small-sized trucks for which truck terminals play an important role as a linking pin.

As of March 1978, there were 379 general line-haul operators in Japan with a total fleet of 43,526 vehicles or an average about 115 vehicles per operator. The distribution of vehicles, employees and capital for general line-haul operators in Japan for 1978 is shown below in Table AP1-2.

Table AP1-2 Characteristics of General Line-Haul Truck Operators in Japan, 1978

Line-haul trucks (veh)	No. of Operators	(%)	Employees	No. of Operators	(%)	Capital (million ¥)	No. of Operators	(%)
Total	368	100.0	Total	368	100.0	Total	368	100.0
1-5	101	27.4	1-10	92	25.0	< 1	18	4.9
6-10	54	14.7	11-20	48	13.0	1-3	47	12.8
11-20	52	14.1	21-30	23	6.2	3-5	31	8.4
21-30	35	9.5	31-50	35	9.5	5-10	47	12.8
31-50	28	7.6	51-100	53	14.4	10-30	87	23.6
51-100	39	10.6	101-200	39	10.6	30-50	56	15.2
101-200	22	6.0	201-300	22	6.0	50-100	33	9.0
201-500	18	4.9	401-1000	30	8.2	100+	48	13.0
500+	19	5.2	1001+	26	7.1	Other	1	0.3

Source: MOT, Japan

General line-haul operators are being organized into three groups according to their road network coverage: large trucking firms covering nationwide networks, middle scale firms covering provincial networks and small to medium scale truckers covering local networks. The large trucking firms covering nationwide networks comprise less than one per cent of all line-haul trucking operators, but their share in total income of all line-haul trucking is as high as 74 per cent. As the improvement of transport network for small lot cargoes is necessary for growth of the national economy, the modernization measures

such as operational tie-up, business amalgamation and consolidation have been pushed forward. The number of nationwide trucking operators have, therefore, been decreasing annually since 1960.

The main characteristic of line-haul truck transport is the emphasis on transport services to general customers featuring its speed, convenience and reliability in transporting cargoes in small lots. The leading line-haul trucking firms are trying to improve and expand their main line-haul areas by making further investment and mobilizing their capacity for organization. Other small to medium-sized trucking operators, on the other hand, are cultivating and strengthening their block and local areas by concluding joint transport agreements among themselves.

However, with the emergence of various traffic problems in big cities (traffic congestion, pollution and traffic control), collection and delivery efficiency within cities has been greatly impeded. Entry of large-sized trucks into cities was blocked. Loading and unloading operations were slowed due to heavy traffic. With a view to overcoming these problems, truck terminals have been established at the major nodal points at the periphery of cities. They are indispensable for the improvement of efficiency in transporting mixed cargoes in small lots.

(2) General District Truck Transport (Chartered Truck Transport)

District trucking business (or chartered trucking business) is licenced to operate in the area according to the division of administrative districts (i.e., by prefecture). Their business is closely related to the industries in the local community, and as such district trucking is also called a community-based transport. In 1978, 32,278 district truck operators (including those which operate on an exclusive basis) were engaged in business. This number is increasing annually because the government is liberal in giving business licence to all those who can meet certain qualifications for the convenience of customers.

About 80 per cent of district truck operators have territories of operation within a radius of 100 kilometers (within the limits of their respective neighbouring prefectures). However, it should be noted that long and middle distance trucking services are increasing in demand due to the improvement of road condition and flexibility of truck transport charges. This has resulted in lowering the volume of cargo transported by the railway as can be seen in Table AP1-3 below.

Table AP1-3 Modal Split of Cargoes Transported by Distance  
(1976)

Classification Distance	Japanese National Railways		District Trucks		Line-haul Trucks	
	Tonnage (1,000t)	%	Tonnage (1,000t)	%	Tonnage (1,000t)	%
Total	129,383	100.0	1,266,898	100.0	44,829	100.0
1 - 100 <sup>km</sup>	44,475	34.4	1,018,586	80.4	5,648	12.6
101 - 200	30,799	23.8	115,288	9.1	8,024	17.9
201 - 300	16,460	12.7	49,409	3.9	6,455	14.4
301 - 400	10,482	8.1	32,939	2.6	7,442	16.6
401 - 500	6,405	5.0	15,203	1.2	3,855	8.6
501 - 600	4,181	3.2	12,669	1.0	4,573	10.2
601 - 700	3,547	2.7	8,868	0.7	3,048	6.8
more than 701	13,034	10.1	13,936	1.1	5,783	12.9

Source: Ministry of Transport Statistics 1977

District trucks handle practically all kinds of goods and play a supplementary role to other modes of transport (railway, ship, airplane) at both their arrival and departure points. Their activities are unique in the sense that they can be either competitors or collaborators vis-a-vis other modes of transport.

District trucks transport 90 per cent of entire volume of cargoes transported by business trucks and thus assume a large importance in the national economy. However, 98 per cent of all district truck operators are of small to medium sized businesses out of which 74 percent are small-sized operators with less than 20 employees. As these small-sized operators are not financially sound, the Japanese Government is taking various measures to strengthen their finances. Towards this end, the government in 1965 designated them as a specific industry under Smaller Enterprise Modernization Promotion Law to promote their modernization on a five-year basis. This has encouraged them to participate in the activities of improving their industrial structure within a legal framework by organizing cooperatives and establishing joint facilities since 1972. These programs are achieving favourable results.





**APPENDIX  
CHAPTER 5**

**TERMINAL FACILITIES DESIGN**



Table AP5-1 FOREIGN AND LOCAL CURRENCY PORTIONS AND FINANCIAL COSTS BY STAGE  
 Project Elements: Total Complex  
 Terminal - N  
 Alternative - 33

FINANCIAL COST

(Unit: 1,000 Baht)

Facilities	Components	Stage-1			Stage-2			Stage-3			Stage-4			Sub-Total	Total
		Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total		
Earth Work	1. Clearing & Grubbing	274	823	1,097	0	0	0	0	0	0	0	0	0	0	1,097
	2. Embankment	40,987	77,174	118,161	0	0	0	0	0	0	0	0	0	0	118,161
Drainage Facilities:	3. RC-Pipe Culvert, D=40	1,535	142	1,677	0	0	0	0	0	0	0	0	0	0	1,677
	4. " D=100	4,887	635	5,522	0	0	0	0	0	0	0	0	0	0	5,522
Pavement:	5. U-Ditch, 0.3 x 0.5	517	129	646	939	235	1,174	747	187	934	608	152	760	0	3,514
	6. "1.0 x	5,787	1,321	7,108	0	0	0	0	0	0	0	0	0	0	7,108
Buildings:	7. Cement Concrete Pavement	26,968	11,134	38,102	6,797	2,806	9,603	2,462	1,016	3,478	2,462	1,016	3,478	0	54,661
	8. Asphaltic Concrete Pavement	614	1,187	1,801	0	0	0	0	0	0	0	0	0	0	1,801
Yards:	9. Transshipment Platform	0	0	0	5,034	5,034	10,068	5,034	5,034	10,068	5,034	5,034	10,068	0	30,204
	10. Control & Business Offices	0	0	0	8,422	8,422	16,844	2,904	2,904	5,808	2,904	2,904	5,808	0	28,460
Other:	11. Warehouses/Temporary Storehouse	0	0	0	18,029	18,029	36,058	24,883	24,883	49,766	16,589	16,589	33,178	0	119,002
	12. Garage	0	0	0	13,824	13,824	27,648	0	0	0	0	0	0	0	27,648
Sub-total Construction Cost	13. Fuel Station	0	0	0	6,977	6,977	13,954	0	0	0	0	0	0	0	13,954
	14. Repair Shop	0	0	0	5,076	5,076	10,152	0	0	0	0	0	0	0	10,152
Other:	15. Parking Yard	5,371	2,218	7,589	3,855	1,592	5,447	2,014	832	2,846	6,638	2,741	9,379	0	15,882
	16. Docking Yard	0	0	0	6,638	2,741	9,379	9,403	3,882	13,285	6,638	2,741	9,379	0	32,043
Total-Terminal Cost	17. Other Facilities	8,694	9,476	18,170	7,559	6,474	14,033	4,745	3,874	8,619	3,424	2,844	6,268	0	47,090
	Sub-total Construction Cost	95,634	104,239	199,873	83,150	71,210	154,360	52,192	42,162	94,804	37,659	31,280	68,939	0	517,976
Other:	18. Land Acquisition	150,919	0	150,919	0	0	0	0	0	0	0	0	0	0	150,919
	19. Compensation	15,092	0	15,092	0	0	0	0	0	0	0	0	0	0	15,092
Total-Terminal Cost	20. Final Engineering & Supervision	9,563	10,424	19,987	8,315	7,121	15,436	5,219	4,261	9,480	3,766	3,128	6,894	0	51,797
	21. Contingencies	40,681	17,200	57,881	13,720	11,750	25,470	8,612	7,031	15,643	6,214	5,161	11,375	0	110,369
Total-Terminal Cost		311,889	131,863	443,752	105,185	90,081	195,266	66,023	53,904	119,927	47,639	39,569	87,208	0	846,153

Table AP5-2 FOREIGN AND LOCAL CURRENCY PORTIONS AND FINANCIAL COSTS BY STAGE  
 Project Elements: Total Complex  
 Terminal - E  
 Alternative - 33

FINANCIAL COST

(Unit: 1,000 Baht)

Facilities	Components	Stage-1			Stage-2			Stage-3			Stage-4			
		Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	
														Total
Earth Work:	1. Clearing & Grubbing	189	568	757	0	0	0	0	0	0	0	0	0	757
	2. Embankment	24,250	45,659	69,909	0	0	0	0	0	0	0	0	0	69,909
Drainage Facilities:	3. RC-Pipe Culvert, D=40	973	90	1,063	0	0	0	0	0	0	0	0	0	1,063
	4. " , D=100	4,140	538	4,678	0	0	0	0	0	0	0	0	0	4,678
	5. U-Ditch, 0.3 x 0.5	356	89	445	642	160	802	802	200	1,002	321	80	401	2,650
	6. " , 1.0 x	4,946	1,129	6,075	0	0	0	0	0	0	0	0	0	6,075
Pavement:	7. Cement Concrete Pavement	22,207	9,169	31,376	6,338	2,617	8,955	2,375	981	3,356	2,375	981	3,356	47,043
	8. Asphaltic Concrete Pavement	614	1,187	1,801	0	0	0	0	0	0	0	0	0	1,801
Buildings:	9. Transshipment Platform	0	0	0	4,738	4,738	9,476	4,738	4,738	9,476	4,738	4,738	9,476	28,428
	10. Control & Business Offices	0	0	0	12,168	12,168	24,336	4,356	4,356	8,712	4,356	4,356	8,712	41,760
	11. Warehouses/Temporary Storehouse	0	0	0	7,476	7,476	14,952	9,055	9,055	18,110	0	0	0	33,062
	12. Garage	0	0	0	13,824	13,824	27,648	0	0	0	0	0	0	27,648
	13. Fuel Station	0	0	0	6,977	6,977	13,954	0	0	0	0	0	0	13,954
	14. Repair Shop	0	0	0	4,653	4,653	9,306	0	0	0	0	0	0	9,306
	15. Parking Yard	4,118	1,700	5,818	3,577	1,477	5,054	1,190	491	1,681	0	0	0	12,553
	16. Docking Yard	0	0	0	3,715	1,534	5,249	1,044	431	1,475	1,044	431	1,475	8,199
Yards:	17. Other Facilities	6,179	6,013	12,192	6,411	5,562	11,973	2,356	2,025	4,381	1,283	1,059	2,342	30,888
	Sub-total Construction Cost	67,972	66,142	134,114	70,519	61,186	131,705	25,916	22,277	48,193	14,117	11,645	25,762	339,774
Other:	18. Land Acquisition	38,977	0	38,977	0	0	0	0	0	0	0	0	0	38,977
	19. Compensation	3,973	0	3,973	0	0	0	0	0	0	0	0	0	3,973
	20. Final Engineering & Supervision	6,797	6,614	13,411	7,052	6,119	13,171	2,592	2,228	4,820	1,412	1,165	2,577	33,979
	21. Contingencies	17,658	10,913	28,571	11,636	10,096	21,732	4,276	3,676	7,952	2,529	1,922	4,451	62,706
	Total-Terminal Cost	135,377	83,669	219,046	89,207	77,401	166,608	32,784	28,181	60,965	17,858	14,732	32,590	479,209

Table AP5-3 FOREIGN AND LOCAL CURRENCY PORTIONS AND FINANCIAL COSTS BY STAGE  
 Project Elements: Total Complex Terminal - W  
 Alternative - 33  
 (Unit: 1,000 Baht)

Facilities	Components	Stage-1			Stage-2			Stage-3			Stage-4			
		Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	
Earth Work:	1. Clearing & Grubbing	221	662	883	0	0	0	0	0	0	0	0	883	
	2. Embankment	32,943	62,028	94,971	0	0	0	0	0	0	0	0	94,971	
Drainage Facilities:	3. RC-Pipe Culvert, D=40	1,168	108	1,276	0	0	0	0	0	0	0	0	1,276	
	4. " , D=100	4,388	570	4,958	0	0	0	0	0	0	0	0	4,958	
	5. U-Ditch, 0.3 x 0.5	356	89	445	810	203	1,013	503	126	629	503	126	629	2,716
6. " , 1.0 x	5,209	1,189	6,398	0	0	0	0	0	0	0	0	0	6,398	
Pavement:	7. Cement Concrete Pavement	24,389	10,069	34,458	4,833	1,996	6,829	2,325	960	3,285	2,325	960	3,285	47,857
	8. Asphaltic Concrete Pavement	614	1,187	1,801	0	0	0	0	0	0	0	0	0	1,801
Buildings:	9. Transshipment Platform	0	0	0	4,442	4,442	8,884	4,442	4,442	8,884	4,442	4,442	8,884	26,652
	10. Control & Business Offices	0	0	0	9,808	9,808	19,616	4,356	4,356	8,712	4,356	4,356	8,712	37,040
	11. Warehouses/Temporary Storehouse	0	0	0	13,137	13,137	26,274	14,622	14,622	29,244	11,697	11,697	23,394	78,912
	12. Garage	0	0	0	13,824	13,824	27,648	0	0	0	0	0	0	27,648
13. Petrol Station	0	0	0	6,977	6,977	13,954	0	0	0	0	0	0	13,954	
14. Maintenance Shop	0	0	0	4,442	4,442	8,884	0	0	0	0	0	0	8,884	
Yards:	15. Parking Yard	3,581	1,478	5,059	2,387	986	3,373	1,227	507	1,734	0	0	0	10,166
	16. Docking Yard	0	0	0	4,876	2,013	6,889	5,850	2,415	8,265	5,850	2,415	8,265	23,419
	17. Other Facilities	7,287	7,738	15,025	6,554	5,782	12,336	3,333	2,742	6,075	2,917	2,400	5,317	38,753
Sub-total Construction Cost		80,156	85,118	165,274	72,090	63,610	135,700	36,658	30,170	66,828	32,090	26,396	58,486	426,288
Other:	18. Land Acquisition	30,468	0	30,468	0	0	0	0	0	0	0	0	0	30,468
	19. Compensation	3,091	0	3,091	0	0	0	0	0	0	0	0	0	3,091
	20. Final Engineering & Supervision	8,016	8,511	16,527	7,209	6,361	13,570	3,666	3,017	6,683	3,209	2,640	5,849	42,629
	21. Contingencies	18,260	14,044	32,304	11,895	10,496	22,391	6,048	4,979	11,027	5,295	4,355	9,650	75,372
Total-Terminal Cost		139,991	107,673	247,664	91,194	80,467	171,661	46,372	38,166	84,538	40,594	33,391	73,985	577,848

Table AP5-4 FOREIGN AND LOCAL CURRENCY PORTIONS AND FINANCIAL COSTS BY STAGE  
 Project Elements: Total Complex Terminal - B  
 Alternative - 33  
 (Unit: 1,000 Baht)

FINANCIAL COST

Facilities	Components	Stage-1			Stage-2			Stage-3			Stage-4		
		Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total
Earth Work:	1. Clearing & Brubbing	252	756	1,008	0	0	0	0	0	0	0	0	0
	2. Embankment	37,650	70,890	108,540	0	0	0	0	0	0	0	0	0
Drainage Facilities:	3. RC-Pipe Culvert, D=40	1,572	145	1,717	0	0	0	0	0	0	0	0	0
	4. " " D=100	4,666	606	5,272	0	0	0	0	0	0	0	0	0
	5. U-Ditch, 0.3 x 0.5	1,186	296	1,482	731	183	914	244	61	305	0	0	0
	6. " " 1.0 x	5,506	1,257	6,763	0	0	0	0	0	0	0	0	0
Pavement:	7. Cement Concrete Pavement	29,589	12,217	41,806	6,994	2,888	9,882	6,994	2,888	9,882	0	0	0
	8. Asphaltic Concrete Pavement	614	1,187	1,801	0	0	0	0	0	0	0	0	0
Buildings:	9. Trausshipment Platform	18,950	18,950	37,900	14,213	14,213	28,426	14,213	14,213	28,426	0	0	0
	10. Control & Business Offices	36,489	36,489	72,978	13,068	13,068	26,136	13,068	13,068	26,136	0	0	0
	11. Warehouses/Temporary Storehouse	1,440	1,440	2,880	0	0	0	0	0	0	0	0	0
	12. Garage	13,824	13,824	27,648	0	0	0	0	0	0	0	0	0
Yards:	13. Petrol Station	6,977	6,977	13,954	6,977	6,977	13,954	0	0	0	0	0	0
	14. Maintenance Shop	6,345	6,345	12,690	6,345	6,345	12,690	0	0	0	0	0	0
	15. Parking Yard	4,150	1,713	5,863	5,073	2,094	7,167	0	0	0	0	0	0
Sub-total Construction Cost	16. Docking Yard	4,177	1,725	5,902	3,133	1,294	4,427	3,133	1,294	4,427	0	0	0
	17. Other Facilities	17,338	17,482	34,820	5,653	4,706	10,359	3,765	3,152	6,917	0	0	0
Other:	Sub-total Construction Cost	190,725	192,299	383,024	62,187	51,768	113,955	41,417	34,676	76,093	0	0	0
	18. Land Acquisition	609,158	0	609,158	0	0	0	0	0	0	0	0	0
	19. Compensation	61,017	0	61,017	0	0	0	0	0	0	0	0	0
	20. Final Engineering & Supervision	19,072	19,230	38,302	6,219	5,179	11,398	4,142	3,468	7,610	0	0	0
	21. Contingencies	131,996	31,729	163,725	10,261	8,542	18,803	6,834	5,722	12,556	0	0	0
	Total-Terminal Cost	1,011,968	243,258	1,255,226	78,667	65,489	144,156	52,393	43,866	96,259	0	0	0
													1,495,641

Table AP5-5 FOREIGN AND LOCAL CURRENCY PORTIONS AND FINANCIAL COSTS BY STAGE  
 Project Elements: T.T. + Warehouses  
 Terminal - N  
 Alternative - 33

(Unit: 1,000 Baht)

