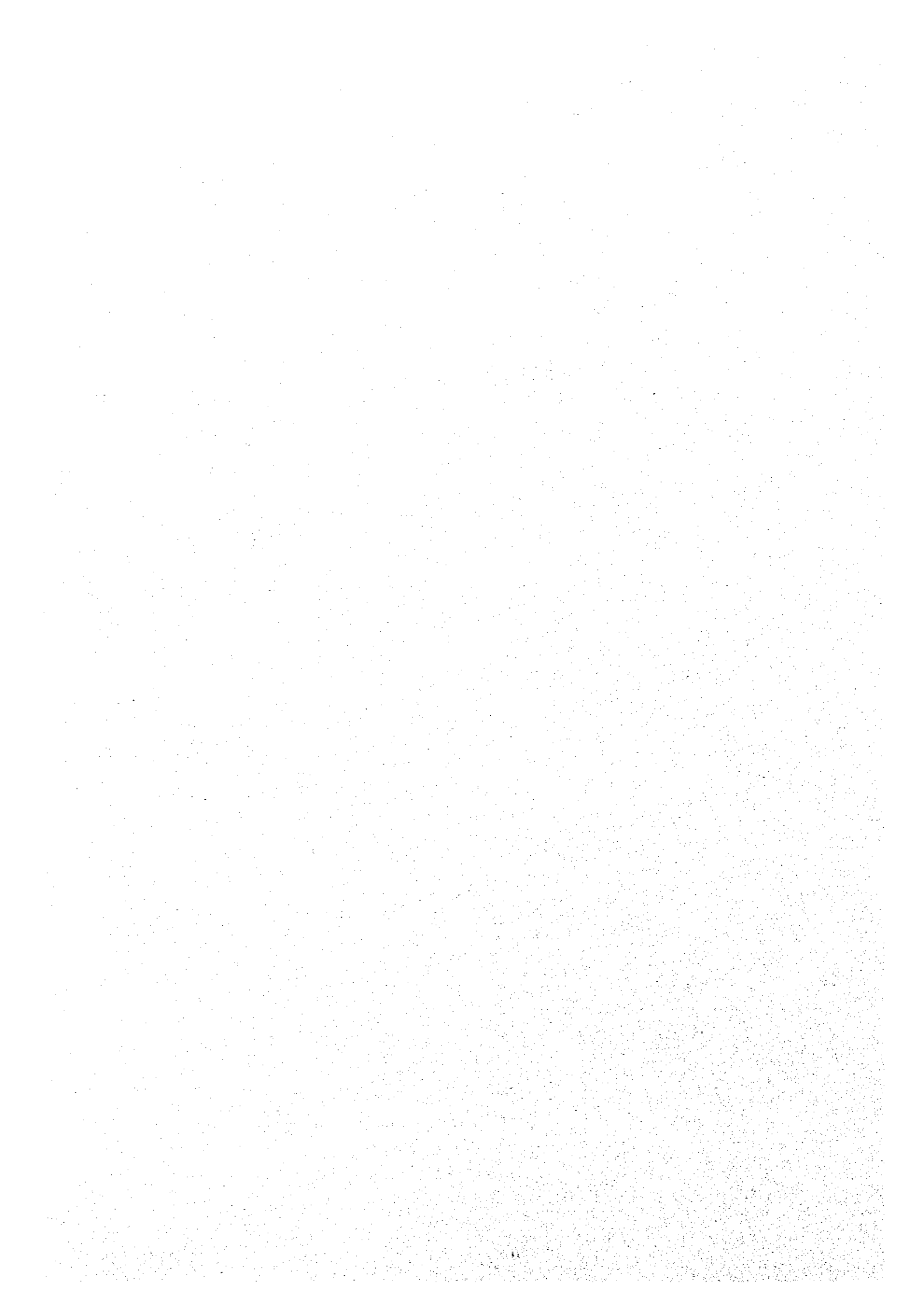


APPENDICES



Appendix A (Please refer to 2.2)

Results of demand forecast in each year from 2000 to 2020 for Containerized and Non-containerized Cargo are shown in the following Tables.