Facilities	Components	Stage-1			Stage-2			Stage-3			Stage-4			
		Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	
Earth Work:	1. Clearing & Rubbing	192	578	770	0	0	0	0	0	0	0	0	0	770
	2. Embankment	28,773	54,176	82,949	0	0	0	0	0	0	0	0	0	82,949
Drainage Facilities:	3. RC-Pipe Culvert, D= 40	1,078	100	1,178	0	0	0	0	0	0	0	0	0	1,178
	4. " , D=100	3,431	446	3,877	0	0	0	0	0	0	0	0	0	3,877
	5. U-Ditch, 0.3 x 0.5	363	91	454	563	141	704	747	187	934	608	152	760	2,852
	6. " , 1.0 x	4,062	927	4,989	0	0	0	0	0	0	0	0	0	4,989
Pavement:	7. Cement Concrete Pavement	18,932	7,816	26,748	4,078	1,684	5,762	2,462	1,016	3,478	2,462	1,016	3,478	39,466
	8. Asphaltic Concrete Pavement	614	1,187	1,801	0	0	0	0	0	0	0	0	0	1,801
Building:	9. Transshipment Platform	0	0	0	5,034	5,034	10,068	5,034	5,034	10,068	5,034	5,034	10,068	30,204
	10. Control & Business Offices	0	0	0	8,422	8,422	16,844	2,904	2,904	5,808	2,904	2,904	5,808	28,460
	11. Warehouses/Temporary Storehouse	0	0	0	18,029	18,029	36,058	24,888	24,888	49,776	16,589	16,589	33,178	119,012
	12. Garage	0	0	0	0	0	0	0	0	0	0	0	0	0
Yards:	13. Patrol Station	0	0	0	6,977	6,977	13,954	0	0	0	0	0	0	13,954
	14. Maintenance Shop	0	0	0	5,076	5,076	10,152	0	0	0	0	0	0	10,152
Other:	15. Parking Yard	0	0	0	3,855	1,592	5,447	2,014	832	2,846	0	0	0	8,293
	16. Docking Yard	0	0	0	6,638	2,741	9,379	9,403	3,882	13,285	6,638	2,741	9,379	32,043
	17. Other Facilities	5,744	6,532	12,276	5,867	4,970	10,837	4,745	3,874	8,619	3,424	2,844	6,268	38,000
Sub-total Construction Cost		63,189	71,853	135,042	64,539	54,666	119,205	52,192	42,612	94,804	37,659	31,280	68,939	417,990
Other:	18. Land Acquisition	105,945	0	105,945	0	0	0	0	0	0	0	0	0	105,945
	19. Compensation	10,595	0	10,595	0	0	0	0	0	0	0	0	0	10,595
	20. Final Engineering & Supervision	6,319	7,185	13,504	6,454	5,467	11,921	5,219	4,261	9,480	3,766	3,128	6,894	41,799
	21. Contingencies	27,907	11,856	39,763	10,649	9,020	19,669	8,612	7,031	15,643	6,214	5,161	11,375	86,450
Total-Terminal Cost		213,955	90,894	304,849	81,643	69,152	150,795	66,023	53,904	119,927	47,639	39,569	87,208	662,779

Table AP5-6 FOREIGN AND LOCAL CURRENCY PORTIONS AND FINANCIAL COSTS BY STAGE

FINANCIAL COST

Project Elements: T.I. + Warehouses  
Terminal - E  
Alternative - 33

Facilities	Components	(Unit: 1,000 Baht)													
		Stage-1			Stage-2			Stage-3			Stage-4				
		Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Total	
Earth Work:	1. Clearing & Grubbing	123	370	493	0	0	0	0	0	0	0	0	0	0	493
	2. Embankment	15,787	29,724	45,511	0	0	0	0	0	0	0	0	0	0	45,511
Drainage Facilities:	3. RC-Pipe Culvert, D= 40	633	59	692	0	0	0	0	0	0	0	0	0	0	692
	4. " " D=100	2,695	350	3,045	0	0	0	0	0	0	0	0	0	0	3,046
	5. U-Ditch, 0.3 x 0.5	232	58	290	385	96	481	802	200	1,002	80	401	401	401	2,174
	6. " 1.0 x	3,220	735	3,955	0	0	0	0	0	0	0	0	0	0	3,955
Pavement:	7. Cement Concrete Pavement	14,457	5,969	20,426	3,803	1,570	5,373	2,375	981	3,356	2,375	981	3,356	3,356	32,511
	8. Asphaltic Concrete Pavement	614	1,187	1,801	0	0	0	0	0	0	0	4,738	4,738	4,738	6,539
Buildings:	9. Transshipment Platform	0	0	0	4,738	4,738	9,476	4,738	4,738	9,476	4,738	4,356	9,094	9,094	28,046
	10. Control & Business Offices	0	0	0	9,734	9,734	19,468	4,356	4,356	8,712	4,356	0	4,356	4,356	32,536
	11. Warehouses/Temporary Storehouse	0	0	0	7,476	7,476	14,952	9,055	9,055	18,110	0	0	0	0	33,062
	12. Garage	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13. Petrol Station	0	0	0	6,977	6,977	13,954	0	0	0	0	0	0	0	13,954
	14. Maintenance Shop	0	0	0	4,553	4,553	9,306	0	0	0	0	0	0	0	9,306
Yards:	15. Parking Yard	0	0	0	3,577	1,477	5,054	1,190	491	1,681	0	0	0	0	6,735
	16. Docking Yard	0	0	0	3,715	1,534	5,249	1,044	431	1,475	1,044	431	1,475	1,475	8,199
	17. Other Facilities	3,776	3,845	7,621	4,506	3,826	8,332	2,356	2,025	4,381	1,283	1,059	2,342	2,342	22,676
	Sub-total Construction Cost	41,537	42,297	83,834	49,564	42,081	91,645	25,916	22,277	48,193	14,117	11,645	25,762	25,762	249,434
Other:	18. Land Acquisition	25,374	0	25,374	0	0	0	0	0	0	0	0	0	0	25,374
	19. Compensation	2,586	0	2,586	0	0	0	0	0	0	0	0	0	0	2,586
	20. Final Engineering & Supervision	4,154	4,230	8,384	4,956	4,208	9,164	2,592	2,228	4,820	1,412	1,164	2,576	2,576	24,944
	21. Contingencies	11,048	6,979	18,027	8,178	6,943	15,121	4,276	3,676	7,952	2,329	1,921	4,250	4,250	45,350
	Total-Terminal Cost	84,699	53,506	138,205	62,698	53,232	115,930	32,784	28,181	60,965	17,858	14,730	32,588	32,588	347,688



FINANCIAL COST

Table AP5-7 FOREIGN AND LOCAL CURRENCY PORTIONS AND FINANCIAL COSTS BY STAGE

Project Elements: T.T. + Warehouses  
Terminal - W  
Alternative - 33

(Unit: 1,000 Baht)

Facilities	Components	Stage-1			Stage-2			Stage-3			Stage-4			
		Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	
														Total
Earth Work:	1. Clearing & Grubbing	173	518	691	0	0	0	0	0	0	0	0	0	691
	2. Embankment	25,761	48,506	74,267	0	0	0	0	0	0	0	0	0	74,267
	3. RC-Pipe Culvert, D= 40	913	84	997	0	0	0	0	0	0	0	0	0	997
	4. " " , D=100	3,431	446	3,877	0	0	0	0	0	0	0	0	0	3,877
	5. U-Ditch, 0.3 x 0.5	278	70	348	486	122	608	503	126	629	503	126	629	2,214
	6. " 1.0 x	4,073	930	5,003	0	0	0	0	0	0	0	0	0	5,003
Pave-ment:	7. Cement Concrete Pavement	19,072	7,874	26,946	2,900	1,198	4,098	2,325	960	3,285	2,325	960	3,285	37,614
	8. Asphaltic Concrete Pavement	614	1,187	1,801	0	0	0	0	0	0	0	0	0	1,801
Build-ings:	9. Transshipment Platform	0	0	0	4,442	4,442	8,884	4,442	4,442	8,884	4,442	4,442	8,884	26,652
	10. Control & Business Offices	0	0	0	7,356	7,356	14,712	4,356	4,356	8,712	4,356	4,356	8,712	32,136
	11. Warehouses/Temporary Storehouse	0	0	0	13,137	13,137	26,274	14,622	14,622	29,244	11,697	11,697	23,394	78,912
	12. Garage	0	0	0	0	0	0	0	0	0	0	0	0	0
	13. Petrol Station	0	0	0	6,977	6,977	13,954	0	0	0	0	0	0	13,954
	14. Maintenance Shop	0	0	0	4,442	4,442	8,884	0	0	0	0	0	0	8,884
Yards:	15. Parking Yard	0	0	0	2,387	986	3,373	1,227	507	1,734	0	0	0	5,107
	16. Docking Yard	0	0	0	4,876	2,013	6,889	5,850	2,415	8,265	5,850	2,415	8,265	23,419
	17. Other Facilities	5,432	5,961	11,393	4,700	4,067	8,767	3,333	2,742	7,805	2,917	2,400	5,317	31,553
Sub-total Construction Cost		59,747	65,576	125,323	51,703	44,740	96,443	36,658	30,170	66,828	32,090	26,396	58,486	347,080
Other:	18. Land Acquisition	23,826	0	23,826	0	0	0	0	0	0	0	0	0	23,826
	19. Compansation	2,417	0	2,417	0	0	0	0	0	0	0	0	0	2,417
	20. Final Engineering & Supervision	5,975	6,558	12,533	5,170	44,74	9,644	3,666	3,017	6,683	3,209	2,640	5,849	34,709
	21. Contingencies	13,795	10,820	24,615	8,531	7,382	15,913	6,048	4,979	11,027	5,295	4,355	9,650	61,205
Total-Terminal Cost		105,760	82,954	188,714	65,404	56,596	122,000	46,372	38,166	84,538	40,594	33,391	73,985	469,237

Table AP5-8 FOREIGN AND LOCAL CURRENCY PORTIONS AND FINANCIAL COSTS BY STAGE

FINANCIAL COST

Project Elements: T.T. + Warehouses  
Terminal - C  
Alternative - 33

(Unit: 1,000 Baht)

Facilities	Components	Stage-1			Stage-2			Stage-3			
		Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	
Earth Work:	1. Clearing & Grubbing	224	671	895	0	0	0	0	0	0	895
	2. Embankment	33,396	62,879	96,275	0	0	0	0	0	0	96,275
Drainage Facilities:	3. RC-Pipe Culvert, D= 40	1,394	129	1,523	0	0	0	0	0	0	1,523
	4. " " D=100	4,139	539	4,678	0	0	0	0	0	0	4,678
	5. U-Ditch, 0.3 x 0.5	1,052	263	1,315	731	183	914	244	61	305	2,534
	6. " , 1.0 x	4,884	1,115	5,999	0	0	0	0	0	0	5,999
Pavement:	7. Cement Concrete Pavement	26,245	10,836	37,081	6,994	2,888	9,882	6,994	2,888	9,882	56,845
	8. Asphaltic Concrete Pavement	614	1,187	1,801	0	0	0	0	0	0	1,801
Buildings:	9. Transshipment Platform	18,950	18,950	37,900	14,213	14,213	28,426	14,213	14,213	28,426	94,752
	10. Control & Business Offices	32,840	32,840	65,680	13,068	13,068	26,136	13,068	13,068	26,136	117,952
	11. Warehouses/Temporary Storehouse	0	0	0	0	0	0	0	0	0	0
	12. Garage	12,262	12,262	24,524	0	0	0	0	0	0	24,524
Yards:	13. Petrol Station	6,977	6,977	13,954	6,977	6,977	13,954	6,977	6,977	13,954	27,908
	14. Maintenance Shop	6,345	6,345	12,690	6,345	6,345	12,690	6,345	6,345	12,690	25,380
Sub-total Construction Cost	15. Parking Yard	4,150	1,713	5,863	5,073	2,094	7,167	5,073	0	5,073	13,030
	16. Docking Yard	4,177	1,725	5,902	3,133	1,294	4,427	3,133	1,294	4,427	14,756
	17. Other Facilities	15,765	15,843	31,608	5,653	4,706	10,359	3,765	3,152	6,917	48,884
Sub-total Construction Cost		173,414	174,274	347,688	62,187	51,768	113,955	41,417	34,676	76,093	537,736
Other:	18. Land Acquisition	540,323	0	540,323	0	0	0	0	0	0	540,323
	19. Compensation	54,122	0	54,122	0	0	0	0	0	0	54,122
	20. Final Engineering & Supervision	17,341	17,427	34,768	6,219	5,177	11,396	4,142	3,468	7,610	53,774
	21. Contingencies	117,780	28,755	146,535	10,261	8,542	18,803	6,834	5,722	12,556	177,894
Total-Terminal Cost		902,980	220,456	1,123,436	78,667	65,487	144,154	52,393	43,866	96,259	1,363,849

Table AP5-9 FOREIGN AND LOCAL CURRENCY PORTIONS AND FINANCIAL COSTS BY STAGE  
 Project Elements: T.T. only  
 Terminal - N  
 Alternative - 33

(Unit: 1,000 Baht)

Facilities	Components	Stage-1			Stage-2			Stage-3			Stage-4			
		Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	
Earth Work:	1. Clearing & Grubbing	74	223	297	0	0	0	0	0	0	0	0	0	297
	2. Embankment	11,107	20,914	32,021	0	0	0	0	0	0	0	0	0	32,021
Drainage Facilities:	3. RC-Pipe Culvert, D=40	416	38	454	0	0	0	0	0	0	0	0	0	454
	4. " " D=100	1,324	172	1,496	0	0	0	0	0	0	0	0	0	1,496
	5. U-Ditch, 0.3 x 0.5	140	35	175	282	70	352	374	94	468	304	76	380	1,375
	6. " " 1.0 x	1,568	358	1,926	0	0	0	0	0	0	0	0	0	1,926
Pavement:	7. Cement Concrete Pavement	7,308	3,017	10,325	2,039	842	2,881	1,231	508	1,739	1,231	508	1,739	16,684
	8. Asphaltic Concrete Pavement	614	1,187	1,801	0	0	0	0	0	0	0	0	0	1,801
Buildings	9. Transshipment Platform	0	0	0	5,034	5,034	10,068	5,034	5,034	10,068	5,034	5,034	10,068	30,204
	10. Control & Business Office	0	0	0	8,422	8,422	16,844	2,904	2,904	5,808	2,904	2,904	5,808	28,460
	11. Warehouses/Temporary Storage	0	0	0	0	0	0	0	0	0	0	0	0	0
	12. Garage	0	0	0	0	0	0	0	0	0	0	0	0	0
	13. Petrol Station	0	0	0	6,977	6,977	13,954	0	0	0	0	0	0	13,954
	14. Maintenance Shop	0	0	0	5,076	5,076	10,152	0	0	0	0	0	0	10,152
Yards:	15. Parking Yard	0	0	0	3,855	1,592	5,447	2,014	832	2,846	0	0	0	8,293
	16. Docking Yard	0	0	0	6,638	2,741	9,379	9,403	3,882	13,285	6,638	2,741	9,379	32,043
	17. Other Facilities	2,255	2,595	4,850	3,832	3,075	6,907	2,096	1,325	3,421	1,611	1,126	2,737	17,915
	Sub-Total Construction Cost	24,806	28,539	53,345	42,155	33,829	75,984	23,056	14,579	37,635	17,722	12,389	30,111	197,075
Other:	18. Land Acquisition	40,899	0	40,899	0	0	0	0	0	0	0	0	0	40,899
	19. Compensation	4,090	0	4,090	0	0	0	0	0	0	0	0	0	4,090
	20. Final Engineering & Supervision	2,481	2,854	5,335	4,216	3,383	7,599	2,306	1,458	3,764	1,772	1,239	3,011	19,709
	21. Contingencies	10,842	4,709	15,551	6,956	5,582	12,538	3,804	2,406	6,210	2,924	2,044	4,968	39,267
	Total-Terminal Cost	83,120	36,103	119,220	53,327	42,795	96,122	29,165	18,443	47,608	22,418	15,672	38,090	301,040

Table AP5-10 FOREIGN AND LOCAL CURRENCY PORTIONS AND FINANCIAL COSTS BY STAGE

FINANCIAL COST

Project Elements: I.T. only  
Terminal - E  
Alternative - 33

(Unit: 1,000 Baht)

Facilities	Components	Stage-1			Stage-2			Stage-3			Stage-4			
		Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	
														Total
Earth Work:	1. Clearing & Brubbing	83	230	313	0	0	0	0	0	0	0	0	333	
	2. Embankment	10,670	20,090	30,760	0	0	0	0	0	0	0	0	30,760	
Drainage Facilities:	3. RG Pipe Culvert, D= 40	428	40	468	0	0	0	0	0	0	0	0	468	
	4. " , D=100	1,822	237	2,059	0	0	0	0	0	0	0	0	2,059	
	5. U-Ditch, 0.3 x 0.5	157	39	196	257	64	321	401	100	501	321	80	401	1,419
6. " , 1.0 x	2,176	497	2,673	0	0	0	0	0	0	0	0	0	2,673	
Pavement:	7. Cement Concrete Pavement	9,771	4,034	13,805	2,535	1,047	3,582	1,188	491	1,679	2,375	981	3,356	22,422
	8. Asphaltic Concrete Pavement	614	1,187	1,801	0	0	0	0	0	0	0	0	0	1,801
Buildings:	9. Transshipment Platform	0	0	0	4,738	4,738	9,476	4,738	4,738	9,476	4,738	4,738	9,476	28,428
	10. Control & Business Office	0	0	0	9,734	9,734	19,468	4,356	4,356	8,712	4,356	4,356	8,712	36,892
	11. Warehouses/Temporary Storehouse	0	0	0	0	0	0	0	0	0	0	0	0	0
	12. Garage	0	0	0	0	0	0	0	0	0	0	0	0	0
13. Petrol Station	0	0	0	6,977	6,977	13,954	0	0	0	0	0	0	13,954	
14. Maintenance Shop	0	0	0	4,653	4,653	9,306	0	0	0	0	0	0	9,306	
Yards:	15. Parking Yard	0	0	0	3,577	1,477	5,054	1,190	491	1,681	0	0	0	6,735
	16. Docking Yard	0	0	0	3,715	1,534	5,249	1,044	431	1,475	1,044	431	1,475	8,199
	17. Other Facilities	2,572	2,637	5,209	3,619	3,770	7,389	1,292	1,061	2,353	1,283	1,059	2,342	17,293
Sub-total Construction Cost		28,293	29,011	57,304	39,805	33,994	73,799	14,209	11,668	25,877	14,117	11,645	25,762	182,742
Other	18. Land Acquisition	17,150	0	17,150	0	0	0	0	0	0	0	0	0	17,150
	19. Compensation	1,748	0	1,748	0	0	0	0	0	0	0	0	0	1,748
	20. Final Engineering & Supervision	2,829	2,901	5,730	3,980	4,147	8,127	1,421	1,167	2,588	1,412	1,164	2,576	19,021
21. Contingencies	7,503	4,787	12,290	6,568	6,843	13,411	2,344	1,925	4,269	2,329	1,921	4,250	34,220	
Total-Terminal Cost		57,523	36,699	94,222	50,353	44,984	95,337	17,974	14,760	32,734	17,858	14,730	32,588	254,881

FINANCIAL COST

Table AP5-11 FOREIGN AND LOCAL CURRENCY PORTIONS AND FINANCIAL COSTS BY STAGE

Project Elements: T.T. only  
Terminal - W  
Alternative - 33

(Unit: 1,000 Baht)