Table A-2.2.1-1 Demand Forecast of Containerized Cargo

Table A-2.2.1-2 Demand Forecast of Non-containerized Cargo

Table A-2.2.2-1 Containerized Cargo from Factories at SBFZ

Table A-2.2.2-2 Other Containerized Cargo through SBFZ

Table A-2.2.2-3 Containerized Cargo at Other EPZs and SEZs

Table A-2.2.2-4 Containerized Cargo through SBF

Table A-2.2.2-5(a) Import Non-containerized Cargo by Commodity in the "With" Case

Table A-2.2.2-5(b) Import Non-containerized Cargo by Commodity in the "Without" Case

Table A-2.2.2-6(a) Non-containerized Cargo through SBF in the "With" Case

Table A-2.2.2-6(b) Non-containerized Cargo through SBF in the "Without" Case

Table A-2.2.1-1 Demand Forecast of Containerized Cargo

Unit: TEU

Year	Capacity	Demand	Handling Volume	
			With Case	Without Case
2000	88,000	125,801	88,000	88,000
2001	110,000	152,537	110,000	110,000
2002	110,000	183,193	110,000	110,000
2003	110,000	213,931	110,000	110,000
2004	110,000	244,762	110,000	110,000
2005	297,000	277,298	173,650	110,000
2006	297,000	306,286	237,301	110,000
2007	594,000	335,384	300,951	110,000
2008	594,000	364,602	364,602	110,000
2009	594,000	393,941	393,941	110,000
2010	594,000	423,413	423,413	110,000
2011	594,000	456,032	456,032	110,000
2012	594,000	488,802	488,802	110,000
2013	594,000	521,735	521,735	110,000
2014	594,000	554,834	554,834	110,000
2015	594,000	588,113	588,113	110,000
2016	594,000	615,040	594,000	110,000
2017	594,000	642,278	594,000	110,000
2018	594,000	669,826	594,000	110,000
2019	594,000	697,697	594,000	110,000
2020	594,000	725,894	594,000	110,000

Table A-2.2.1-2 Demand Forecast of Non-containerized Cargo

Unit: Tons

Year	Capacity	Demand	Handling Volume	
			With case	Without Case
2000	820,000	526,780	526,780	526,780
2001	820,000	547,190	547,190	547,190
2002	820,000	567,821	396,203	396,203
2003	820,000	588,686	414,727	414,727
2004	820,000	609,799	434,024	434,024
2005	820,000	631,172	424,430	424,430
2006	820,000	652,822	439,525	415,544
2007	820,000	674,762	454,991	406,658
2008	820,000	697,010	470,855	397,772
2009	820,000	719,582	487,127	388,886
2010	820,000	742,498	503,829	380,000
2011	820,000	765,775	520,975	380,000
2012	820,000	789,434	538,583	380,000
2013	820,000	813,498	556,676	380,000
2014	820,000	837,987	575,262	380,000
2015	820,000	862,927	594,368	380,000
2016	820,000	888,342	614,004	380,000
2017	820,000	914,260	634,188	380,000
2018	820,000	940,707	654,948	380,000
2019	820,000	967,714	676,295	380,000
2020	820,000	995,313	698,253	380,000

Table A-2.2.2-1 Containerized Cargo from Factories at SBFZ

"With" Case				"Without" Case			
Year	Total	Import	Export	Year	Total	Import	Export
2000	35,744	16,149	19,595	2000	35,744	16,149	19,595
2001	39,171	18,325	20,846	2001	38,130	17,227	20,903
2002	43,799	21,063	22,736	2002	41,714	18,846	22,868
2003	48,894	24,001	24,893	2003	45,766	20,677	25,089
2004	54,219	27,033	27,186	2004	50,049	22,612	27,437
2005	59,676	30,118	29,558	2005	54,464	24,607	29,857
2006	64,855	32,732	32,123	2006	54,465	24,607	29,858
2007	70,033	35,345	34,688	2007	54,466	24,607	29,858
2008	75,211	37,959	37,252	2008	54,466	24,607	29,858
2009	80,387	40,571	39,816	2009	54,465	24,607	29,858
2010	85,564	43,184	42,380	2010	54,463	24,606	29,857
2011	91,402	46,130	45,272	2011	54,463	24,606	29,857
2012	97,240	49,076	48,164	2012	54,463	24,606	29,857
2013	103,078	52,023	51,055	2013	54,463	24,606	29,857
2014	108,916	54,969	53,947	2014	54,463	24,606	29,857
2015	114,755	57,917	56,838	2015	54,464	24,607	29,857
2016	114,755	57,915	56,840	2016	54,464	24,607	29,857
2017	114,755	57,914	56,841	2017	54,464	24,607	29,857
2018	114,755	57,914	56,841	2018	54,464	24,607	29,857
2019	114,755	57,915	56,840	2019	54,464	24,607	29,857
2020	114,755	57,916	56,839	2020	54,464	24,607	29,857