Facilities:	Components	Stage-1			Stage-2			Stage-3			Stage-4		
		Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total
Earth Work:	1. Clearing & Grubbing	89	266	355	0	0	0	0	0	0	0	0	355
	2. Embankment	13,243	24,935	38,178	0	0	0	0	0	0	0	0	38,178
Drainage Facilities:	3. RC-Pipe Culvert, D= 40	470	43	513	0	0	0	0	0	0	0	0	513
	4. " , D=100	1,764	229	1,993	0	0	0	0	0	0	0	0	1,993
	5. U-Ditch, 0.3 x 0.5	143	36	179	324	81	405	252	63	315	252	63	315
	6. " , 1.0 x	2,094	478	2,572	0	0	0	0	0	0	0	0	2,572
Pavement:	7. Cement Concrete Pavement	9,804	4,048	13,852	1,933	798	2,731	1,163	480	1,643	1,163	480	1,643
	8. Asphaltic Concrete Pavement	614	1,187	1,801	0	0	0	0	0	0	0	0	1,801
Buildings:	9. Transshipment Platform	0	0	0	4,442	4,442	8,884	4,442	4,442	8,884	4,442	4,442	8,884
	10. Control & Business Offices	0	0	0	7,356	7,356	3,373	4,356	4,356	8,712	4,356	4,356	8,712
	11. Warehouses/Temporary Storehouse	0	0	0	0	0	0	0	0	0	0	0	0
	12. Garage	0	0	0	0	0	0	0	0	0	0	0	0
	13. Petrol Station	0	0	0	6,977	6,977	13,954	0	0	0	0	0	13,954
	14. Maintenance Shop	0	0	0	4,442	4,442	8,884	0	0	0	0	0	8,884
Yards:	15. Parking Yard	0	0	0	2,387	986	3,373	1,227	507	1,734	0	0	5,109
	16. Docking Yard	0	0	0	4,876	2,013	6,889	5,850	2,415	8,265	5,850	2,415	8,265
	17. Other Facilities	2,822	3,122	5,944	3,274	2,710	5,984	1,729	1,226	2,955	1,606	1,176	2,782
	Sub-Total Construction Cost	31,043	34,344	65,387	36,011	29,805	65,816	19,019	13,489	32,508	17,669	12,932	30,601
Other:	18. Land Acquisition	12,248	0	12,248	0	0	0	0	0	0	0	0	12,248
	19. Compensation	1,243	0	1,243	0	0	0	0	0	0	0	0	1,243
	20. Final Engineering & Supervision	3,104	3,434	6,538	3,601	2,981	6,582	1,902	1,349	3,251	1,767	1,293	3,060
	21. Contingencies	7,146	5,667	12,813	5,942	4,918	10,860	3,138	2,226	5,364	2,915	2,134	5,049
	Total-Terminal Cost	54,784	43,445	98,229	45,554	37,704	83,258	24,059	17,064	41,123	22,351	16,359	38,710

FINANCIAL COST

Table AP5-12 FOREIGN AND LOCAL CURRENCY PORTIONS AND FINANCIAL COSTS BY STAGE

PROJECT ELEMENTS: T.I. only  
 TERMINAL - C  
 ALTERNATIVE - 33

Facilities	Components	Stage - 1			Stage - 2			Stage - 3			Total
		Local	Foreign	Sub-total	Local	Foreign	Sub-total	Local	Foreign	Sub-total	
Earthwork	1 Clearing & Grubbing	224	671	895	0	0	0	0	0	0	895
	2 Embankment	33,396	62,879	96,275	0	0	0	0	0	0	96,275
Drainage Facilities	3 RC-Pipe Culvert, D-40	1,394	129	1,523	0	0	0	0	0	0	1,523
	4 " " , D-100	4,139	538	4,677	0	0	0	0	0	0	4,677
Pavement	5 U-Ditch, 0.3 x 0.5	1,052	263	1,315	731	183	914	244	61	305	2,534
	6 " " , 1.0 x	4,884	1,115	5,999	0	0	0	0	0	0	5,999
Buildings	7 Cement Concrete Pavement	26,245	10,836	37,081	6,994	2,888	9,882	6,994	2,888	9,882	56,845
	8 Asphaltic Concrete Pavement	614	1,187	1,801	0	0	0	0	0	0	1,801
Yards	9 Transshipment Platform	18,950	18,950	37,900	14,213	14,213	28,426	14,213	14,213	28,426	94,752
	10 Control & Business Offices	32,840	32,840	65,680	13,068	13,068	26,136	13,068	13,068	26,136	117,952
Sub-total Construction Cost	11 Warehouses/Temporary Storage	0	0	0	0	0	0	0	0	0	0
	12 Garage	12,262	12,262	24,524	0	0	0	0	0	0	24,524
Others	13 Fuel Station	6,977	6,977	13,954	6,977	6,977	13,954	0	0	0	27,908
	14 Repair Shop	6,345	6,345	12,690	6,345	6,345	12,690	0	0	0	25,380
Sub-total Construction Cost	15 Parking Yard	4,150	1,713	5,863	5,073	2,094	7,167	0	0	0	13,030
	16 Docking Yard	4,177	1,725	5,902	3,133	1,294	4,427	3,133	1,294	4,427	14,756
Sub-total Construction Cost	17 Other Facilities	15,765	15,843	31,608	5,653	4,706	10,359	3,765	3,152	6,917	48,884
	Sub-total Construction Cost	173,414	174,273	347,687	62,187	51,768	113,955	41,417	34,676	76,093	537,735
Others	18 Land Acquisition	540,323	0	540,323	0	0	0	0	0	0	540,323
	19 Compensation	54,122	0	54,122	0	0	0	0	0	0	54,122
Sub-total Construction Cost	20 Final Engineering & Supervision	17,341	17,427	34,768	6,219	5,177	11,396	4,142	3,468	7,610	53,774
	21 Contingencies	117,780	28,755	146,535	10,261	8,542	18,803	6,834	5,722	12,556	177,894
Total - Terminal Cost		902,980	220,455	1,123,435	78,667	65,487	144,154	52,393	43,866	96,259	1,363,848

Table AP 5-13 FOREIGN AND LOCAL CURRENCY PORTIONS AND FINANCIAL COSTS BY STAGE  
 Project Elements: Total Complex Terminal - N<sup>o</sup>  
 Alternative - 55  
 (Unit: 1,000 Baht)

FINANCIAL COSTS

Facilities	Components	Stage-1			Stage-2			Stage-3			Stage-4			
		Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	
Earth Work:	1. Clearing & Grubbing	474	1,423	1,897	0	0	0	0	0	0	0	0	0	
	2. Embankment	71,069	133,815	204,884	0	0	0	0	0	0	0	0	0	
Drain-	3. RC-Pipe Culvert, D=40	2,890	268	3,158	0	0	0	0	0	0	0	0	0	
	4. " , D=100	9,309	1,210	10,519	0	0	0	0	0	0	0	0	0	
	5. U-Ditch, 0.3 x 0.5	2,070	518	2,588	814	203	1,017	814	203	1,017	255	64	319	
6. " , 1.0 x	7,522	1,717	9,239	0	0	0	0	0	0	0	0	0	0	
Pave-ment:	7. Cement Concrete Pavement	53,337	22,021	75,358	10,021	4,138	14,159	10,021	4,138	14,159	0	0	0	
	8. Asphaltic Concrete Pavement	614	1,187	1,801	0	0	0	0	0	0	0	0	0	
Build-ings:	9. Transshipment Platform	21,319	21,319	42,638	21,319	21,319	42,638	21,319	21,319	42,638	0	0	0	
	10. Control & Business Offices	20,517	20,517	41,034	27,806	27,806	55,612	17,424	17,424	34,848	0	0	0	
Yards:	11. Warehouses/Temporary Storehouse	0	0	0	14,904	14,904	29,808	29,808	29,808	59,616	14,904	14,904	29,808	
	12. Garage	13,824	13,824	27,648	0	0	0	0	0	0	0	0	0	
	13. Fuel Station	10,465	10,465	20,930	5,233	5,233	10,466	5,233	5,233	10,466	0	0	0	
	14. Repair Shop	8,672	8,672	17,344	4,336	4,336	8,672	4,336	4,336	8,672	0	0	0	
	15. Parking Yard	15,718	6,490	22,208	12,745	5,262	18,007	2,462	1,016	3,478	0	0	0	
	16. Docking Yard	4,700	1,940	6,640	9,581	3,955	13,536	9,581	3,955	13,536	4,881	2,015	6,896	
	17. Other Facilities	24,250	24,539	48,789	10,676	8,716	19,392	10,100	8,743	18,843	2,004	1,698	3,702	
	Sub-total Construction Cost	266,750	269,925	536,675	117,435	95,872	213,307	111,098	96,175	207,273	22,044	18,681	40,725	
	Other:	18. Land Acquisition	572,925	0	572,925	0	0	0	0	0	0	0	0	0
	19. Compensation	57,293	0	57,293	0	0	0	0	0	0	0	0	0	
	20. Final Engineering & Supervision	26,675	26,993	53,668	11,744	9,587	21,331	11,110	9,618	20,728	2,204	1,868	4,073	
21. Contingencies	138,546	44,538	183,084	19,377	15,819	35,196	18,331	15,859	34,200	3,637	3,082	6,720		
Total-Terminal Cost	1,062,189	341,456	1,403,645	148,556	121,278	269,834	140,539	121,662	262,201	27,885	23,631	51,518		
													1,987,198	

Table AP5-14 FOREIGN AND LOCAL CURRENCY PORTIONS AND FINANCIAL COSTS BY STAGE

FINANCIAL COSTS

Project Elements: Total Complex  
Terminal - C  
Alternative - 7

(Unit: 1,000 Baht)

Facilities	Components	Stage-1			Stage-2			Stage-3			
		Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	Local	Foreign	Sub-Total	
Earth Work:	1. Clearing & Grubbing	737	2,211	2,948	0	0	0	0	0	0	2,948
	2. Embankment	110,688	208,413	319,101	0	0	0	0	0	0	319,101
Drain-	3. RC-Pipe Culvert, D= 40	4,141	383	4,524	0	0	0	0	0	0	4,524
	4. " , D=100	15,264	1,984	17,248	0	0	0	0	0	0	17,248
	5. U-Ditch, 0.3 x 0.5	3,077	769	3,846	2,655	664	3,319	1,907	477	2,384	9,549
Pave-ment:	6. " , 1.0 x	8,934	2,039	10,973	0	0	0	0	0	0	10,973
	7. Cement Concrete Pavement	74,681	30,833	105,514	26,962	11,132	38,094	13,849	5,718	19,567	163,175
	8. Asphaltic Concrete Pavement	614	1,187	1,801	0	0	0	0	0	0	1,801
Yards:	9. Transshipment Platform	30,202	30,202	60,404	30,202	30,202	60,404	30,202	30,202	60,404	181,212
	10. Control & Business Offices	53,390	53,390	106,780	41,019	41,019	82,038	26,136	26,136	52,272	241,090
	11. Warehouses/Temporary Storhouse	37,420	37,420	74,840	47,490	47,490	94,980	31,660	31,660	63,320	233,140
	12. Garage	13,824	13,824	27,648	41,472	41,472	82,944	0	0	0	110,592
	13. Fuel Station	7,674	7,674	15,348	23,023	23,023	46,046	7,674	7,674	15,348	76,742
	14. Repair Shop	9,095	9,095	18,190	9,095	9,095	18,190	9,095	9,095	18,190	54,570
	15. Parking Yard	24,549	10,135	34,684	3,798	1,568	5,366	7,595	3,136	10,731	50,781
Sub-total Construction Cost	16. Docking Yard	17,527	7,236	24,763	22,962	9,480	32,442	17,527	7,236	24,763	81,968
	17. Other Facilities	41,182	41,680	82,861	24,868	21,515	46,383	14,565	12,133	26,698	155,942
Other:	18. Land Acquisition	452,999	458,475	911,473	273,546	236,660	510,206	160,210	133,467	293,677	1,715,356
	19. Compensation	1,780,626	0	1,780,626	0	0	0	0	0	0	1,780,626
	20. Final Engineering & Supervision	178,063	0	178,063	0	0	0	0	0	0	178,063
	21. Contingencies	45,300	45,848	91,147	27,355	23,666	51,021	16,021	13,347	29,368	171,536
Total-Terminal Cost		368,548	75,648	444,196	45,135	39,049	84,184	26,435	22,022	48,457	576,837
		2,825,536	579,971	3,405,505	346,036	299,375	645,411	202,666	168,836	371,502	4,422,418



Table AP5-15 Financial Investment for Terminal Complex by Facility (Alt.-333)  
(Unit: 1000 Baht)

Elements	Major Cost Item		Land acquisition		Land Development		Buildings and Drainages		Final Financement and Supervision		Contingency		Total		%		
	Currency	Local	Land acquisition		Land Development		Buildings and Drainages		Final Financement and Supervision		Contingency		Total				
			Local	Foreign	Local	Foreign	Local	Foreign	Local	Foreign	Local	Foreign	Local	Foreign			
TERMINAL - N	Main Elements	10940	7831	5950	13790	17474	39739	5253	2543	3009	3739	2570	6934	4846	28354	76276	
		Supporting Elements	244	1827	1312	3140	4395	9773	1274	571	720	1016	638	1544	11183	8906	16092
	Subtotal	15046	10316	8065	18222	21869	49512	6527	3614	3729	4755	1654	8478	5964	39537	47260	
		Warehouse Area	2092	10316	8065	18222	21869	49512	6527	3614	3729	4755	1654	8478	5964	39537	47260
	Chartered Truck Center	10230	4927	4578	9505	28312	18842	41255	2824	2342	2772	3787	2549	6335	41660	28043	69703
		Public Parking	14776	17799	8950	26775	2007	10471	2124	1094	3220	3815	2576	6706	45422	28338	37263
	Other	11255	6029	5226	11284	1111	643	1758	3353	707	3040	25881	7776	30460	25881	7776	33455
		Subtotal	58113	34385	29639	64013	49927	21443	69345	8131	5168	13338	14776	30394	163527	10197	234323
	Grand Total	73379	44701	37634	82335	80496	46433	29333	13539	8428	21167	2113	9480	30631	232446	104364	336810
		%	14.1	11.2	24.3	24.3	14.1	14.1	6.1	6.1	6.1	6.1	2.1	9.1	64.6	31.0	100.0
TERMINAL - E	Main Elements	7852	7503	5701	13204	20881	37148	5035	2199	2836	3748	2419	6354	42957	26407	69563	
		Supporting Elements	1620	1751	1260	3009	5338	4394	9732	709	585	709	842	1564	10360	6841	17199
	Subtotal	10874	9254	6961	16213	26219	41542	5744	11166	655	591	1256	872	1552	9590	7151	16742
		Warehouse Area	4350	2545	2493	5036	2637	102	2741	518	240	278	1005	286	1291	11055	3141
	Chartered Truck Center	7884	4581	4340	8921	23136	18836	41973	2772	2318	2772	3787	2549	6335	41660	28043	69703
		Public Parking	7482	8553	6012	14565	6281	1921	8203	1483	793	2277	2380	873	3253	26179	9599
	Other	6274	4733	5133	9866	4107	161	4249	884	559	1414	1647	582	2232	18147	6405	24555
		Subtotal	25990	20412	17978	38388	34161	21020	57186	5657	3900	9558	8821	97041	47198	144234	58.2
	Grand Total	36864	30325	25675	55997	68352	44876	115232	9857	9155	17123	14540	7981	33522	159968	8787	247758
		%	14.9	12.2	18.1	22.0	27.0	18.9	46.5	4.0	2.9	6.9	3.2	9.1	64.6	31.4	100.0
TERMINAL - W	Main Elements	13610	7503	5701	13204	20881	37148	5035	2199	2836	3748	2419	6354	42957	26407	75897	
		Supporting Elements	2808	1751	1260	3009	5338	4394	9732	709	585	709	842	1564	10360	6841	18506
	Subtotal	2430	659	736	1396	5997	5174	11166	655	591	709	1256	872	1552	9590	7151	16742
		Warehouse Area	18848	9913	7697	17609	32191	26856	58046	4210	3355	7545	3691	9410	62907	40599	103504
	Chartered Truck Center	13614	4777	4576	9353	2762	188	4949	954	476	1430	2419	6354	42957	26407	75897	
		Public Parking	12799	4581	4340	8921	23136	18836	41973	2772	2318	2772	3787	2549	6335	41660	28043
	Other	13614	9033	15367	30676	6506	1932	8439	1554	827	2381	3070	909	3377	10001	43780	
		Subtotal	53034	23288	10972	43980	38953	21135	60088	6235	4183	10407	8240	2958	25738	6802	32539
	Grand Total	71882	33201	28399	61569	70970	44817	117266	10418	7521	17937	18647	8272	25920	205118	60997	296114
		%	24.3	11.2	9.4	20.8	24.0	15.8	39.8	3.5	2.5	6.1	6.3	9.1	69.3	30.7	100.0
TERMINAL - C	Main Elements	106141	23888	18058	41947	70701	52298	126999	9459	7436	16895	21019	8179	29198	23108	89971	
		Supporting Elements	23942	6124	4378	10510	18449	13201	29650	2257	1758	4015	4877	1034	6811	53049	21271
	Subtotal	150783	30012	22436	52457	89150	65499	166649	11756	9195	20914	25896	11013	39509	34457	111242	
		Warehouse Area	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Chartered Truck Center	31215	4434	4242	8676	23068	18833	41901	2750	2498	5058	6147	2538	8486	6714	27921	
		Public Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Other	37832	5559	4547	13106	5315	208	5523	1187	476	1863	5049	743	5812	55762	8774	
		Subtotal	68247	10993	10769	21783	33383	19041	47434	3973	2984	6921	11216	3281	14498	13336	
	Grand Total	214805	42345	35240	78226	131561	105417	33972	17452	13749	31200	40629	15144	55827	447463	166885	
		%	25.0	11.2	9.4	20.8	24.0	15.8	39.8	3.5	2.5	6.1	6.3	9.1	69.3	30.7	
TERMINAL - TOTAL	Main Elements	138563	45725	35419	82145	134682	106348	241034	18140	14172	32219	33811	15595	49406	371925	171539	
		Supporting Elements	50614	11453	8210	19459	32501	23354	58887	4395	3459	7854	3806	1172	86459	41859	
	Subtotal	190747	62114	47870	109933	201169	162099	263360	20326	17631	40073	37697	16391	50255	480484	213498	
		Warehouse Area	40016	1762	15944	34804	17427	583	18111	3537	1743	5302	7894	1940	9371	86318	
	Chartered Truck Center	61628	13523	12500	26252	78247	46002	11119	9286	20402	48392	10212	28696	202113	112340		
		Public Parking	35874	30365	21495	51660	21112	5181	1715	1878	9245	2987	10194	32858	134775		
	Other	48648	27339	23349	45575	19089	748	19838	4132	2410	4542	1411	450	1452	125528		
		Subtotal	295374	34076	26688	68123	150419	82438	33171	33840	51476	1789	4754	51657	395270		
	Grand Total	496371	11114	126356	154131	251373	164339	396253	50232	3711	8447	49697	15584	130495	111755		
		%	14.1	11.2	9.4	20.8	24.0	15.8	39.8	3.5	2.5	6.1	6.3	9.1	69.3		

Table AP5-16 Financial Investment for Truck Terminal Elements by Year, Terminal-N (Alt.-333)

(Unit 1000 Baht)