Table A-2.2.2-2 Other Containerized Cargo through SBFZ

"With" Case				"Without" Case			
Year	Total	Import	Export	Year	Total	Import	Export
2000	18,068	11,840	6,227	2000	16,730	11,775	4,955
2001	18,322	11,124	7,198	2001	17,043	11,124	5,919
2002	21,292	11,755	9,537	2002	19,939	11,755	8,184
2003	24,348	12,419	11,929	2003	22,915	12,419	10,496
2004	27,501	13,120	14,381	2004	25,986	13,120	12,866
2005	30,761	15,370	15,391	2005	30,761	15,370	15,391
2006	31,989	16,224	15,765	2006	31,989	16,224	15,765
2007	33,326	17,124	16,202	2007	33,326	17,124	16,202
2008	34,783	18,074	16,709	2008	34,783	18,074	16,709
2009	36,362	19,076	17,286	2009	36,362	19,076	17,286
2010	38,074	20,135	17,939	2010	38,074	20,135	17,939
2011	39,749	21,251	18,497	2011	39,749	21,251	18,498
2012	41,567	22,429	19,138	2012	41,567	22,429	19,138
2013	43,543	23,673	19,871	2013	43,543	23,673	19,870
2014	45,679	24,984	20,695	2014	45,679	24,984	20,695
2015	47,989	26,369	21,620	2015	47,989	26,369	21,620
2016	50,574	27,830	22,745	2016	50,574	27,830	22,744
2017	53,353	29,373	23,980	2017	53,353	29,373	23,980
2018	56,332	31,000	25,332	2018	55,536	30,393	25,143
2019	59,527	32,719	26,808	2019	55,536	30,393	25,143
2020	62,948	34,533	28,415	2020	55,536	30,393	25,143

Table A-2.2.2-3 Containerized Cargo at Other EPZs and SEZs

"With" Case				"Without" Case			
Year	Total	Import	Export	Year	Total	Import	Export
2000	34,188	16,011	18,178	2000	35,526	16,076	19,450
2001	52,507	25,551	26,956	2001	54,828	26,650	28,178
2002	44,909	22,182	22,727	2002	48,346	24,398	23,948
2003	36,758	18,580	18,178	2003	41,319	21,904	19,415
2004	28,280	14,847	13,433	2004	33,965	19,268	14,697
2005	83,213	41,337	41,876	2005	24,775	15,024	9,751
2006	140,457	69,695	70,763	2006	23,546	14,169	9,377
2007	197,592	98,007	99,585	2007	22,208	13,269	8,939
2008	254,608	126,268	128,340	2008	20,751	12,318	8,433
2009	277,192	137,323	139,869	2009	19,173	11,317	7,856
2010	299,776	148,388	151,388	2010	17,463	10,259	7,204
2011	324,881	160,634	164,247	2011	15,787	9,142	6,645
2012	349,994	172,896	177,099	2012	13,970	7,965	6,005
2013	375,114	185,172	189,942	2013	11,994	6,721	5,273
2014	400,239	197,464	202,776	2014	9,858	5,410	4,448
2015	425,369	209,771	215,598	2015	7,547	4,024	3,523
2016	428,671	211,255	217,415	2016	4,962	2,563	2,399
2017	425,892	209,713	216,179	2017	2,183	1,021	1,162
2018	422,913	208,086	214,827	2018	0	0	0
2019	419,718	206,366	213,352	2019	0	0	0
2020	416,297	204,551	211,746	2020	0	0	0