Year	Land Acquisition		Land Development			Buildings and Drainage			Final Engineering and Supervision			Contingency			Total			(%)
	Local	Foreign	Local	Foreign	S-total	Local	Foreign	S-total	Local	Foreign	S-total	Local	Foreign	S-total	Local	Foreign	S-total	
1982	6576	0	0	0	0	0	0	0	0	0	658	0	658	7234	0	7234	9.4	
1983	0	1407	2148	27	1798	1771	27	1798	143	395	276	158	434	3040	1735	4776	6.2	
1984	0	363	1047	90	1308	1218	90	1308	77	236	174	85	259	1914	936	2852	3.7	
1985	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
1986	0	2994	4231	8839	17678	8839	8839	17678	1008	2191	1302	1108	2410	14319	12192	26511	34.5	
1989	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
1999	4384	2630	6361	8518	18951	10433	8518	18951	1115	2531	1996	1226	3222	21961	13490	35451	46.1	
TOTAL	10960	5958	13789	17474	39738	22583	17474	39738	2343	5353	4406	2577	6983	48468	28353	76824	100.0	
X	14.3	7.8	17.9	22.7	51.7	29.0	22.7	51.7	3.0	7.0	5.7	3.4	9.1	63.1	36.9	100.0		
1982	7922	0	0	0	0	0	0	0	0	0	792	0	792	8714	0	8714	9.2	
1983	0	1695	2587	32	2167	2134	32	2167	173	476	333	190	523	3663	2091	5754	6.1	
1984	0	438	1262	108	1576	1468	108	1576	93	284	210	103	312	2307	1129	3435	3.6	
1985	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
1986	0	1535	5255	11017	22034	11017	11017	22034	1255	2729	1621	1381	3002	17832	15189	33021	34.8	
1989	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
1999	5281	3215	7822	10712	23731	13019	10712	23731	1393	3155	2467	1532	3999	27138	16853	43990	46.3	
TOTAL	13204	7270	18928	21870	49510	27639	21870	49510	2914	6644	5423	3206	8628	59655	35262	94915	100.0	
X	13.9	7.7	17.8	23.0	52.2	29.1	23.0	52.2	3.1	7.0	5.7	3.4	9.1	62.9	37.2	100.0		
1982	9039	0	0	0	0	0	0	0	0	0	904	0	904	9943	0	9943	8.8	
1983	0	1934	2952	37	2472	2435	37	2472	197	543	380	217	597	4179	2386	6566	5.8	
1984	0	500	1440	123	1799	1675	123	1799	106	324	239	117	356	2632	1287	3919	3.5	
1985	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
1986	0	1678	5743	13661	27322	13661	13661	27322	1534	3307	1950	1687	3637	21449	18561	40010	35.6	
1989	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
1999	6026	3452	8184	13369	29371	16002	13369	29371	1682	3756	2884	1850	4734	31718	20354	52072	46.3	
TOTAL	15066	8005	18321	27191	60966	33774	27191	60966	3519	7930	6357	3871	10228	69922	42588	112511	100.0	
X	13.4	7.1	16.3	24.2	54.2	30.0	24.2	54.2	3.1	7.0	5.7	3.4	9.1	62.1	37.9	100.0		

Table AP5-17 Financial Investment for Truck Terminal Elements by Year, Terminal-E (Alt.-333)

(Unit: 1000 Baht)

Year	Land Acquisition		Land Development			Buildings and Drainage			Final Engineering and Supervision			Contingency			Total		(%)		
	Local	Foreign	S-total	Local	Foreign	S-total	Local	Foreign	S-total	Local	Foreign	S-total	Local	Foreign	S-total				
1982	4711	0	0	0	0	0	0	0	0	0	0	0	471	0	471	5182	0	5182	7.4
1983	0	707	1344	1692	25	1718	240	137	377	264	415	151	2904	1658	4562	4562	894	2724	6.6
1984	0	347	653	1164	86	1250	151	74	225	166	248	81	1829	894	2724	0	0	0	3.9
1985	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13423	11384	24807	0.0
1986	0	2872	1185	8222	8222	16444	1109	941	2050	1220	2255	1035	13423	11384	24807	0	0	0	35.7
1989	3140	3575	2517	9781	7952	17733	1336	1047	2383	1783	2735	1152	19616	12662	32285	69561	38.2	100.0	46.4
TOTL	7852	7503	5700	13203	16286	37146	2836	2199	5035	3904	6324	2419	42955	26605	69561	100.0	38.2	100.0	100.0
%	11.3	10.8	8.2	19.0	23.4	53.4	4.1	3.2	7.2	5.6	9.1	3.5	61.8	38.2	100.0				
1982	5683	0	0	0	0	0	0	0	0	0	0	0	568	0	568	6251	0	6251	7.2
1983	0	853	1621	2041	31	2072	290	165	455	319	500	182	3504	2000	5503	5503	2000	3287	6.3
1984	0	419	788	1404	103	1508	182	89	272	201	299	98	2207	1079	3287	0	0	0	3.8
1985	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16899	14365	31265	0.0
1986	0	3565	1472	10400	10400	20600	1397	1187	2584	1536	2842	1306	24455	16001	40456	40456	86763	100.0	36.0
1989	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
1999	3788	4414	3078	12352	10145	22498	1677	1322	2999	2223	3678	1455	53317	33445	86763	86763	38.5	100.0	46.6
TOTL	9472	9253	6960	16214	20680	46679	3546	2763	6310	4847	7887	3041	91.5	38.5	100.0				100.0
%	10.9	10.7	8.0	18.7	23.8	54.0	4.1	3.2	7.3	5.6	9.1	3.5	61.5	38.5	100.0				
1982	6524	0	0	0	0	0	0	0	0	0	0	0	652	0	652	7176	0	7176	6.9
1983	0	980	1861	2343	35	2379	332	190	522	366	574	209	4022	2296	6317	6317	2296	3773	6.1
1984	0	481	904	1612	119	1731	209	102	312	230	343	113	2532	1239	3773	0	0	0	3.6
1985	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20427	17648	38075	0.0
1986	0	3910	1614	12970	12970	25541	1688	1459	3147	1857	3461	1604	28745	19416	48161	48161	40599	103503	36.8
1989	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
1999	4349	4540	3316	15263	12729	27992	1980	1605	3585	2613	4378	1765	62903	39216	102119	102119	39.2	100.0	46.5
TOTL	10874	9912	7697	17610	25854	58044	4209	3356	7566	5718	9408	3691	60.8	39.2	100.0				100.0
%	10.5	9.6	7.4	17.0	25.0	56.1	4.1	3.2	7.3	5.5	9.1	3.6	60.8	39.2	100.0				

Table AP5-18 Financial Investment Costs for Truck Terminal Elements by Year, Terminal-W (Alt.-333)

(Unit. 1000 Baht)

Year	Land Acquisition		Land Development		Buildings and Dramage		Final Engineering and Supervision		Contingency		Total		Total (%)
	Local	Foreign	S-total	Local	Foreign	S-total	Local	Foreign	S-total	Local	Foreign	S-total	
1982	8166	0	0	0	0	0	0	0	817	0	817	8983	11.8
1983	0	707	1344	1692	25	1718	240	137	264	151	415	2904	6.0
1984	0	347	653	1164	86	1250	151	74	166	81	248	1829	3.6
1985	0	0	0	0	0	0	0	0	0	0	0	0	0.0
1986	0	2872	1185	8222	8222	16444	1109	941	1220	1035	2255	13423	32.7
1989	0	0	0	0	0	0	0	0	0	0	0	0	0.0
1999	5444	3575	2517	9781	7952	17733	1336	1047	2013	1152	3165	22150	45.9
TOTL	13610	7503	5700	20860	16286	37146	2836	2199	5035	2419	6900	49289	75895
%	17.9	9.9	7.5	27.5	21.5	48.9	3.7	2.9	6.6	3.2	9.1	64.9	100.0
1982	9651	0	0	0	0	0	0	0	0	0	0	10836	11.5
1983	0	853	1621	2041	31	2072	290	165	319	182	500	3504	5.8
1984	0	419	788	1404	103	1508	182	89	272	98	299	2207	3.5
1985	0	0	0	0	0	0	0	0	0	0	0	0	0.0
1986	0	3565	1472	10400	10400	20800	1397	1187	2584	1306	2842	16899	33.1
1989	0	0	0	0	0	0	0	0	0	0	0	0	0.0
1999	6567	4414	3078	12352	10145	22498	1677	1322	2999	1455	3956	27512	46.1
TOTL	16418	9253	6960	26198	20680	46879	3546	2763	6310	3041	8582	60958	94404
%	17.4	9.8	7.4	27.8	21.9	49.7	3.8	2.9	6.7	3.2	9.1	64.6	100.0
1982	11309	0	0	0	0	0	0	0	0	0	0	12440	11.1
1983	0	980	1861	2343	35	2379	332	190	366	209	574	4022	5.6
1984	0	481	904	1386	119	1731	209	102	312	113	343	2532	3.4
1985	0	0	0	0	0	0	0	0	0	0	0	0	0.0
1986	0	3910	1614	12863	12863	25767	1679	1450	3129	1595	3442	20321	33.9
1989	0	0	0	0	0	0	0	0	0	0	0	0	0.0
1999	7539	4540	3316	15176	12642	27818	1972	1576	3568	1755	4678	32150	46.0
TOTL	18848	9912	7697	17610	25680	57896	4192	3338	7531	3672	10168	71465	111854
%	16.9	8.9	6.9	15.7	23.0	51.6	3.7	3.0	6.7	3.3	9.1	63.9	100.0

Table AP5-19 Financial Investment Costs for Truck Terminal Elements by Year, Terminal-C (Alt.-333)

(Unit: 1000 Baht)

Year	Land Acquisition		Land Development				Buildings and Drainage				Final Engineering and Supervision				Contingency				Total		(%)
	Local	Foreign	Local	Foreign	S-total	Local	Foreign	S-total	Local	Foreign	S-total	Local	Foreign	S-total	Local	Foreign	S-total	Local	Foreign	S-total	
1982	63684	0	0	0	0	0	0	0	0	0	0	0	0	0	6368	0	6368	70052	0	70052	21.8
1983	0	2226	4232	0	6460	5328	81	5409	756	431	1187	831	474	1306	9144	5219	14364	9144	5219	14364	4.5
1984	0	2929	2814	0	5743	3665	271	3936	659	309	968	725	339	1065	7979	3734	11713	7979	3734	11713	3.6
1985	0	4220	1742	0	5963	19520	19520	39041	2374	2126	4500	2612	2339	4950	28727	25728	54454	28727	25728	54454	17.0
1986	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
1989	0	3119	1287	0	4407	9182	9182	18365	1230	1047	2277	1353	1152	2505	14885	12670	27555	14885	12670	27555	8.6
1999	42456	11390	7981	0	19371	33003	27243	60247	4439	3522	7962	9129	3875	13004	100418	42621	143041	100418	42621	143041	44.5
TOTAL	106140	23888	18058	0	41946	70701	56298	127000	9458	7435	16894	21018	8179	29198	231205	89972	321179	231205	89972	321179	100.0
%	33.0	7.4	5.6	0	13.1	22.0	17.5	39.5	2.9	2.3	5.3	6.5	2.5	9.1	72.0	28.0	100.0	72.0	28.0	100.0	
1982	78049	0	0	0	0	0	0	0	0	0	0	0	0	0	7805	0	7805	85854	0	85854	21.7
1983	0	2730	5187	0	7918	6530	99	6630	926	529	1455	1019	582	1600	11207	6398	17603	11207	6398	17603	4.4
1984	0	3663	3479	0	7143	4491	332	4824	816	381	1197	897	419	1316	9869	4612	14481	9869	4612	14481	3.7
1985	0	5341	2205	0	7547	23833	23833	47666	2918	2604	5521	3209	2864	6073	35302	31507	66808	35302	31507	66808	16.9
1986	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
1989	0	3948	1630	0	5578	11404	11404	22808	1535	1303	2839	1689	1434	3123	18577	15772	34349	18577	15772	34349	8.7
1999	52033	14327	9933	0	24261	40890	33830	74720	5522	4376	9898	11277	4814	16091	124050	52953	177004	124050	52953	177004	44.7
TOTAL	130063	30012	22435	0	52448	87150	69499	156649	11717	9193	20910	25896	10113	36006	284860	111242	396100	284860	111242	396100	100.0
%	32.8	7.6	5.7	0	13.2	22.0	17.5	39.5	3.0	2.3	5.3	6.5	2.6	9.1	71.9	28.1	100.0	71.9	28.1	100.0	
1982	87575	0	0	0	0	0	0	0	0	0	0	0	0	0	8758	0	8758	96333	0	96333	21.2
1983	0	3064	5820	0	8884	7327	111	7439	1039	593	1632	1143	652	1796	12574	7177	19752	12574	7177	19752	4.3
1984	0	3827	3787	0	7614	5040	372	5413	887	416	1303	975	458	1433	10730	5034	15764	10730	5034	15764	3.5
1985	0	6474	2672	0	9146	28382	28382	56764	3486	3105	6591	3834	3416	7250	42176	37576	79752	42176	37576	79752	17.5
1986	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
1989	0	3948	1630	0	5578	13747	13747	27495	1770	1538	3307	1947	1692	3638	21413	18608	40019	21413	18608	40019	8.8
1999	58383	14659	10560	0	25219	48679	40757	89437	6334	5132	11466	12805	5645	18450	140861	62095	202956	140861	62095	202956	44.6
TOTAL	145959	31973	24471	0	56444	103177	83372	186549	13516	10784	24299	29362	11863	41325	324088	130490	454577	324088	130490	454577	100.0
%	32.1	7.0	5.4	0	12.4	22.7	18.3	41.0	3.0	2.4	5.3	6.5	2.6	9.1	71.3	28.7	100.0	71.3	28.7	100.0	

Table AP5-20 Total Financial Investment for Truck Terminal Elements by Year, Terminals N, E, W and C (Alt.-333)

Year	Land Acquisition		Land Development		Buildings and Drainage		Final Engineering and Supervision		Contingency		Total		%
	Local	Foreign	Local	Foreign	Local	Foreign	Local	Foreign	Local	Foreign	Local	Foreign	
			S-total	S-total	S-total	S-total	S-total	S-total	S-total	S-total	S-total	S-total	
1982	83138	0	0	0	0	0	0	0	8314	0	91452	0	16.8
1983	0	4384	12712	159	10485	1487	849	2336	1636	934	17993	10271	5.2
1984	0	3988	8793	533	7211	1120	534	1654	1232	587	13552	6460	3.7
1985	0	4220	5963	19520	39041	2374	2126	4500	2612	2339	28727	25728	10.0
1986	0	8739	12347	25283	50567	3402	2889	6291	3742	3178	41167	34959	14.0
1989	0	3119	4407	9182	18365	1230	1047	2277	1353	1152	14885	12670	5.1
1999	55425	22272	37919	63001	51665	8527	6731	15259	14923	7404	164149	81447	45.2
TOTL	138563	46725	82143	134685	241031	18140	14176	32317	33812	15594	371925	171535	100.0
%	25.5	8.6	15.1	19.6	44.4	3.3	2.6	5.9	6.2	2.9	68.4	31.6	100.0
1982	101506	0	0	0	0	0	0	0	10151	0	111657	0	16.6
1983	0	5331	15456	194	12748	1808	1032	2840	1989	1135	21876	12487	5.1
1984	0	4940	10620	648	8768	1371	653	2024	1508	718	16588	7900	3.6
1985	0	5341	7547	23833	47666	2918	2604	5521	3209	2864	35302	31507	9.9
1986	0	10851	15332	31817	63635	4267	3630	7897	4694	3993	51630	43921	14.2
1989	0	3948	5578	11404	22808	1535	1303	2839	1689	1434	18577	15772	5.1
1999	67671	27764	47070	78615	143448	10638	8414	19052	18469	9255	203158	101808	45.4
TOTL	167177	58178	101605	167187	329917	22537	17636	40173	41709	19399	458788	213395	100.0
%	25.2	8.7	15.1	19.7	44.6	3.4	2.6	6.0	6.2	2.9	68.3	31.7	100.0
1982	114448	0	0	0	0	0	0	0	11445	0	125893	0	16.1
1983	0	6042	17521	14450	2049	2049	1170	3219	2254	1287	24797	14155	5.0
1984	0	5290	11827	9939	1523	1523	727	2250	1675	800	18428	8800	3.5
1985	0	6474	2672	26382	56764	3486	3105	6591	3834	3416	42176	37576	7.2
1986	0	11886	4907	39515	79031	5140	4442	9583	5654	4887	62196	53752	10.2
1989	0	3948	5578	13747	27495	1770	1538	3307	1947	1692	21413	18608	14.8
1999	76299	28471	49117	95121	174620	12359	10014	22374	21225	11016	233476	121174	45.3
TOTL	190748	62114	109986	201157	363257	26327	20996	47324	48034	23098	528360	254065	100.0
%	24.4	7.9	14.1	25.7	46.4	3.4	2.7	6.0	6.1	3.0	67.5	32.5	100.0

(Unit 1000 Baht)

**APPENDIX  
CHAPTER 7**

**ECONOMIC EVALUATION**





Table AP7-1 Economic Costs by Stage and Project Elements

Project Elements: Total Complex  
Terminal - N  
Alternative - 33

ECONOMIC COST

(Unit: 1,000 Baht)

Facilities	Components	Stage-1	Stage-2	Stage-3	Stage-4	Total
Earth Work:						
1.	Clearing & Grubbing	943	0	0	0	943
2.	Embankment	102,800	0	0	0	102,800
Drainage						
3.	RG-Pipe Culvert, D= 40	1,476	0	0	0	1,476
4.	" , D=100	4,804	0	0	0	4,804
5.	U-Ditch, 0.3 x 0.5	562	1,021	813	661	3,057
6.	" , 1.0 x	6,184	0	0	0	6,184
Pavement:						
7.	Cement Concrete Pavement	33,149	8,355	3,026	3,026	47,556
8.	Asphaltic Concrete Pavement	1,549	0	0	0	1,549
Buildings:						
9.	Transshipment Platform	0	8,457	8,457	8,457	25,371
10.	Control & Business Offices	0	14,149	4,879	4,879	23,907
11.	Warehouses/Temporary Storehouse	0	30,289	41,803	27,870	99,962
12.	Garage	0	23,224	0	0	23,224
13.	Petrol Station	0	11,721	0	0	11,721
14.	Maintenance Shop	0	8,528	0	0	8,528
Yards:						
15.	Parking Yard	6,602	4,739	2,476	0	13,817
16.	Docking Yard	0	8,160	11,558	8,160	27,878
17.	Other Facilities	15,807	11,864	7,301	5,305	40,277
Sub-total	Construction Cost	173,876	130,507	80,313	58,357	443,053
Others:						
18.	Land Acquisition	150,919	0	0	0	150,919
19.	Compensation	15,092	0	0	0	15,092
20.	Final Engineering & Supervision	17,388	13,051	8,031	5,836	44,306
21.	Contingencies	53,591	21,534	13,252	9,629	98,006
Total-Terminal	Cost	410,866	165,092	101,596	73,822	751,376

Table AP7-2 Economic Costs by Stage and Project Elements

ECONOMIC COST

Project Elements: Total Complex Terminal - E  
Alternative - 33

(Unit: 1,000 Baht)

Facilities	Components	Stage-1	Stage-2	Stage-3	Stage-4	Total
Earth Work:						
1.	Clearing & Brubbing	651	0	0	0	651
2.	Embankment	60,821	0	0	0	60,821
Drainage Facilities:						
3.	RC-Pipe Culvert, D= 40	935	0	0	0	935
4.	" , D=100	4,070	0	0	0	4,070
5.	U-Ditch, 0.3 x 0.5	387	698	872	349	2,306
6.	" , 1.0 x	5,285	0	0	0	5,285
Pavement:						
7.	Cement Concrete Pavement	27,297	7,791	2,920	2,920	40,928
8.	Asphaltic Concrete Pavement	1,549	0	0	0	1,549
Buildings:						
9.	Transshipment Platform	0	7,960	7,960	7,960	23,880
10.	Control & Business Offices	0	20,442	7,318	7,318	35,078
11.	Warehouses/Temporary Storehouse	0	12,560	15,212	0	27,772
12.	Garage	0	23,224	0	0	23,224
13.	Petrol Station	0	11,721	0	0	11,721
14.	Maintenance Shop	0	7,817	0	0	7,817
Yards:						
15.	Parking Yard	5,062	4,397	1,462	0	10,921
16.	Docking Yard	0	4,567	1,283	1,283	7,133
17.	Other Facilities	10,606	10,118	3,703	1,983	26,410
Sub-total	Construction Cost	116,663	111,294	40,730	21,813	290,500
Other:						
18.	Land Acquisition	38,977	0	0	0	38,977
19.	Compensation	3,973	0	0	0	3,973
20.	Final Engineering & Supervision	11,666	11,129	4,073	2,181	29,049
21.	Contingencies	25,692	18,364	6,720	3,599	54,375
Total-Terminal	Cost	196,971	140,787	51,523	27,593	416,874

Table AP7-3 Economic Costs by Stage and Project Elements

ECONOMIC COST

Project Elements: Total Complex  
Terminal - W  
Alternative - 33

(Unit: 1,000 Baht)

Facilities	Components	Stage-1	Stage-2	Stage-3	Stage-4	Total
Earth Work:						
1.	Clearing & Grubbing	759	0	0	0	759
2.	Embankment	82,625	0	0	0	82,625
Drainage						
3.	RC-Pipe Culvert, D= 40	1,123	0	0	0	1,123
4.	" , D=100	4,313	0	0	0	4,313
5.	U-Ditch, 0.3 x 0.5	387	881	547	547	2,362
6.	" , 1.0 x	5,566	0	0	0	5,566
Pavement:						
7.	Cement Concrete Pavement	29,978	5,941	2,858	2,858	41,635
8.	Asphaltic Concrete Pavement	1,549	0	0	0	1,549
Buildings:						
9.	Transshipment Platform	0	7,463	7,463	7,463	22,389
10.	Control & Business Offices	0	16,477	7,318	7,318	31,113
11.	Warehouses/Temporary Storehouse	0	22,070	24,565	19,651	66,286
12.	Garage	0	23,224	0	0	23,224
13.	Petrol Station	0	11,721	0	0	11,721
14.	Maintenance Shop	0	7,463	0	0	7,463
Yards:						
15.	Parking Yard	4,401	2,935	1,509	0	8,845
16.	Docking Yard	0	5,993	7,191	7,191	20,375
17.	Other Facilities	13,070	10,417	5,145	4,503	33,135
Sub-total	Construction Cost	143,771	114,585	56,596	49,531	364,483
Other:						
18.	Land Acquisition	30,468	0	0	0	30,468
19.	Compensation	3,091	0	0	0	3,091
20.	Final Engineering & Supervision	14,377	11,459	5,659	4,953	36,448
21.	Contingencies	28,756	18,907	9,338	8,172	65,173
Total-Terminal	Cost	220,463	144,951	71,593	62,656	499,663

Table AP7-4 Economic Costs by Stage and Project Elements

ECONOMICS COSTS

Project Elements: Total Complex  
Terminal - C  
Alternative - 33

(Unit: 1,000 Baht)

Facilities	Components	Stage-1	Stage-2	Stage-3	Total
Earth Work					
1.	Clearing & Grubbing	867	0	0	867
2.	Embankment	9,443	0	0	9,443
Drainage					
3.	RC-Pipe Culbert, D= 40	1,511	0	0	1,511
4.	" , D=100	4,587	0	0	4,587
5.	U-Ditch, 0.3 x 0.5	1,289	795	265	2,349
6.	" , 1.0 x	5,884	0	0	5,884
Pavement:					
7.	Cement Concrete Pavement	36,371	8,597	8,597	53,565
8.	Asphaltic Concrete Pavement	1,549	0	0	1,549
Buildings:					
9.	Transshipment Platform	31,836	23,878	23,878	79,592
10.	Control & Business Offices	61,302	21,954	21,954	105,210
11.	Warehouses/Temporary Storehouse	2,419	0	0	2,419
12.	Garage	23,224	0	0	23,224
13.	Petrol Station	11,721	11,721	0	23,442
14.	Maintenance Shop	10,660	10,660	0	21,320
Yards:					
15.	Parking Yard	5,101	6,235	0	11,336
16.	Docking Yard	5,135	3,851	3,851	12,837
17.	Other Facilities	21,290	8,769	5,855	35,914
Sub-total Construction Cost		234,189	96,462	64,401	395,052
Other:					
18.	Land Acquisition	609,158	0	0	609,158
19.	Compensation	61,017	0	0	61,017
20.	Final Engineering & Supervision	23,419	9,646	6,440	39,505
21.	Contingencies	139,167	15,916	10,626	165,709
Total--Terminal Cost		1,066,950	122,024	81,467	1,270,441

Table AP7-5 Economic Costs by Stage and Project Elements

Project Elements: T.T. + Warehouses  
Terminal - N  
Alternative - 33

ECONOMICS COSTS

(Unit: 1,000 Baht)

Facilities	Components	Stage-1	Stage-2	Stage-3	Stage-4	Total
Earth Work:						
1.	Clearing & Grubbing	662	0	0	0	662
2.	Embankment	72,166	0	0	0	72,166
Drainage						
3.	RC-Pipe Culvert, D= 40	1,036	0	0	0	1,036
4.	" , D=100	3,373	0	0	0	3,373
5.	U-Ditch, 0.3 x 0.5	395	613	813	661	2,482
6.	" , 1.0 x	4,341	0	0	0	4,341
Pavement:						
7.	Cement Concrete Pavement	23,270	5,013	3,026	3,026	34,335
8.	Asphaltic Concrete Pavement	1,549	0	0	0	1,549
Buildings:						
9.	Transshipment Platform	0	8,457	8,457	8,457	25,371
10.	Control & Business Offices	0	14,149	4,879	4,879	23,907
11.	Warehouses/Temporary Storehouse	0	30,289	41,803	27,870	99,962
12.	Garage	0	0	0	0	0
13.	Petrol Station	0	11,721	0	0	11,721
14.	Maintenance Shop	0	8,528	0	0	8,528
Yards:						
15.	Parking Yard	6,602	4,739	2,476	0	13,817
16.	Docking Yard	0	8,160	11,558	8,160	27,878
17.	Other Facilities	11,339	9,167	7,301	5,305	33,112
Sub-total	Construction Cost	124,733	100,835	80,313	58,357	364,238
Other:						
18.	Land Acquisition	105,945	0	0	0	105,945
19.	Compensation	10,595	0	0	0	10,595
20.	Final Engineering & Supervision	12,473	10,083	8,031	5,836	36,423
21.	Contingencies	38,062	16,638	13,252	9,629	77,581
Total-Terminal	Cost	291,808	127,556	101,596	73,822	594,782

Table AP7-6 Economic Costs by Stage and Project Elements

ECONOMIC COST

Project Elements: T.T + Warehouses  
Terminal - E  
Alternative - 33

(Unit: 1,000 Baht)

Facilities	Components	Stage-1	Stage-2	Stage-3	Stage-4	Total
Earth Work:						
1.	Clearing & Grubbing	424	0	0	0	424
2.	Embankment	39,594	0	0	0	39,594
Drainage Facilities:						
3.	RC-Pipe Culvert, D= 40	609	0	0	0	609
4.	" , D=100	2,649	0	0	0	2,649
5.	U-Ditch, 0.3 x 0.5	252	419	872	349	1,892
6.	" , 1.0 x	3,441	0	0	0	3,441
Pavement:						
7.	Cement Concrete Pavement	17,770	4,675	2,920	2,920	28,285
8.	Asphaltic Concrete Pavement	1,549	0	0	0	1,549
Buildings:						
9.	Transshipment Platform	0	7,960	7,960	7,960	23,880
10.	Control & Business Offices	0	16,354	7,318	7,318	30,990
11.	Warehouses/Temporary Storehouse	0	12,560	15,212	0	27,772
12.	Garage	0	0	0	0	0
13.	Petrol Station	0	11,721	0	0	11,721
14.	Maintenance Shop	0	7,817	0	0	7,817
Yards:						
15.	Parking Yard	0	4,397	1,462	0	5,859
16.	Docking Yard	0	4,567	1,283	1,283	7,133
17.	Other Facilities	6,629	7,047	3,703	1,983	19,362
Sub-total Construction Cost		72,918	77,516	40,730	21,813	212,977
Other:						
18.	Land Acquisition	25,374	0	0	0	25,374
19.	Compensation	2,586	0	0	0	2,586
20.	Final Engineering & Supervision	7,292	7,752	4,073	2,181	21,298
21.	Contingencies	16,225	12,790	6,720	3,599	39,334
Total-Terminal Cost		124,395	98,058	51,523	27,593	301,569

Table AP7-7 Economic Costs by Stage and Project Elements  
 Project Elements: T.T. + Warehouses  
 Terminal - W  
 Alternative - 33

ECONOMIC COST

(Unit: 1,000 Baht)

Facilities	Components	Stage-1	Stage-2	Stage-3	Stage-4	Total
Earth Work:						
1.	Clearing & Brubbing	594	0	0	0	594
2.	Embankment	64,613	0	0	0	64,613
Drainage						
3.	RC-Pipe Culvert, D= 40	878	0	0	0	878
4.	" , D=100	3,378	0	0	0	3,378
5.	U-Ditch, 0.3 x 0.5	303	529	547	547	1,926
6.	" , 1.0 x	4,353	0	0	0	4,353
Pavement:						
7.	Cement Concrete Pavement	23,443	3,565	2,858	2,858	32,724
8.	Asphaltic Concrete Pavement	1,549	0	0	0	1,549
Buildings:						
9.	Transshipment Platform	0	7,463	7,463	7,463	22,389
10.	Control & Business Offices	0	12,358	7,318	7,318	26,994
11.	Warehouses/Temporary Storehouse	0	22,070	24,565	19,651	66,286
12.	Garage	0	0	0	0	0
13.	Petrol Station	0	11,721	0	0	11,721
14.	Maintenance Shop	0	7,463	0	0	7,463
Yards:						
15.	Parking Yard	0	2,935	1,509	0	4,444
16.	Docking Yard	0	5,993	7,191	7,191	20,375
17.	Other Facilities	9,911	7,410	5,145	4,503	26,969
	Sub-total Construction Cost	109,022	81,507	56,596	49,531	296,656
Other:						
18.	Land Acquisition	23,826	0	0	0	23,826
19.	Compensation	2,417	0	0	0	2,417
20.	Final Engineering & Supervision	10,902	8,151	5,659	4,953	29,665
21.	Contingencies	21,924	13,448	9,338	8,172	52,882
	Total-Terminal Cost	168,091	103,106	71,593	62,656	405,446

Table AP7-8 Economic Costs by Stage and Project Elements

ECONOMICS COSTS

Project Elements: T.T. + Warehouse  
Terminal - C  
Alternative - 33

(Unit: 1,000 Baht)

Facilities	Components	Stage-1	Stage-2	Stage-3	Total
Earth Work:					
1.	Clearing & Grubbing	769	0	0	769
2.	Embankment	8,376	0	0	8,376
Drainage					
3.	RC-Pipe Culvert, D= 40	1,340	0	0	1,340
4.	" , D-100	4,069	0	0	4,069
5.	U-Ditch, 0.3 x 0.5	1,143	795	265	2,203
6.	" , 1.0 x	5,219	0	0	5,219
Pavement:					
7.	Cement Concrete Pavement	32,261	8,597	8,597	49,455
8.	Asphaltic Concrete Pavement	1,549	0	0	1,549
Buildings:					
9.	Transshipment Platform	31,836	23,878	23,878	79,592
10.	Control & Business Offices	55,172	21,954	21,954	99,080
11.	Warehouses/Temporary Storehouse	0	0	0	0
12.	Garage	20,600	0	0	20,600
13.	Petrol Station	11,721	11,721	0	23,442
14.	Maintenance Shop	10,660	10,660	0	21,320
Yards:					
15.	Parking Yard	5,101	6,235	0	11,336
16.	Docking Yard	5,135	3,851	3,851	12,837
17.	Other Facilities	19,495	8,769	5,855	34,119
Sub-total Construction Cost		214,446	96,460	64,400	375,306
Other:					
18.	Land Acquisition	540,323	0	0	540,323
19.	Compansation	54,122	0	0	54,122
20.	Final Engkneering & Supervision	21,445	9,646	6,440	37,531
21.	Contingencies	124,550	15,916	10,626	151,092
Total-Terminal Cost		954,886	122,022	81,466	1,158,374



Table AP7-9 Economic Costs by Stage and Project Elements

ECONOMIC COST

Project Elements : T.T. Only  
Terminal - N  
Alternative - 33

(Unit: 1,000 Baht)

Facilities	Components	Stage-1	Stage-2	Stage-3	Stage-4	Total
Earth Work						
1.	Clearing & Grubbing	256	0	0	0	256
2.	Embankment	27,859	0	0	0	27,859
Drainage						
3.	RC-Pipe Culvert, D= 40	400	0	0	0	400
4.	" , D=100	1,302	0	0	0	1,302
5.	U-Ditch, 0.3 x 0.5	152	306	406	331	1,195
6.	" , 1.0 x	1,676	0	0	0	1,676
Pavement:						
7.	Cement Concrete Pavement	8,988	2,506	1,513	1,513	14,520
8.	Asphaltic Concrete Pavement	1,549	0	0	0	1,549
Buildings:						
9.	Transshipment Platform	0	8,457	8,457	8,457	25,371
10.	Control & Business Offices	0	14,149	4,879	4,879	23,907
11.	Warehouses/Temporary Storehouse	0	0	0	0	0
12.	Garage	0	0	0	0	0
13.	Petrol Station	0	11,721	0	0	11,721
14.	Maintenance Shop	0	8,528	0	0	8,528
Yards:						
15.	Parking Yard	6,602	4,739	2,476	0	13,817
16.	Docking Yard	0	8,160	11,558	8,160	27,878
17.	Other Facilities	4,878	5,857	2,929	2,334	15,998
Sub-total	Construction Cost	53,662	64,423	32,218	25,674	175,977
Other:						
18.	Land Acquisition	30,899	0	0	0	30,899
19.	Compensation	4,090	0	0	0	4,090
20.	Final Engineering & Supervision	5,366	6,442	3,222	2,567	17,597
21.	Contingencies	15,602	10,630	5,316	4,236	35,784
Total-Terminal	Cost	109,619	81,495	40,756	32,477	264,347

Table AP7-10 Economic Costs by Stage and Project Elements

ECONOMIC COST

Project Elements: T.T. Only  
Terminal - E  
Alternative - 33

(Unit: 1,000 Baht)

Facilities	Components	Stage 1	Stage 2	Stage 3	Stage 4	Total
Earth Work:	1. Clearing & Brubbing	286	0	0	0	286
	2. Embankment	26,761	0	0	0	26,761
Drainage Facilities:	3. RC-Pipe Culvert, D= 40	421	0	0	0	421
	4. " , D=100	1,791	0	0	0	1,791
	5. U-Ditch, 0.3 x 0.5	170	279	436	349	1,234
6. " , 1.0 x	2,326	0	0	0	0	2,326
Pavement:	7. Cement Concrete Pavement	12,011	3,116	1,460	2,920	19,507
	8. Asphaltic Concrete Pavement	1,549	0	0	0	1,549
Buildings:	9. Transshipment Platform	0	7,960	7,960	7,960	23,880
	10. Control & Business Offices	0	16,354	7,318	7,318	30,990
	11. Warehouses/Temporary Storehouse	0	0	0	0	0
	12. Garage	0	0	0	0	0
	13. Petrol Station	0	11,721	0	0	11,721
14. Maintenance Shop	0	7,817	0	0	7,817	
Yards:	15. Parking Yard	0	4,397	1,462	0	5,859
	16. Docking Yard	0	4,567	1,283	1,283	7,133
	17. Other Facilities	4,531	5,621	1,992	1,983	14,127
Sub-total Construction Cost		49,846	61,832	21,911	21,813	155,402
Other :	18. Land Acquisition	17,150	0	0	0	17,150
	19. Compensation	1,748	0	0	0	1,748
	20. Final Engineering & Supervision	4,984	6,183	2,191	2,181	15,539
	21. Contingencies	11,058	10,202	3,615	3,599	28,474
Total-Terminal Cost		84,786	78,217	27,717	27,593	218,313

Table AP7-11 Economic Costs by Stage and Project Elements

ECONOMIC COST

Project Elements: T.T. Only  
Terminal -- W  
Alternative -- 33

(Unit: 1,000 Baht)

Facilities	Components	Stage-1	Stage-2	Stage-3	Stage-4	Total
Earth Work						
1.	Clearing & Grubbing	305	0	0	0	305
2.	Embankment	33,215	0	0	0	33,215
Drainage						
3.	RC-Pipe Culvert, D= 40	451	0	0	0	451
4.	" , D=100	1,734	0	0	0	1,734
5.	U-Ditch, 0.3 x 0.5	156	353	274	274	1,057
6.	" , 1.0 x	2,238	0	0	0	2,238
Pavement:						
7.	Cement Concrete Pavement	12,051	2,376	1,429	1,429	17,285
8.	Asphaltic Concrete Pavement	1,549	0	0	0	1,549
Buildings:						
9.	Transshipment Platform	0	7,463	7,463	7,463	22,389
10.	Control & Business Offices	0	12,358	7,318	7,318	26,994
11.	Warehouses/Temporary Storehouse	0	0	0	0	0
12.	Garage	0	0	0	0	0
13.	Petrol Station	0	11,721	0	0	11,721
14.	Maintenance Shop	0	7,463	0	0	7,463
Yards:						
15.	Parking Yard	0	2,935	1,509	0	4,444
16.	Docking Yard	0	5,993	7,191	7,191	20,375
17.	Other Facilities	5,170	5,066	2,518	2,367	15,121
	Sub-total Construction Cost	56,869	55,728	27,702	26,042	166,341
Other:						
18.	Land Acquisition	12,248	0	0	0	12,248
19.	Compensation	1,243	0	0	0	1,243
20.	Final Engineering & Supervision	5,687	5,573	2,770	2,604	16,634
21.	Contingencies	11,407	9,195	4,571	4,297	29,470
	Total-Terminal Cost	87,454	70,496	35,043	32,943	225,936

Table AP7-12 Economic Costs by Stage and Project Elements

ECONOMICS COSTS

Project Elements: T.T. Only  
Terminal - C  
Alternative - 33

(Unit: 1,000 Baht)

Facilities	Components	Stage-1	Stage-2	Stage-3	Total
Earth Work:					
1.	Clearing & Grubbing	769	0	0	769
2.	Embankment	8,376	0	0	8,376
Drainage					
3.	RC-Pipe Culvert, D= 40	1,340	0	0	1,340
4.	" , D=100	4,069	0	0	4,069
5.	U-Ditch, 0.3 x 0.5	1,143	795	265	2,203
6.	" , 1.0 x	5,219	0	0	5,219
Pavement :					
7.	Cement Concrete Pavement	32,261	8,597	8,597	49,455
8.	Asphaltic Concrete Pavement	1,549	0	0	1,549
Buildings:					
9.	Transshipment Platform	31,836	23,878	23,878	79,592
10.	Control & Business Offices	55,172	21,954	21,954	99,080
11.	Warehouses/Temporary Storehouse	0	0	0	0
12.	Garage	20,600	0	0	20,600
13.	Petrol Station	11,721	11,721	0	23,442
14.	Maintenance Shop	10,660	10,660	0	21,320
Yards:					
15.	Parking Yard	5,101	6,235	0	11,336
16.	Docking Yard	5,135	3,851	3,851	12,837
17.	Other Facilities	19,495	8,769	5,855	34,119
	Sub-total Construction Cost	214,446	96,460	64,400	375,306
Other:					
18.	Land Acquisition	540,323	0	0	540,323
19.	Compensation	54,122	0	0	54,122
20.	Final Engineering & Supervision	21,445	9,646	6,440	37,531
21.	Contingencies	124,550	15,916	10,626	151,092
	Total-Terminal Cost	954,886	122,022	81,466	1,158,374