Table A-2.2.2-4 Containerized Cargo through SBF

"With" Case					"Without" Case				
Year	Total	SBFZ	Other	Outside	Year	Total	SBFZ	Other	Outside
2000	88,000	35,744	18,068	34,188	2000	88,000	35,744	16,730	35,526
2001	110,000	39,171	18,322	52,507	2001	110,000	38,130	17,043	54,828
2002	110,000	43,799	21,292	44,909	2002	110,000	41,714	19,939	48,346
2003	110,000	48,894	24,348	36,758	2003	110,000	45,766	22,915	41,319
2004	110,000	54,219	27,501	28,280	2004	110,000	50,049	25,986	33,965
2005	173,650	59,676	30,761	83,213	2005	110,000	54,464	30,761	24,775
2006	237,301	64,855	31,989	140,457	2006	110,000	54,465	31,989	23,546
2007	300,951	70,033	33,326	197,592	2007	110,000	54,466	33,326	22,208
2008	364,602	75,211	34,783	254,608	2008	110,000	54,466	34,783	20,751
2009	393,941	80,387	36,362	277,192	2009	110,000	54,465	36,362	19,173
2010	423,413	85,564	38,074	299,776	2010	110,000	54,463	38,074	17,463
2011	456,032	91,402	39,749	324,881	2011	110,000	54,463	39,749	15,787
2012	488,802	97,240	41,567	349,994	2012	110,000	54,463	41,567	13,970
2013	521,735	103,078	43,543	375,114	2013	110,000	54,463	43,543	11,994
2014	554,834	108,916	45,679	400,239	2014	110,000	54,463	45,679	9,858
2015	588,113	114,755	47,989	425,369	2015	110,000	54,464	47,989	7,547
2016	594,000	114,755	50,574	428,671	2016	110,000	54,464	50,574	4,962
2017	594,000	114,755	53,353	425,892	2017	110,000	54,464	53,353	2,183
2018	594,000	114,755	56,332	422,913	2018	110,000	54,464	55,536	0
2019	594,000	114,755	59,527	419,718	2019	110,000	54,464	55,536	0
2020	594,000	114,755	62,948	416,297	2020	110,000	54,464	55,536	0

Table A-2.2.2-5(a) Import Cargo by Commodity

In the "With" Case

UNIT: Metric Tons

Year	Total	Rice	Cement	Fertilizer	Soya Bean	Heavy Equip.	Const. Material	Others
2000	456,085	100,866	55,429	14,315	153,059	34,226	65,190	33,001
2001	472,536	98,594	62,336	17,352	156,392	37,220	66,451	34,191
2002	317,369	95,713	69,571	20,951	0	40,657	67,513	22,964
2003	331,478	92,206	78,171	25,189	0	43,599	68,328	23,984
2004	346,113	88,288	87,144	30,185	0	46,491	68,961	25,043
2005	361,439	83,788	96,365	36,024	0	49,762	69,348	26,152
2006	373,006	83,501	102,042	37,092	0	52,150	71,231	26,989
2007	384,747	83,292	107,914	38,127	0	54,503	73,072	27,839
2008	396,677	83,201	113,976	39,122	0	56,813	74,862	28,702
2009	408,795	83,219	120,234	40,081	0	59,079	76,604	29,579
2010	421,111	83,369	126,686	41,000	0	61,292	78,294	30,470
2011	433,624	83,650	133,338	41,879	0	63,449	79,933	31,375
2012	446,340	84,073	140,190	42,715	0	65,547	81,521	32,296
2013	459,268	84,657	147,239	43,508	0	67,579	83,053	33,231
2014	472,399	85,384	154,496	44,260	0	69,546	84,533	34,181
2015	485,745	86,284	161,951	44,967	0	71,442	85,955	35,147
2016	499,298	87,336	169,617	45,629	0	73,265	87,323	36,127
2017	513,059	88,543	177,493	46,250	0	75,013	88,637	37,123
2018	527,036	89,928	185,572	46,825	0	76,683	89,893	38,134
2019	541,220	91,469	193,865	47,356	0	78,274	91,094	39,161
2020	555,613	93,176	202,369	47,843	0	79,785	92,238	40,202

Table A-2.2.2-5(b) Import Cargo by Commodity

In the "Without" Case

UNIT: Metric Tons

Year	Total	Rice	Cement	Fertilizer	Soya Bean	Heavy Equip.	Const. Material	Others
2000	456,085	100,866	55,429	14,315	153,059	34,226	65,190	33,001
2001	472,536	98,594	62,336	17,352	156,392	37,220	66,451	34,191
2002	317,369	95,713	69,571	20,951	0	40,657	67,513	22,964
2003	331,478	92,206	78,171	25,189	0	43,599	68,328	23,984
2004	346,113	88,288	87,144	30,185	0	46,491	68,961	25,043
2005	361,439	83,788	96,365	36,024	0	49,762	69,348	26,152
2006	352,654	78,945	96,475	35,069	0	49,304	67,345	25,517
2007	343,876	74,444	96,451	34,077	0	48,713	65,310	24,882
2008	335,108	70,288	96,286	33,050	0	47,995	63,242	24,247
2009	326,352	66,436	95,986	31,998	0	47,164	61,155	23,614
2010	317,612	62,879	95,550	30,923	0	46,228	59,051	22,981
2011	316,286	61,015	97,257	30,546	0	46,280	58,304	22,885
2012	314,918	59,318	98,912	30,138	0	46,247	57,517	22,786
2013	313,507	57,789	100,509	29,700	0	46,131	56,694	22,684
2014	312,052	56,402	102,055	29,237	0	45,940	55,840	22,579
2015	310,554	55,164	103,541	28,749	0	45,675	54,954	22,470
2016	309,010	54,051	104,974	28,240	0	45,343	54,043	22,359
2017	307,420	53,054	106,352	27,712	0	44,947	53,111	22,244
2018	305,785	52,176	107,669	27,168	0	44,491	52,156	22,125
2019	304,103	51,395	108,930	26,609	0	43,981	51,184	22,004
2020	302,373	50,708	110,132	26,037	0	43,420	50,197	21,879

Table A-2.2.2-6(a) Non-containerized Cargo through SBF

In the "With" Case				Unit: Metric Tons		
Year	Total	Import	Export	Transshipment	Inbound	Outbound
2000	526,780	456,085	1,375	17,146	14,298	37,876
2001	547,190	472,536	1,452	18,106	15,099	39,997
2002	396,203	317,369	1,533	19,120	15,944	42,237
2003	414,727	331,478	1,619	20,191	16,837	44,602
2004	434,024	346,113	1,710	21,321	17,780	47,100
2005	424,430	361,439	1,806	22,515	18,776	19,895
2006	439,525	373,006	1,907	23,776	19,827	21,009
2007	454,991	384,747	2,013	25,108	20,937	22,186
2008	470,855	396,677	2,126	26,514	22,110	23,428
2009	487,127	408,795	2,245	27,998	23,348	24,740
2010	503,829	421,111	2,371	29,566	24,656	26,126
2011	520,975	433,624	2,504	31,222	26,036	27,589
2012	538,583	446,340	2,644	32,970	27,494	29,134
2013	556,676	459,268	2,792	34,817	29,034	30,765
2014	575,262	472,399	2,948	36,766	30,660	32,488
2015	594,368	485,745	3,114	38,825	32,377	34,307
2016	614,004	499,298	3,288	41,000	34,190	36,228
2017	634,188	513,059	3,472	43,296	36,105	38,257
2018	654,948	527,036	3,666	45,720	38,126	40,400
2019	676,295	541,220	3,872	48,280	40,262	42,662
2020	698,253	555,613	4,089	50,984	42,516	45,051

Table A-2.2.2-6(b) Non-containerized Cargo through SBF

In the "Without" Case				Unit: Metric Tons		
Year	Total	Import	Export	Transshipment	Inbound	Outbound
2000	396,203	343,032	1,034	12,896	10,754	28,488
2001	414,727	358,145	1,100	13,723	11,444	30,315
2002	434,024	347,664	1,680	20,945	17,466	46,269
2003	424,430	339,233	1,657	20,663	17,231	45,646
2004	439,525	350,500	1,731	21,591	18,005	47,697
2005	454,991	387,464	1,936	24,136	20,128	21,328
2006	470,855	399,594	2,043	25,471	21,240	22,507
2007	487,127	411,921	2,156	26,881	22,416	23,753
2008	503,829	424,456	2,275	28,370	23,658	25,069
2009	520,975	437,200	2,401	29,944	24,970	26,459
2010	538,583	450,158	2,535	31,606	26,356	27,928
2011	556,676	463,339	2,675	33,361	27,820	29,479
2012	575,262	476,737	2,824	35,216	29,367	31,118
2013	594,368	490,365	2,981	37,174	31,000	32,848
2014	614,004	504,214	3,147	39,243	32,725	34,676
2015	634,188	518,288	3,322	41,426	34,546	36,606
2016	654,948	532,593	3,507	43,734	36,470	38,644
2017	676,295	547,124	3,703	46,170	38,502	40,797
2018	698,253	561,883	3,909	48,743	40,647	43,071
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0