Table AP7-13 Economic Cost and Benefit Flows, Alternative 33

YEAR	BENEFIT FLOW	COST FLOW				
		TOTAL COMPLEX	WITHOUT LAND ACQ.	TRUCK TERMINALS AND WAREHOUSES ONLY	WITHOUT LAND ACQ.	TRUCK TERMINALS ONLY
1980.	0.	0.	0.	0.	0.	0.
1981.	0.	0.	0.	0.	0.	0.
1982.	0.	1266040.	353345.	1038738.	353345.	865741.
1983.	0.	510180.	510180.	392303.	392303.	272854.
1984.	0.	119033.	119033.	108132.	108132.	108132.
1985.	70897.	496809.	496809.	364590.	364590.	258942.
1986.	82860.	65685.	65685.	51245.	51245.	41048.
1987.	90672.	65685.	65685.	51245.	51245.	41048.
1988.	98483.	65685.	65685.	51245.	51245.	41048.
1989.	106294.	412423.	412423.	397982.	397982.	266587.
1990.	228212.	87580.	87580.	68326.	68326.	54732.
1991.	248386.	87580.	87580.	68326.	68326.	54732.
1992.	268562.	87580.	87580.	68326.	68326.	54732.
1993.	288736.	87580.	87580.	68326.	68326.	54732.
1994.	308910.	87580.	87580.	68326.	68326.	54732.
1995.	329086.	87580.	87580.	68326.	68326.	54732.
1996.	349260.	87580.	87580.	68326.	68326.	54732.
1997.	369434.	87580.	87580.	68326.	68326.	54732.
1998.	389609.	87580.	87580.	68326.	68326.	54732.
1999.	409784.	333118.	333118.	313864.	313864.	229210.
2000.	537448.	109476.	109476.	85408.	85408.	68418.
2001.	562666.	109476.	109476.	85408.	85408.	68418.
2002.	587885.	109476.	109476.	85408.	85408.	68418.
2003.	613103.	109476.	109476.	85408.	85408.	68418.
2004.	638321.	109476.	109476.	85408.	85408.	68418.
2005.	663540.	109476.	109476.	85408.	85408.	68418.
2006.	676149.	109476.	109476.	85408.	85408.	68418.
2007.	688758.	109476.	109476.	85408.	85408.	68418.
2008.	701367.	-932674.	-19979.	-73379.	-6191.	-652319.
	INT1	0.11	0.06	0.11	0.11	0.11
	EB1	1241912.23	2669558.35	1241912.23	1241912.23	1241912.23
	EC1	2665869.08	2138817.82	1673334.94	1209283.86	1310091.00
	B/C1	0.60	1.34	0.74	1.03	0.95
	INT2	0.06	0.11	0.06	0.16	0.16
	EB2	2669558.35	1241912.23	2669558.35	603678.23	2669558.35
	EC2	2736690.12	1442769.05	2219511.54	888047.01	1724002.02
	B/C2	1.05	0.86	1.29	0.68	1.66
	IRR	6.54	9.55	8.66	11.39	10.64
						15.80

Table AP7-14 Economic Cost and Benefit Flows, Alternative 55

YEAR	BENEFIT FLOW	COST FLOW			
		TOTAL COMPLEX	T. AND WAREHOUSES	WITHOUT ACQ	T.T. ONLY WITHOUT ACQ
1980.	0.	0.	0.	0.	0.
1981.	0.	0.	0.	0.	0.
1982.	0.	1022977.	316250.	245331.	567903.
1983.	0.	703595.	703595.	539958.	398831.
1984.	0.	0.	0.	0.	0.
1985.	37468.	514346.	514346.	429770.	353355.
1986.	58152.	65685.	65685.	51245.	41048.
1987.	66346.	65685.	65685.	51245.	41048.
1988.	74540.	65685.	65685.	51245.	41048.
1989.	82735.	410391.	410391.	395951.	246529.
1990.	181859.	87580.	87580.	68326.	54732.
1991.	198248.	87580.	87580.	68326.	54732.
1992.	214637.	87580.	87580.	68326.	54732.
1993.	231026.	87580.	87580.	68326.	54732.
1994.	247414.	87580.	87580.	68326.	54732.
1995.	263803.	87580.	87580.	68326.	54732.
1996.	280192.	87580.	87580.	68326.	54732.
1997.	296582.	87580.	87580.	68326.	54732.
1998.	312970.	221407.	221407.	202153.	115267.
1999.	329359.	221407.	221407.	202153.	115267.
2000.	43285.	109476.	109476.	85408.	68418.
2001.	452671.	109476.	109476.	85408.	68418.
2002.	473157.	109476.	109476.	85408.	68418.
2003.	493643.	109476.	109476.	85408.	68418.
2004.	514130.	109476.	109476.	85408.	68418.
2005.	534616.	109476.	109476.	85408.	68418.
2006.	544859.	109476.	109476.	85408.	68418.
2007.	555102.	109476.	109476.	85408.	68418.
2008.	565345.	-759619.	-52892.	-42215.	-420389.
	INT1	0.06	0.06	0.11	0.11
	EBI	227711.42	227711.42	976766.85	976766.85
	ECl	2805199.40	2142249.01	1182025.70	874823.30
	B/C1	0.87	1.06	0.83	1.12
	INT2	0.01	0.11	0.06	0.16
	EB2	6027389.82	976766.85	227711.42	469500.93
	EC2	3684981.47	1465622.54	1734430.25	641226.18
	B/C2	1.64	0.67	1.31	0.73
	IRR	5.17	6.79	9.22	12.52

Table AP7-15 Economic Cost and Benefit Flows, Alternative 7

YEAR	BENEFIT FLOW	COST FLOW				T.T. ONLY	WITHOUT ACQ
		TOTAL COMPLEX	WITHOUT ACQ	T.T. AND WAREHOUSES	WITHOUT ACQ		
1980.	0.	0.	0.	0.	0.	0.	
1981.	0.	0.	0.	0.	0.	0.	
1982.	0.	2343968.	385279.	1811481.	1176001.	210367.	
1983.	0.	513706.	513705.	409611.	280490.	280490.	
1984.	0.	385280.	385280.	307208.	210368.	210368.	
1985.	63020.	65685.	65685.	51245.	41048.	41048.	
1986.	71568.	65685.	65685.	51245.	41048.	41048.	
1987.	80117.	65685.	65685.	51245.	41048.	41048.	
1988.	88666.	65685.	65685.	51245.	41048.	41048.	
1989.	97214.	611136.	611136.	479693.	343438.	343438.	
1990.	211526.	87580.	87580.	68326.	54732.	54732.	
1991.	228623.	87580.	87580.	68326.	54732.	54732.	
1992.	245721.	87580.	87580.	68326.	54732.	54732.	
1993.	262818.	87580.	87580.	68326.	54732.	54732.	
1994.	279915.	87580.	87580.	68326.	54732.	54732.	
1995.	297013.	87580.	87580.	68326.	54732.	54732.	
1996.	314110.	87580.	87580.	68326.	54732.	54732.	
1997.	331207.	87580.	87580.	68326.	54732.	54732.	
1998.	348305.	87580.	87580.	68326.	54732.	54732.	
1999.	365402.	402039.	402039.	382785.	284548.	284548.	
2000.	478124.	109476.	109476.	85408.	68418.	68418.	
2001.	499496.	109476.	109476.	85408.	68418.	68418.	
2002.	520867.	109476.	109476.	85408.	68418.	68418.	
2003.	542239.	109476.	109476.	85408.	68418.	68418.	
2004.	563611.	109476.	109476.	85408.	68418.	68418.	
2005.	584982.	109476.	109476.	85408.	68418.	68418.	
2006.	595668.	109476.	109476.	85408.	68418.	68418.	
2007.	606354.	109476.	109476.	85408.	68418.	68418.	
2008.	617039.	-1989290.	-30501.	-1526444.	-966274.	-640.	
	INT1	0.06	0.06	0.06	0.11	0.16	
	EB1	2566473.00	2566473.00	2566473.00	1113816.11	542483.43	
	EC1	3477007.17	2193943.37	2738030.00	1504864.06	609418.66	
	B/C1	0.74	1.17	0.94	0.74	0.89	
	INT2	0.01	0.11	0.01	0.06	0.11	
	EB2	6728875.09	1113816.11	6728875.09	2566473.00	1113816.11	
	EC2	4136887.95	1473967.23	3303955.50	1915566.08	845622.39	
	B/C2	1.63	0.76	2.04	1.34	1.32	
	IRR	4.53	8.05	5.72	8.83	14.71	

Table AP7-16 Economic Costs by Major Item and Terminal

(Unit: 1,000 Baht)

		Land ac- quisition	Land de- velopment	Buildings/ Drainage	Final engi- neering/ supervision	Contin- gency	Total	%	
<b>Terminal - N</b>									
Truck Terminal	Main Elements	10,960	11,995	33,536	4,553	6,104	67,148	22.4	
	Supporting Elements:	Main	2,244	2,731	8,241	1,097	1,431	15,744	5.2
		Other	1,862	1,211	9,650	1,086	1,381	15,190	5.1
	Sub-total	15,066	15,937	51,427	6,736	8,916	98,082	32.7	
Related Facilities	Warehouse Area	22,052	17,847	9,068	2,692	5,166	56,825	18.9	
	Chartered Truck Center	10,230	8,269	35,557	4,383	5,844	64,283	21.4	
	Public Parking	14,776	18,903	9,007	2,791	4,548	50,025	16.7	
	Other	11,255	10,651	4,629	1,528	2,806	30,869	10.3	
	Sub-total	58,313	55,670	58,261	11,394	18,364	202,002	67.3	
G. Total	73,379	71,607	109,688	18,130	27,280	300,084	100.0		
%	24.5	23.9	36.6	6.0	9.1	100.0			
<b>Terminal - E</b>									
Truck Terminal	Main Elements	7,852	11,487	31,353	4,284	5,498	60,474	27.8	
	Supporting Elements:	Main	1,620	2,619	8,207	1,083	1,353	14,882	6.8
		Other	1,402	1,214	9,407	1,062	1,309	14,394	6.6
	Sub-total	10,874	15,320	48,967	6,429	8,160	89,750	41.3	
Related Facilities	Warehouse Area	4,350	4,381	2,386	677	1,179	12,973	6.0	
	Chartered Truck Center	7,384	7,760	35,398	4,316	5,486	60,344	27.8	
	Public Parking	7,482	12,671	7,035	1,971	2,916	32,075	14.8	
	Others	6,774	8,565	3,715	1,228	2,028	22,310	10.3	
	Sub-total	25,990	33,377	48,534	8,192	11,609	127,702	58.7	
G. Total	36,864	48,697	97,501	14,621	19,769	217,452	100.0		
%	17.0	22.4	44.8	6.7	9.1	100.0			
<b>Terminal - W</b>									
Truck Terminal	Main Elements	13,610	11,487	31,353	4,284	6,073	66,807	25.3	
	Supporting Elements:	Main	2,808	2,619	8,207	1,083	1,472	16,189	6.1
		Other	2,430	1,214	9,114	1,033	1,379	15,170	5.7
	Sub-total	18,848	15,320	48,674	6,400	8,924	98,166	37.1	
Related Facilities	Warehouse Area	13,614	8,136	4,307	1,244	2,730	30,031	11.4	
	Chartered Truck Center	12,799	7,760	35,398	4,316	6,027	66,300	25.1	
	Public Parking	13,614	13,368	7,238	2,061	3,628	39,909	15.1	
	Others	13,007	8,977	4,115	1,309	2,741	30,149	11.4	
	Sub-total	53,034	38,241	51,058	8,930	15,126	166,389	62.9	
G. Total	71,882	53,561	99,732	15,330	24,050	264,555	100.0		
%	27.2	20.2	37.7	5.8	9.1	100.0			
<b>Terminal - C</b>									
Truck Terminal	Main Elements	106,141	36,491	107,151	14,364	26,415	290,562	52.1	
	Supporting Elements:	Main	23,942	9,136	25,012	3,415	6,151	67,656	12.1
		Other	15,876	3,476	25,186	2,866	4,740	52,144	9.4
	Sub-total	145,959	49,103	157,349	20,645	37,306	410,362	73.6	
Related Facilities	Warehouse Area	0	0	0	0	0	0	0.0	
	Chartered Truck Center	31,215	7,548	35,337	4,289	7,839	86,228	15.5	
	Public Parking	0	0	0	0	0	0	0.0	
	Others	37,632	11,383	4,806	1,619	5,544	60,984	10.9	
	Sub-total	68,847	18,931	40,143	5,908	13,383	147,212	26.4	
G. Total	214,806	68,034	197,492	26,553	50,689	557,574	100.0		
%	38.5	12.2	35.4	4.8	9.1	100.0			



Table AP7-17 Economic Cost and Benefit Flows, Alternative-333

Main Elements Only			Main Elements & Main Supporting Elements			ALL Truck Terminal Elements		
Year	Benefit	Cost	Year	Benefit	Cost	Year	Benefit	Cost
1982	0	155,273	1982	0	175,478	1982	0	189,715
1983	0	47,903	1983	0	53,211	1983	0	57,203
1984	0	40,320	1984	0	44,215	1984	0	46,599
1985	0	53,756	1985	0	64,189	1985	0	75,120
1986	71,568	85,563	1986	71,568	102,646	1986	71,568	120,609
1987	90,672	2,548	1987	90,672	3,207	1987	90,672	3,983
1988	98,483	2,548	1988	98,483	3,207	1988	98,483	3,983
1989	106,294	26,781	1989	106,294	33,411	1989	106,294	39,187
1990	228,212	3,474	1990	228,212	4,356	1990	228,212	5,368
1991	248,386	3,474	1991	248,386	4,356	1991	248,386	5,368
1992	268,562	3,474	1992	268,562	4,356	1992	268,562	5,368
1993	288,736	3,474	1993	288,736	4,356	1993	288,736	5,368
1994	308,910	3,474	1994	308,910	4,356	1994	308,910	5,368
1995	329,086	3,474	1995	329,086	4,356	1995	329,086	5,368
1996	349,260	3,474	1996	349,260	4,356	1996	349,260	5,368
1997	369,434	3,474	1997	369,434	4,356	1997	369,434	5,368
1998	389,609	3,474	1998	389,609	4,356	1998	389,609	5,368
1999	409,784	227,156	1999	409,784	281,947	1999	409,784	327,934
2000	537,448	9,275	2000	537,448	11,613	2000	537,448	14,200
2001	562,666	9,275	2001	562,666	11,613	2001	562,666	14,200
2002	587,885	9,275	2002	587,885	11,613	2002	587,885	14,200
2003	613,103	9,275	2003	613,103	11,613	2003	613,103	14,200
2004	638,321	9,275	2004	638,321	11,613	2004	638,321	14,200
2005	663,540	9,275	2005	663,540	11,613	2005	663,540	14,200
2006	676,149	9,275	2006	676,149	11,613	2006	676,149	14,200
2007	688,758	9,275	2007	688,758	11,613	2007	688,758	14,200
2008	701,367	9,275	2008	701,367	11,613	2008	701,367	14,200
2009	713,976	9,275	2009	713,976	11,613	2009	713,976	14,200
2010	726,585	-243,789	2010	726,585	-280,618	2010	726,585	-303,160

(Unit: 1,000 Baht)

Table AP7-18 Economic Analysis for Total Complex °

		YEAR	BENEFIT	COST				
ECONOMIC COST/BENEFIT FLOWS (1000 Baht)		1982	0	280,474				
		1983	0	100,103				
		1984	0	72,634				
		1985	0	88,598				
		1986	71,568	219,401				
		1987	90,672	7,068				
		1988	98,483	7,068				
		1989	106,294	49,750				
		1990	228,212	8,773				
		1991	248,386	8,773				
		1992	268,562	8,773				
		1993	288,736	8,773				
		1994	308,910	8,773				
		1995	329,086	8,773				
		1996	349,260	8,773				
		1997	369,434	8,773				
		1998	389,609	8,773				
		1999	409,784	559,428				
		2000	537,448	22,748				
		2001	562,666	22,748				
		2002	587,885	22,748				
2003	613,103	22,748						
2004	638,321	22,748						
2005	663,540	22,748						
2006	676,147	22,748						
2007	688,755	22,748						
2008	701,367	22,748						
2009	713,976	22,748						
2010	726,585	-485,447						
ECONOMIC EVALUATION INDICATORS				CASE A	CASE B			
			DISCOUNT RATE (%)	21.0	16.0			
			PRESENT VALUE B	443,179	788,785			
			- " - C	508,636	588,736			
			NET FV ( B- C)	-65,458	200,047			
			B/C RATIO	0.8	1.3			
			IRR (%)	19.8				
ECONOMIC SENSITIVITY ANALYSIS		BENEFITS						
			+20%	+10%	0	-10%	-20%	
		C	+20%	19.8	18.8	17.6	16.1	15.2
		O	+10%	20.6	19.8	18.7	17.4	15.8
		S	0	21.8	20.6	19.8	18.6	17.1
		T	-10%	23.4	22.1	20.7	19.8	18.5
		S	-20%	24.8	23.8	22.4	20.8	19.8
		BENEFITS						
			+20%	+10%	0	-10%	-20%	
		C	+20%	0.0	-1.0	-2.2	-3.7	-4.6
		O	+10%	0.8	0.0	-1.1	-2.4	-4.0
		S	0	2.0	0.8	BASE	-1.2	-2.7
		T	-10%	3.6	2.3	0.9	0.0	-1.3
		S	-20%	5.0	4.0	2.6	1.0	0.0

**APPENDIX  
CHAPTER 8**

**FINANCIAL ANALYSIS**



Table AP8-1 \*\* TERMINAL N \*\*

COST PROJECTION FOREIGN PORTION

1000 BAHT

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	1934.	940.	0.	1678.	0.	0.	0.	0.	0.
BUILDING	0.	27.	123.	0.	13661.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	197.	106.	0.	1534.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	59.	32.	0.	460.	0.	0.	0.	0.	0.
BASE COST	0.	2227.	1201.	0.	17333.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	223.	120.	0.	1733.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	223.	120.	0.	1733.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIRED:	0.	2450.	1321.	0.	19066.	0.	0.	0.	0.	0.
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	3452.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	13369.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	1682.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	18503.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	1850.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	1850.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	20353.	0.	0.
	2002	2003	2004	2005	2006	2007	2008	2009	2010	
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

COST PROJECTION LOCAL PORTION

1000 BAHT

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	1018.	500.	0.	4064.	0.	0.	0.	0.	0.
BUILDING	0.	2435.	1675.	0.	13661.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	345.	218.	0.	1773.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	103.	65.	0.	532.	0.	0.	0.	0.	0.
BASE COST	0.	3901.	2458.	0.	20030.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	390.	246.	0.	2003.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	390.	246.	0.	2003.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIRED	0.	4291.	2704.	0.	22033.	0.	0.	0.	0.	0.
-----										
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	4732.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	16002.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	2073.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	22807.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	2281.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	2281.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	25088.	0.	0.
-----										
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
-----										
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

Table AP8-3 \*\* TERMINAL N \*\*

COST PROJECTION TOTAL  
1000 BAHT

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	2952.	1440.	0.	5742.	0.	0.	0.	0.	0.
BUILDING	0.	2472.	1798.	0.	27322.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	542.	324.	0.	3307.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	162.	57.	0.	992.	0.	0.	0.	0.	0.
BASE COST	0.	4128.	3659.	0.	37363.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	613.	366.	0.	3736.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	613.	366.	0.	3736.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIRED	0.	6741.	4025.	0.	41099.	0.	0.	0.	0.	0.
1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	8184.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	29371.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	3755.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	41310.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	4131.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	4131.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	45441.	0.	0.
2002	2003	2004	2005	2006	2007	2008	2009	2010		
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

COST PROJECTION FOREIGN PORTION

1000 BAHT

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	C.	1861.	504.	0.	1614.	0.	0.	0.	0.	0.
BUILDING	0.	35.	119.	0.	12970.	0.	0.	0.	0.	0.
EQUIPMENT	C.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	190.	102.	0.	1459.	0.	0.	0.	0.	0.
PRE-OPERATION	C.	57.	21.	0.	438.	C.	0.	0.	0.	0.
BASE COST	0.	2143.	1156.	C.	16481.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	214.	116.	C.	1648.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	214.	116.	0.	1648.	0.	0.	0.	0.	C.
TOTAL FINANCING REQUIRED	C.	2357.	1272.	0.	18129.	0.	0.	0.	0.	0.
-----										
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	C.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	3316.	0.	0.
EQUIPMENT	C.	0.	0.	0.	0.	0.	0.	12729.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	1605.	0.	0.
BASE COST	C.	0.	0.	0.	0.	0.	0.	17650.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	1765.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	1765.	0.	0.
TOTAL FINANCING REQUIRED	C.	0.	0.	0.	0.	0.	0.	15415.	0.	0.
-----										
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.



Table AP8-5 \*\* TERMINAL F \*\*

COST PROJECTION LOCAL PORTION

1000 RAHT

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	587.	481.	0.	3910.	0.	0.	0.	0.	0.
BUILDING	0.	2342.	1612.	0.	12070.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	337.	209.	0.	1688.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	59.	63.	0.	506.	0.	0.	0.	0.	0.
BASE COST	0.	3754.	2365.	0.	15074.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	375.	236.	0.	1907.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	375.	236.	0.	1907.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIRED	0.	4129.	2601.	0.	20981.	0.	0.	0.	0.	0.
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	4540.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	15263.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	1980.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	21783.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	2178.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	2178.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	23961.	0.	0.
	2002	2003	2004	2005	2006	2007	2008	2009	2010	
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	
BUILDING	0.	0.	0.	0.	0.	0.	0.	0.	0.	
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	
BASE COST	0.	0.	0.	0.	0.	0.	0.	0.	0.	
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	0.	0.	
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	0.	0.	
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	0.	0.	

Table AP8-6 \*\* TERMINAL F \*\*

COST PROJECTION TOTAL

1000 BAHT

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	2841.	1385.	0.	5524.	0.	0.	0.	0.	0.
BUILDING	0.	2378.	1731.	0.	25940.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	522.	311.	0.	3147.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	156.	94.	0.	944.	0.	0.	0.	0.	0.
BASE COST	0.	5097.	3521.	0.	35555.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	550.	352.	0.	3555.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	590.	352.	0.	3555.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIREC	0.	6487.	3873.	0.	35110.	0.	0.	0.	0.	0.
-----										
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	7856.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	27952.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	3585.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	35433.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	3943.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	3943.	0.	0.
TOTAL FINANCING REQUIREC	0.	0.	0.	0.	0.	0.	0.	43376.	0.	0.
-----										
	2002	2003	2004	2005	2006	2007	2008	2009	2010	
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIREC	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

COST PROJECTION FOREIGN PORTION

1000 BAHT

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	1861.	904.	0.	1614.	0.	0.	0.	0.	0.
BUILDING	0.	35.	119.	0.	12883.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	190.	102.	0.	1450.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	57.	31.	0.	435.	0.	0.	0.	0.	0.
BASE COST	C.	2143.	1156.	C.	16382.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	214.	116.	C.	1638.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	214.	116.	0.	1638.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIRED	0.	2357.	1272.	0.	18020.	0.	0.	0.	0.	0.
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	3316.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	12642.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	1596.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	17554.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	1755.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	1755.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	19309.	0.	0.
	2002	2003	2004	2005	2006	2007	2008	2009	2010	
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

COST PROJECTION LOCAL PORTION

1000 BAHT

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	980.	481.	0.	3910.	0.	0.	0.	0.	0.
BUILDING	0.	2343.	1612.	0.	12883.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	332.	209.	0.	1679.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	99.	63.	0.	504.	0.	0.	0.	0.	0.
BASE COST	0.	3754.	2365.	0.	18976.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	375.	236.	0.	1898.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	375.	236.	0.	1898.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIRE	0.	4129.	2601.	0.	20874.	0.	0.	0.	0.	0.
	1992	1997	1994	1995	1996	1997	1998	1999	2000	2001
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	4540.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	15176.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	1972.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	21688.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	2169.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	2169.	0.	0.
TOTAL FINANCING REQUIRE	0.	0.	0.	0.	0.	0.	0.	23857.	0.	0.
	2002	2003	2004	2005	2006	2007	2008	2009	2010	
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIRE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

Table AP8-9 \*\* TERMINAL W \*\*

COST PROJECTION TOTAL

ICCC BAHT

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	2841.	1385.	0.	5524.	0.	0.	0.	0.	0.
BUILDING	0.	2378.	1731.	0.	25766.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	522.	311.	0.	3129.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	156.	54.	0.	939.	0.	0.	0.	0.	0.
BASE COST	0.	5857.	3521.	0.	35358.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	590.	352.	0.	3536.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	590.	352.	0.	3536.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIRED	0.	6487.	3873.	0.	38894.	0.	0.	0.	0.	0.
1992										
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	0.	7856.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	27818.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	3568.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	0.	35242.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	0.	3924.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	0.	3924.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	0.	43166.	0.
2002										
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.



COST PROJECTION LOCAL PORTION

1000 SAHT

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	3064.	3827.	6474.	0.	0.	0.	3948.	0.	0.
BUILDING	0.	7327.	5040.	28382.	0.	0.	0.	13747.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	1039.	887.	3486.	0.	0.	0.	1770.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	11430.	9754.	38342.	0.	0.	0.	15465.	0.	0.
CONTINGENCIES	0.	1143.	975.	3834.	0.	0.	0.	1946.	0.	0.
PHYSICAL PRICE	0.	1143.	975.	3834.	0.	0.	0.	1946.	0.	0.
TOTAL FINANCING REQUIRED	0.	12573.	10729.	42176.	0.	0.	0.	21411.	0.	0.
-----										
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	14659.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	48679.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	6334.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	69672.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	6967.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	6967.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	76639.	0.	0.
-----										
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

Table AP8-12 \*\* TERMINAL C \*\*

	COST PROJECTION TOTAL										
	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	884.	7614.	9146.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	7438.	5412.	56764.	0.	0.	0.	0.	27494.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	1632.	1303.	6591.	0.	0.	0.	0.	3308.	0.	0.
PRE-OPERATION	0.	178.	125.	931.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	18132.	14454.	73432.	0.	0.	0.	0.	36380.	0.	0.
CONTINGENCIES	0.	1813.	1445.	7343.	0.	0.	0.	0.	3638.	0.	0.
PHYSICAL PRICE	0.	1813.	1445.	7343.	0.	0.	0.	0.	3638.	0.	0.
TOTAL FINANCING REQUIRED	0.	19945.	15859.	80775.	0.	0.	0.	0.	40018.	0.	0.
1992 1993 1994 1995 1996 1997 1998 1999 2000 2001											
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	0.	25219.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	89436.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	11466.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	0.	126121.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	0.	12612.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	0.	12612.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	0.	138733.	0.	0.
2002 2003 2004 2005 2006 2007 2008 2009 2010											
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.



COST PROJECTION FOREIGN PORTION

1000 BAHT

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	11476.	6535.	2672.	4906.	0.	0.	0.	0.	0.
BUILDING	0.	218.	733.	28382.	39514.	0.	0.	1630.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	13747.	0.	0.
CONSULTING FEE	0.	1170.	726.	3105.	4443.	0.	0.	1538.	0.	0.
PRE-OPERATION	0.	351.	219.	931.	1333.	0.	0.	0.	0.	0.
BASE COST	0.	12215.	8213.	33090.	50196.	0.	0.	16915.	0.	0.
CONTINGENCIES	0.	1321.	821.	3509.	5020.	0.	0.	1691.	0.	0.
PHYSICAL PRICE	0.	1321.	821.	3509.	5020.	0.	0.	1691.	0.	0.
TOTAL FINANCING REQUIRED	0.	14536.	5034.	38599.	55216.	0.	0.	18606.	0.	0.
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	20644.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	79497.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	10015.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	110156.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	11016.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	11016.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	121172.	0.	0.
	2002	2003	2004	2005	2006	2007	2008	2009	2010	
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

Table AP8-14 \*\* GRAND TOTAL \*\*

COST PROJECTION LOCAL PORTION

1000 BAHT

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	6042.	5289.	6474.	11884.	0.	0.	0.	0.	0.
BUILDING EQUIPMENT	0.	14448.	9939.	28382.	39514.	0.	0.	3948.	0.	0.
CONSULTING FEE	0.	2048.	1523.	3486.	5140.	0.	0.	1770.	0.	0.
PRE-OPERATION	0.	301.	191.	0.	1542.	0.	0.	0.	0.	0.
BASE COST	0.	22839.	16942.	38342.	58080.	0.	0.	19465.	0.	0.
CONTINGENCIES	0.	2284.	1654.	3834.	5808.	0.	0.	1946.	0.	0.
PHYSICAL PRICE	0.	2284.	1694.	3834.	5808.	0.	0.	1946.	0.	0.
TOTAL FINANCING REQUIRED	0.	25123.	18636.	42176.	63888.	0.	0.	21411.	0.	0.
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	28471.	0.	0.
BUILDING EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	95120.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	12359.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	135950.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	13595.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	13595.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	149545.	0.	0.
	2002	2003	2004	2005	2006	2007	2008	2009	2010	
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

COST PROJECTION TOTAL 1000 BAHT

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	17518.	11824.	9146.	16790.	0.	0.	0.	0.	0.
BUILDING	0.	14666.	10672.	56764.	79028.	0.	0.	5578.	24994.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FFF	0.	3218.	2249.	6591.	9583.	0.	0.	3308.	0.	0.
PRE-OPERATION	0.	652.	410.	931.	2815.	0.	0.	0.	0.	0.
BASE COST	0.	36054.	25158.	73432.	108276.	0.	0.	36380.	0.	0.
CONTINGENCIES	0.	3605.	2515.	7343.	10828.	0.	0.	3638.	0.	0.
PHYSICAL PRICE	0.	3605.	2515.	7343.	10828.	0.	0.	3638.	0.	0.
TOTAL FINANCING REQUIRED	0.	35659.	27670.	80775.	119104.	0.	0.	40018.	0.	0.
-----										
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	49115.	174617.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	22374.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	246106.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	24611.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	24611.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	270717.	0.	0.
-----										
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
BASE COST	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONTINGENCIES	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
PHYSICAL PRICE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
TOTAL FINANCING REQUIRED	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

Table AP8-16 Loan Schedule

	1000 BAHT																																					
	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011								
LONG-TERM FOREIGN DEBT	0.	14536.	9034.	38599.	55216.	0.	0.	18606.	0.	0.	0.	0.	0.	0.	0.	0.	0.	121172.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.		
LONG-TERM LOCAL DEBT	0.	0.	0.	0.	5338.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	26471.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.		
SHORT-TERM DEBT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	
LONG-TERM FOREIGN DEBT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	
LONG-TERM LOCAL DEBT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
SHORT-TERM DEBT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

Table AP8-17 Repayment Schedule of Long-term Debt

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
REPAYMENT OF DEBT	0.	0.	0.	0.	0.	0.	0.	0.	485.	1142.
LONG-TERM FOREIGN DEBT	0.	0.	0.	0.	0.	0.	0.	0.	485.	786.
LONG-TERM LOCAL DEBT	0.	0.	0.	0.	0.	0.	0.	0.	0.	356.
INTEREST	0.	0.	509.	825.	2176.	4536.	4936.	4936.	5587.	5570.
ON LONG-TERM FOREIGN DEBT	0.	0.	509.	825.	2176.	4108.	4108.	4108.	4760.	4743.
ON LONG-TERM LOCAL DEBT	0.	0.	0.	0.	0.	827.	827.	827.	827.	827.
Total	0	0	509	825	2176	4936	4936	4936	6072	6712
LONG-TERM FOREIGN DEBT	0	0	509	825	2176	4108	4108	4108	5245	5529
LONG-TERM LOCAL DEBT	0	0	0	0	0	827	827	827	827	1183

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
REPAYMENT OF DEBT	2428.	4269.	4265.	4269.	4889.	4885.	4889.	4889.	4889.	4889.
LONG-TERM FOREIGN DEBT	2072.	3913.	3913.	3913.	4533.	4533.	4533.	4533.	4533.	4533.
LONG-TERM LOCAL DEBT	356.	356.	356.	356.	356.	356.	356.	356.	356.	356.
INTEREST	5487.	5360.	5168.	4976.	4783.	4570.	4356.	4142.	12272.	12058.
ON LONG-TERM FOREIGN DEBT	4715.	4643.	4506.	4369.	4232.	4073.	3915.	3756.	7838.	7680.
ON LONG-TERM LOCAL DEBT	772.	717.	662.	607.	552.	496.	441.	386.	4434.	4379.
Total	7915	9629	9437	9245	9672	9459	9245	9031	17161	16947
LONG-TERM FOREIGN DEBT	6787	8556	8419	8282	8765	8606	8448	8289	12371	12213
LONG-TERM LOCAL DEBT	1128	1073	1018	963	908	852	797	742	4790	4735

	2002	2003	2004	2005	2006	2007	2008	2009	2010
REPAYMENT OF DEBT	4889.	4889.	6654.	6654.	10337.	10337.	10337.	10337.	10337.
LONG-TERM FOREIGN DEBT	4533.	4533.	4533.	4533.	8572.	8572.	8572.	8572.	8572.
LONG-TERM LOCAL DEBT	356.	356.	2121.	2121.	1765.	1765.	1765.	1765.	1765.
INTEREST	11845.	11631.	11417.	10930.	10442.	9869.	9255.	8722.	8148.
ON LONG-TERM FOREIGN DEBT	7521.	7362.	7204.	7045.	6886.	6586.	6286.	5986.	5686.
ON LONG-TERM LOCAL DEBT	4324.	4268.	4213.	3885.	3556.	3282.	3009.	2735.	2462.
Total	16734	16520	18071	17584	20779	20206	19632	19059	18485
LONG-TERM FOREIGN DEBT	12054	11895	11737	11578	15458	15158	14858	14558	14258
LONG-TERM LOCAL DEBT	4680	4624	6334	6006	5321	5047	4774	4500	4227

Table AP8-18 \*\* TERMINAL N \*\*

PROJECTED REVENUE

1000 BAHT

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
REVENUE	0.	0.	0.	0.	0.	9095.	9095.	9095.	5055.	5055.
TRUCK TERMINAL	0.	0.	0.	0.	0.	3360.	3360.	3360.	3360.	3360.
OFFICE & EMPLOYEE FACILITY	0.	0.	0.	0.	0.	2470.	2470.	2470.	2470.	2470.
PARKING	0.	0.	0.	0.	0.	689.	689.	689.	689.	689.
GARAGE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
RELATED FACILITIES	0.	0.	0.	0.	0.	2576.	2576.	2576.	2576.	2576.

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
REVENUE	5055.	5055.	5055.	5055.	5095.	9095.	9095.	5055.	17968.	17968.
TRUCK TERMINAL	3360.	3360.	3360.	3360.	3360.	3360.	3360.	3360.	6720.	6720.
OFFICE & EMPLOYEE FACILITY	2470.	2470.	2470.	2470.	2470.	2470.	2470.	2470.	4941.	4941.
PARKING	689.	689.	689.	689.	689.	689.	689.	689.	1155.	1155.
GARAGE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
RELATED FACILITIES	2576.	2576.	2576.	2576.	2576.	2576.	2576.	2576.	5152.	5152.

	2002	2003	2004	2005	2006	2007	2008	2009	2010
REVENUE	17968.	17968.	17968.	17968.	17968.	17968.	17968.	17968.	17968.
TRUCK TERMINAL	6720.	6720.	6720.	6720.	6720.	6720.	6720.	6720.	6720.
OFFICE & EMPLOYEE FACILITY	4941.	4941.	4941.	4941.	4941.	4941.	4941.	4941.	4941.
PARKING	1155.	1155.	1155.	1155.	1155.	1155.	1155.	1155.	1155.
GARAGE	0.	0.	0.	0.	0.	0.	0.	0.	0.
RELATED FACILITIES	5152.	5152.	5152.	5152.	5152.	5152.	5152.	5152.	5152.



Table AP8-20 \*\* TERMINAL W \*\*

PROJECTED REVENUE

1000 BAHT

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
REVENUE	C.	0.	0.	C.	0.	8767.	8767.	8767.	8767.	8767.
TRUCK TERMINAL	C.	0.	C.	C.	0.	3136.	3136.	3136.	3136.	3136.
OFFICE & EMPLOYEE FACILITY	0.	0.	0.	0.	0.	2413.	2413.	2413.	2413.	2413.
PARKING	0.	0.	0.	0.	0.	690.	690.	690.	690.	690.
GARAGE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
RELATED FACILITIES	0.	0.	0.	0.	0.	2528.	2528.	2528.	2528.	2528.

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
REVENUE	8767.	8767.	8767.	8767.	8767.	8767.	8767.	8767.	17268.	17268.
TRUCK TERMINAL	3136.	3136.	3136.	3136.	3136.	3136.	3136.	3136.	6272.	6272.
OFFICE & EMPLOYEE FACILITY	2413.	2413.	2413.	2413.	2413.	2413.	2413.	2413.	4826.	4826.
PARKING	690.	690.	690.	690.	690.	690.	690.	690.	1115.	1115.
GARAGE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
RELATED FACILITIES	2528.	2528.	2528.	2528.	2528.	2528.	2528.	2528.	5056.	5056.

	2002	2003	2004	2005	2006	2007	2008	2009	2010
REVENUE	17268.	17268.	17268.	17268.	17268.	17268.	17268.	17268.	17268.
TRUCK TERMINAL	6272.	6272.	6272.	6272.	6272.	6272.	6272.	6272.	6272.
OFFICE & EMPLOYEE FACILITY	4826.	4826.	4826.	4826.	4826.	4826.	4826.	4826.	4826.
PARKING	1115.	1115.	1115.	1115.	1115.	1115.	1115.	1115.	1115.
GARAGE	0.	0.	0.	0.	0.	0.	0.	0.	0.
RELATED FACILITIES	5056.	5056.	5056.	5056.	5056.	5056.	5056.	5056.	5056.



Table AP8-21 \*\* TERMINAL C \*\*

PROJECTED REVENUE

1000 BAHT

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
REVENUE	0.	0.	0.	0.	18148.	18148.	18148.	18148.	30601.	30601.
TRUCK TERMINAL	0.	0.	0.	0.	7168.	7168.	7168.	7168.	14336.	14336.
OFFICE & EMPLOYEE FACILITY	0.	0.	0.	0.	4963.	4963.	4963.	4963.	7520.	7520.
PARKING	0.	0.	0.	0.	1764.	1764.	1764.	1764.	2297.	2297.
GARAGE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
RELATED FACILITIES	0.	0.	0.	0.	4253.	4253.	4253.	4253.	6448.	6448.

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
REVENUE	30601.	30601.	30601.	30601.	30601.	30601.	30601.	30601.	53305.	53305.
TRUCK TERMINAL	14336.	14336.	14336.	14336.	14336.	14336.	14336.	14336.	21504.	21504.
OFFICE & EMPLOYEE FACILITY	7520.	7520.	7520.	7520.	7520.	7520.	7520.	7520.	15040.	15040.
PARKING	2297.	2297.	2297.	2297.	2297.	2297.	2297.	2297.	3865.	3865.
GARAGE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
RELATED FACILITIES	6448.	6448.	6448.	6448.	6448.	6448.	6448.	6448.	12896.	12896.

	2002	2003	2004	2005	2006	2007	2008	2009	2010
REVENUE	53305.	53305.	53305.	53305.	53305.	53305.	53305.	53305.	53305.
TRUCK TERMINAL	21504.	21504.	21504.	21504.	21504.	21504.	21504.	21504.	21504.
OFFICE & EMPLOYEE FACILITY	15040.	15040.	15040.	15040.	15040.	15040.	15040.	15040.	15040.
PARKING	3865.	3865.	3865.	3865.	3865.	3865.	3865.	3865.	3865.
GARAGE	0.	0.	0.	0.	0.	0.	0.	0.	0.
RELATED FACILITIES	12896.	12896.	12896.	12896.	12896.	12896.	12896.	12896.	12896.