Appendix B (Please refer to Chapter 5.2.5)

(1) Land Transportation Cost

The land transportation cost for containerized cargo from Subic/Manila to each EPZ and SEZ and non-containerized cargo from Subic/Manila to each province were determined based on the following Tables and Figure.

- Table A-5.2.5-2 Land Transportation Costs from Subic/Manila to Each EPZ and SEZ
- Table A-5.2.5-2(a) Distance and Transportation Cost for Container
- Table A-5.2.5-2(b) Transportation Cost from Subic to Each EPZ and SEZ
- Figure 2(a) Correlation between Distance and Transportation Cost
- Table A-5.2.5-4 Transportation Cost for Non-containerized Cargo from Subic/Manila to Each Province

(2) Calculation of Benefits

As mentioned in Chapter 5.2.5, the following items are calculated as monetary benefits.

- 1) Saving in land transportation costs
- 2) Saving in costs in cargo handling
- 3) Promotion of regional economic development

Hereby, the following tables are attached for a more clear understanding of the benefits.

- Table A-5.2.5-5(a) Benefit from Factory Development
- Figure 5(a) Development of Industrial Estate at SBFZ
- Table A-5.2.5-5(b) Saving in Land Transportation Costs for Containerized Cargo of SBFZ
- Table A-5.2.5-5(c) Saving in Land Transportation Costs for Containerized Cargo of Outside SBFZ
- Table A-5.2.5-5(d) Saving in Land Transportation Costs for Non-containerized Cargo through SBF
- Table A-5.2.5-5(e) Saving of Costs in Cargo Handling (Arbitrary Charge)