Table 8-22 \*\* GRAND TOTAL \*\*  
PROJECTED REVENUE

1000 BAHT

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
REVENUE	0.	0.	0.	0.	18148.	44774.	44774.	44774.	57227.	57227.
TRUCK TERMINAL	0.	0.	0.	0.	7168.	16800.	16800.	16800.	23968.	23968.
OFFICE & EMPLOYEE FACILITY	0.	0.	0.	0.	4963.	12278.	12278.	12278.	14835.	14835.
PARKING	0.	0.	0.	0.	1764.	3810.	3810.	3810.	4344.	4344.
GARAGE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
RELATED FACILITIES	0.	0.	0.	0.	4253.	11885.	11885.	11885.	14080.	14080.
REVENUE	57227.	57227.	57227.	57227.	57227.	57227.	57227.	57227.	105852.	105852.
TRUCK TERMINAL	23968.	23968.	23968.	23968.	23968.	23968.	23968.	23968.	40768.	40768.
OFFICE & EMPLOYEE FACILITY	14835.	14835.	14835.	14835.	14835.	14835.	14835.	14835.	29674.	29674.
PARKING	4344.	4344.	4344.	4344.	4344.	4344.	4344.	4344.	7250.	7250.
GARAGE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
RELATED FACILITIES	14080.	14080.	14080.	14080.	14080.	14080.	14080.	14080.	28160.	28160.
REVENUE	105852.	105852.	105852.	105852.	105852.	105852.	105852.	105852.	105852.	105852.
TRUCK TERMINAL	40768.	40768.	40768.	40768.	40768.	40768.	40768.	40768.	40768.	40768.
OFFICE & EMPLOYEE FACILITY	29674.	29674.	29674.	29674.	29674.	29674.	29674.	29674.	29674.	29674.
PARKING	7250.	7250.	7250.	7250.	7250.	7250.	7250.	7250.	7250.	7250.
GARAGE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
RELATED FACILITIES	28160.	28160.	28160.	28160.	28160.	28160.	28160.	28160.	28160.	28160.

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Table AP8-23 Profit to Revenue and Debt Service Coverage Ratio

PROFIT TO REVENUE (PERCENT)				DSR				
YEAR	PUBLIC	SEMI-PUBLIC	YEAR	PUBLIC	SEMI-PUBLIC	YEAR	PUBLIC	SEMI-PUBLIC
1982	0.0	0.0	1982	0.0	0.0	1982	0.0	0.0
1983	0.0	0.0	1983	0.0	0.0	1983	0.0	0.0
1984	0.0	0.0	1984	0.0	0.0	1984	0.0	0.0
1985	0.0	0.0	1985	0.0	0.0	1985	0.0	0.0
1986	-0.22	-0.22	1986	-0.22	2.01	1986	2.01	2.01
1987	0.20	0.17	1987	0.17	5.77	1987	5.77	5.56
1988	0.20	0.14	1988	0.14	5.79	1988	5.79	5.25
1989	0.16	0.11	1989	0.11	5.40	1989	5.40	4.98
1990	0.28	0.20	1990	0.20	6.35	1990	6.35	5.56
1991	0.34	0.24	1991	0.24	5.87	1991	5.87	5.01
1992	0.42	0.29	1992	0.29	5.12	1992	5.12	4.21
1993	0.42	0.29	1993	0.29	4.21	1993	4.21	3.46
1994	0.43	0.30	1994	0.30	4.31	1994	4.31	3.53
1995	0.45	0.31	1995	0.31	4.43	1995	4.43	3.60
1996	0.45	0.32	1996	0.32	4.24	1996	4.24	3.44
1997	0.46	0.32	1997	0.32	4.34	1997	4.34	3.51
1998	0.46	0.32	1998	0.32	4.45	1998	4.45	3.59
1999	0.24	0.17	1999	0.17	3.14	1999	3.14	2.68
2000	0.34	0.24	2000	0.24	4.24	2000	4.24	3.62
2001	0.34	0.24	2001	0.24	4.30	2001	4.30	3.66
2002	0.34	0.24	2002	0.24	4.36	2002	4.36	3.71
2003	0.35	0.24	2003	0.24	4.43	2003	4.43	3.76
2004	0.35	0.24	2004	0.24	4.06	2004	4.06	3.44
2005	0.42	0.29	2005	0.29	4.27	2005	4.27	3.51
2006	0.47	0.33	2006	0.33	3.67	2006	3.67	2.95
2007	0.54	0.38	2007	0.38	3.85	2007	3.85	3.01
2008	0.54	0.38	2008	0.38	3.97	2008	3.97	3.09
2009	0.55	0.38	2009	0.38	4.09	2009	4.09	3.18
2010	0.57	0.40	2010	0.40	4.25	2010	4.25	3.26
TOTAL	0.40	0.28	TOTAL	4.28	3.54	TOTAL	4.28	3.54

Table AP8-24 CASH FLOW STATEMENT ( 1 )

1000 BAHT

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
SOURCES OF CASH	144486.	14536.	8526.	37774.	62750.	94739.	20963.	38232.	28156.	28032.
CASH GENERATED FROM OPERATION	0.	0.	-506.	-825.	2197.	22456.	20963.	19626.	28156.	28032.
PROFIT AFTER TAX	0.	0.	-509.	-825.	-3999.	7802.	6269.	4932.	11222.	13465.
DEPRECIATION	0.	0.	0.	0.	6196.	14694.	14694.	14694.	16934.	14567.
FINANCIAL RESOURCES	144486.	14536.	5034.	38599.	60553.	72243.	0.	18606.	0.	0.
SHARE CAPITAL	144486.	0.	0.	0.	0.	72243.	0.	0.	0.	0.
LONG-TERM FOREIGN DEBT	0.	14536.	5034.	38599.	55216.	0.	0.	18606.	0.	0.
LONG-TERM LOCAL DEBT	0.	0.	0.	0.	5338.	0.	0.	0.	0.	0.
SHORT-TERM DEBT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
APPLICATIONS OF CASH	0.	35659.	27669.	80774.	119103.	0.	0.	40018.	485.	1142.
REPAYMENT OF DEBT	0.	0.	0.	0.	0.	0.	0.	0.	485.	1142.
LONG-TERM FOREIGN DEBT	0.	0.	0.	0.	0.	0.	0.	0.	485.	786.
LONG-TERM LOCAL DEBT	0.	0.	0.	0.	0.	0.	0.	0.	0.	356.
SHORT-TERM DEBT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
INVESTMENT OF FIXED ASSET	0.	35659.	27669.	80774.	119103.	0.	0.	40018.	0.	0.
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	19270.	13066.	10060.	18469.	0.	0.	6136.	0.	0.
BUILDING	0.	16133.	11739.	62440.	86930.	0.	0.	30243.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	3540.	2474.	7250.	10541.	0.	0.	3639.	0.	0.
PRE-OPERATION	0.	717.	451.	1024.	3162.	0.	0.	0.	0.	0.
CASH SURPLUS	144486.	-25123.	-19144.	-43000.	-56352.	54739.	20963.	-1786.	27671.	26850.
BEGINNING CASH BALANCE	0.	144486.	119363.	100219.	57219.	866.	95605.	116568.	114782.	142453.
ENDING CASH BALANCE	144486.	119363.	100219.	57219.	866.	95605.	116568.	114782.	142453.	169343.

Table AP8-24 CASH FLOW STATEMENT ( 2 )  
(Cont'd)

1000 RAHT

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
SOURCES OF CASH	27844.	27984.	28169.	28288.	28470.	100910.	28864.	167717.	49776.	50039.
CASH GENERATED FROM OPERATIONS	27844.	27984.	28169.	28288.	28470.	28667.	28864.	20075.	49776.	50039.
PROFIT AFTER TAX	16742.	16882.	17067.	17914.	18096.	18292.	18489.	5701.	24875.	25138.
DEPRECIATION	11102.	11107.	11102.	10374.	10374.	10374.	10374.	10374.	24901.	24901.
FINANCIAL RESOURCES	0.	0.	0.	0.	0.	72243.	0.	147642.	0.	0.
SHARE CAPITAL	0.	0.	0.	0.	0.	72243.	0.	0.	0.	0.
LONG-TERM FOREIGN DEBT	0.	0.	0.	0.	0.	0.	0.	121172.	0.	0.
LONG-TERM LOCAL DEBT	0.	0.	0.	0.	0.	0.	0.	26471.	0.	0.
SHORT-TERM DEBT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
APPLICATIONS OF CASH	2428.	4269.	4265.	4269.	4889.	4889.	4889.	275605.	4889.	4889.
REPAYMENT OF DEBT	2428.	4269.	4265.	4269.	4889.	4889.	4889.	4889.	4889.	4889.
LONG-TERM FOREIGN DEBT	2072.	3913.	3913.	3913.	4533.	4533.	4533.	4533.	4533.	4533.
LONG-TERM LOCAL DEBT	356.	356.	356.	356.	356.	356.	356.	356.	356.	356.
SHORT-TERM DEBT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
INVESTMENT IN FIXED ASSET	0.	0.	0.	0.	0.	0.	0.	270716.	0.	0.
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	54026.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	192079.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	24411.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CASH SURPLUS	25416.	23715.	23900.	24020.	23581.	56021.	23975.	-107888.	44887.	45150.
BEGINNING CASH BALANCE	165343.	194759.	218474.	242374.	266393.	289574.	385995.	409969.	302082.	346969.
ENDING CASH BALANCE	194759.	218474.	242374.	266393.	289574.	385995.	479969.	302082.	346969.	392118.

Table 8-24

CASH FLOW STATEMENT ( 3 )  
(Cont'd)

1000 RAHT

	2002	2003	2004	2005	2006	2007	2008	2009	2010
SOURCES OF CASH									
CASH GENERATED FROM OPERATIONS	50302.	50565.	50828.	50839.	50927.	50949.	51401.	51853.	52169.
PROFIT AFTER TAX	25401.	25664.	25927.	30861.	34777.	39833.	40285.	40737.	42565.
DEPRECIATION	24901.	24901.	24501.	19978.	16149.	11116.	11116.	11116.	9604.
FINANCIAL RESOURCES	0.	0.	0.	0.	0.	0.	0.	0.	0.
SHARE CAPITAL	0.	0.	0.	0.	0.	0.	0.	0.	0.
LONG-TERM FOREIGN DEBT	0.	0.	0.	0.	0.	0.	0.	0.	0.
LONG-TERM LOCAL DEBT	0.	0.	0.	0.	0.	0.	0.	0.	0.
SHORT-TERM DEBT	0.	0.	0.	0.	0.	0.	0.	0.	0.
APPLICATIONS OF CASH									
REPAYMENT OF DEBT	4889.	4889.	6654.	6654.	10337.	10337.	10337.	10337.	10337.
LONG-TERM FOREIGN DEBT	4533.	4533.	4533.	4533.	8572.	8572.	8572.	8572.	8572.
LONG-TERM LOCAL DEBT	356.	356.	2121.	2121.	1765.	1765.	1765.	1765.	1765.
SHORT-TERM DEBT	0.	0.	0.	0.	0.	0.	0.	0.	0.
INVESTMENT IN FIXED ASSET	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.
BUILDING	0.	0.	0.	0.	0.	0.	0.	0.	0.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	0.	0.	0.	0.	0.	0.	0.	0.
PRE-OPERATION	0.	0.	0.	0.	0.	0.	0.	0.	0.
CASH SURPLUS	45413.	45676.	44174.	44186.	40590.	40612.	41064.	41516.	41832.
BEGINNING CASH BALANCE	352118.	437531.	483207.	527781.	571567.	612157.	652768.	693832.	735348.
ENDING CASH BALANCE	437531.	483207.	527381.	571567.	612157.	652768.	693832.	735348.	777180.

Table AP8-25

BALANCE SHEET ( 1 )

10CC BAHT

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
ASSETS	144486.	159022.	167548.	205322.	261876.	341920.	348189.	371727.	382464.	394788.
CURRENT ASSETS	144486.	115363.	100219.	57219.	866.	95605.	116568.	114782.	142453.	169343.
CASH	144486.	115363.	100219.	57219.	866.	95605.	116568.	114782.	142453.	169343.
FIXEC ASSETS	C.	39659.	67329.	148103.	261910.	246316.	231621.	256945.	240011.	225445.
LANC ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LANC DEVELOPMENT	0.	19270.	32276.	42336.	60805.	60805.	60805.	66941.	66941.	66941.
BUILDING	0.	16133.	27871.	90311.	177241.	177241.	177241.	207484.	207484.	207484.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	0.	3540.	6014.	13264.	23805.	23805.	23805.	27444.	27444.	27444.
PRE-OPERATION	C.	717.	1168.	2192.	5355.	5355.	5355.	5355.	5355.	5355.
(LESS) CUM. DEPRECIATION	0.	0.	C.	0.	6196.	20890.	35584.	50278.	67212.	81779.

	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
LIABILITIES & EQUITIES	144486.	159022.	167548.	205322.	261876.	341921.	348189.	371727.	382464.	394787.
LIABILITIES	0.	14536.	23571.	62170.	122723.	122723.	122723.	141329.	140845.	139703.
CURRENT LIABILITIES	0.	0.	0.	0.	0.	0.	0.	485.	1142.	2428.
FOREIGN DEBT MATURING	C.	C.	C.	0.	0.	0.	0.	485.	786.	2072.
LOCAL DEBT MATURING	0.	0.	0.	0.	0.	0.	0.	0.	356.	356.
SHORT-TERM DEBT	C.	C.	C.	C.	0.	0.	0.	0.	0.	0.
FIXED LIABILITIES	C.	14536.	23571.	62170.	122723.	122723.	122723.	140845.	139703.	137275.
LONG-TERM FOREIGN DEBT	C.	14536.	23571.	62170.	117385.	117385.	117385.	135507.	134722.	132649.
LONG-TERM LOCAL DEBT	0.	0.	0.	0.	5338.	5338.	5338.	5338.	4982.	4626.
EQUITIES	144486.	144486.	143977.	143152.	139153.	219197.	225466.	230398.	241619.	255084.
SHARE CAPITAL	144486.	144486.	144486.	144486.	144486.	216729.	216729.	216729.	216729.	216729.
RETAINED EARNINGS	0.	0.	-509.	-1334.	-5333.	2469.	8738.	13669.	24891.	38356.

Table AP8-25 BALANCE SHEET ( 2 )  
(Cont'd)

LOCO BAHT

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
ASSETS	405101.	421714.	434512.	448157.	461364.	547010.	560610.	713065.	733051.	753300.
CURRENT ASSETS	154759.	118474.	242374.	266353.	289974.	385595.	405969.	302082.	346969.	392118.
CASH	194759.	218474.	242374.	266353.	289974.	385595.	405969.	302082.	346969.	392118.
FIXED ASSETS	214342.	203240.	192138.	181764.	171390.	161016.	150641.	410983.	386083.	361182.
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	66941.	66941.	66941.	66941.	66941.	66941.	66941.	120967.	120967.	120967.
BUILDING	207484.	207484.	207484.	207484.	207484.	207484.	207484.	395563.	395563.	395563.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	27444.	27444.	27444.	27444.	27444.	27444.	27444.	52055.	52055.	52055.
PRE-OPERATING	5355.	5355.	5355.	5355.	5355.	5355.	5355.	5355.	5355.	5355.
(LESS) CUM. DEPRECIATION	92831.	103983.	115085.	125460.	135834.	146208.	156582.	166957.	191857.	216758.

LIABILITIES & EQUITIES	405101.	421714.	434512.	448157.	461364.	547010.	560610.	713064.	733051.	753300.
LIABILITIES	137275.	133006.	128738.	124469.	119580.	114691.	109802.	252556.	247667.	242778.
CURRENT LIABILITIES	4269.	4269.	4269.	4089.	4889.	4889.	4889.	4889.	4889.	4889.
FOREIGN DEBT MATURING	4513.	3913.	3913.	4533.	4533.	4533.	4533.	4533.	4533.	4533.
LOCAL DEBT MATURING	356.	356.	356.	356.	356.	356.	356.	356.	356.	356.
SHORT-TERM DEBT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
FIXED LIABILITIES	133006.	128738.	124469.	119580.	114691.	109802.	104913.	247667.	242778.	237889.
LONG-TERM FOREIGN DEBT	128736.	124823.	120911.	116377.	111844.	107311.	102778.	219417.	214884.	210351.
LONG-TERM LOCAL DEBT	4270.	3914.	3558.	3203.	2847.	2491.	2135.	28250.	27854.	27538.
EQUITIES	271826.	288707.	305774.	323688.	341784.	432319.	450808.	460509.	485384.	510522.
SHARE CAPITAL	216729.	216729.	216729.	216729.	216729.	288971.	288971.	288971.	288971.	288971.
RETAINED EARNINGS	55097.	71979.	89046.	106959.	125055.	143347.	161837.	171537.	196413.	221551.



Table AP8-25 BALANCE SHEET ( 3 )  
(Cont'd)

1000 BAHT

	2002	2003	2004	2005	2006	2007	2008	2009	2010
ASSETS	773813.	754589.	813862.	838077.	862510.	892006.	921953.	952352.	984580.
CURRENT ASSETS	437531.	483207.	527381.	571567.	612157.	652768.	693832.	735348.	777180.
CASH	437531.	483207.	527381.	571567.	612157.	652768.	693832.	735348.	777180.
FIXED ASSETS	336282.	271381.	286481.	266503.	250353.	239237.	228121.	217005.	207401.
LAND ACQUISITION	0.	0.	0.	0.	0.	0.	0.	0.	0.
LAND DEVELOPMENT	120967.	120967.	120967.	120967.	120967.	120967.	120967.	120967.	120967.
BUILDING	399563.	399563.	399563.	399563.	399563.	399563.	399563.	399563.	399563.
EQUIPMENT	0.	0.	0.	0.	0.	0.	0.	0.	0.
CONSULTING FEE	52055.	52055.	52055.	52055.	52055.	52055.	52055.	52055.	52055.
PRE-OPERATION	5355.	5355.	5355.	5355.	5355.	5355.	5355.	5355.	5355.
(LESS) CUM. DEPRECIATION	241658.	266559.	291459.	311437.	327587.	338703.	349819.	360935.	370539.
LIABILITIES & EQUITIES	773813.	794588.	813862.	838069.	862509.	892005.	921953.	952352.	984580.
LIABILITIES	237889.	233900.	226346.	219693.	209356.	199019.	188682.	178345.	168009.
CURRENT LIABILITIES	4889.	6654.	6654.	10337.	10337.	10337.	10337.	10337.	10337.
FOREIGN DEBT MATURING	4533.	4533.	4533.	8572.	8572.	8572.	8572.	8572.	8572.
LOCAL DEBT MATURING	356.	2121.	2121.	1765.	1765.	1765.	1765.	1765.	1765.
SHORT-TERM DEBT	0.	0.	0.	0.	0.	0.	0.	0.	0.
FIXED LIABILITIES	233000.	226346.	219693.	209356.	199019.	188682.	178345.	168009.	157672.
LONG-TERM FOREIGN DEBT	205818.	201285.	196751.	188179.	175607.	171035.	162463.	153891.	145319.
LONG-TERM LOCAL DEBT	27182.	25062.	22941.	21177.	19412.	17647.	15882.	14118.	12353.
EQUITIES	535924.	561588.	587515.	618376.	653153.	692986.	733270.	774007.	816572.
SHARE CAPITAL	288971.	288971.	288971.	288971.	288971.	288971.	288971.	288971.	288971.
RETAINED EARNINGS	246952.	272617.	298544.	329405.	364182.	404014.	444299.	485036.	527600.

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