Table A-5.2.5-2 Land Transportation Costs from Subic/Manila to Each EPZ and SEZ

2000 Year							
	Unit Rate(Peso/TEU)	Transportation Cost	Industrial Estate	TEU	Unit Rate(Peso/TEU)	Transportation Cost	
Subic	4,600	14,069,278	Bataan EPZ	3,066	9,000	27,507,284	Manila
Subic	5,100	96,437,889	C. S. E. Z	18,909	5,720	108,161,711	Manila
Subic	5,100	33,383,499	A. Indust. P.	6,546	5,720	37,441,885	Manila
Subic	5,900	32,458,017	Luisita I. P.	5,501	7,480	41,150,164	Manila
Subic	12,279	2,153,506	B. C. E. Z. (Baguic	175	13,760	2,413,191	Manila
Subic	3,000	0	Hermosa	0	6,600	0	Manila
		178,492,190		34,188		216,674,236	
	Average	5,221	Peso/TEU		Average	6,338	Peso/TEU
	Difference	1,117	Peso/TEU				
2005 Year							
	Unit Rate(Peso/TEU)	Transportation Cost	Industrial Estate	TEU	Unit Rate(Peso/TEU)	Transportation Cost	
Subic	4,600	33,370,718	Bataan EPZ	7,256	9,000	65,290,535	Manila
Subic	5,100	180,330,530	C. S. E. Z	35,359	5,720	202,253,065	Manila
Subic	5,100	41,614,606	A. Indust. P.	8,160	5,720	46,673,637	Manila
Subic	5,900	77,027,030	Luisita I. P.	13,055	7,480	97,654,608	Manila
Subic	12,279	4,238,190	B. C. E. Z. (Baguic	345	13,760	4,749,260	Manila
Subic	3,000	57,118,422	Hermosa	19,039	6,600	125,660,528	Manila
		393,669,497		83,213		542,281,634	
	Average	4,731	Peso/TEU		Average	6,517	Peso/TEU
	Difference	1,786	Peso/TEU				
2010 Year							
	Unit Rate(Peso/TEU)	Transportation Cost	Industrial Estate	TEU	Unit Rate(Peso/TEU)	Transportation Cost	
Subic	4,600	128,616,782	Bataan EPZ	27,960	9,000	251,641,529	Manila
Subic	5,100	608,156,598	C. S. E. Z	119,246	5,720	682,088,239	Manila
Subic	5,100	93,562,400	A. Indust. P.	18,346	5,720	104,936,652	Manila
Subic	5,900	281,419,246	Luisita I. P.	47,698	7,480	356,782,366	Manila
Subic	12,279	11,210,838	B. C. E. Z.	913	13,760	12,562,718	Manila
Subic	3,000	256,837,207	Hermosa	85,612	6,600	565,041,656	Manila
		1,379,802,070		299,776		1,973,053,360	
	Average	4,603	Peso/TEU		Average	6,582	Peso/TEU
	Difference	1,979	Peso/TEU				
2015 Year							
	Unit Rate(Peso/TEU)	Transportation Cost	Industrial Estate	TEU	Unit Rate(Peso/TEU)	Transportation Cost	
Subic	4,600	193,909,342	Bataan EPZ	42,154	9,000	379,387,843	Manila
Subic	5,100	814,994,732	C. S. E. Z	159,803	5,720	914,072,523	Manila
Subic	5,100	94,038,002	A. Indust. P.	18,439	5,720	106,470,073	Manila
Subic	5,900	391,638,835	Luisita I. P.	66,379	7,480	496,518,368	Manila
Subic	12,279	11,267,826	B. C. E. Z.	918	13,760	12,626,577	Manila
Subic	3,000	413,028,446	Hermosa	137,676	6,600	908,662,581	Manila
		1,918,877,183		425,369		2,816,737,985	
	Average	4,511	Peso/TEU		Average	6,622	Peso/TEU
	Difference	2,111	Peso/TEU				
2020 Year							
	Unit Rate(Peso/TEU)	Transportation Cost	Industrial Estate	TEU	Unit Rate(Peso/TEU)	Transportation Cost	
Subic	4,600	190,087,509	Bataan EPZ	41,323	9,000	371,910,343	Manila
Subic	5,100	719,043,683	C. S. E. Z	140,989	5,720	806,456,837	Manila
Subic	5,100	82,966,710	A. Indust. P.	16,268	5,720	93,052,859	Manila
Subic	5,900	383,924,392	Luisita I. P.	65,072	7,480	486,738,031	Manila
Subic	12,279	9,941,241	B. C. E. Z.	810	13,760	11,140,024	Manila
Subic	3,000	455,504,172	Hermosa	151,835	6,600	1,002,109,178	Manila
		1,841,467,697		416,297		2,771,407,272	
	Average	4,423	Peso/TEU		Average	6,657	Peso/TEU
	Difference	2,234	Peso/TEU				

Table A-5.2.5-2 (a) Distance and Transportation Cost for Container

From	To City	Distance (km)	Rate(peso)/TEU
Manila	Navotas	10	2,960
	Malolos	44	3,960
	San Fernando	66	4,840
	Gandaba	72	5,280
	Angelas	77	5,720
	Diralapihan	112	6,600
	Marivetes	180	9,000
	Subic	128	8,280
	San Manuel	162	8,800
	Tarlac	146	7,480
	Bayambang	183	9,240
	Aguilar	200	9,240
	Dagupan	216	10,560
	Alaminos	254	11,440
	San Fernando	269	13,640
	Santol	284	15,760
	Baguio	246	13,760
	San Mateo	22	3,800
	Antipolo	33	3,960
	Morong	47	4,680
	Taguigay	56	5,480
	Sta. Cruz	95	5,720
	Pagsanjan	101	6,160
	Mabitan	122	7,040
	Calatagan	129	7,680
	Slo. Tomas	65	4,840
	Banun	146	7,480
	andalarla	124	7,040
	Aurmonan	176	9,680
	Gumaca	199	10,560
	Lopez	219	11,440
	Calauag	232	11,880
	Daet	350	18,040

Source: Confederation of Truckers' associations of the Philippines, INC. Memorandum Circular, September 1996

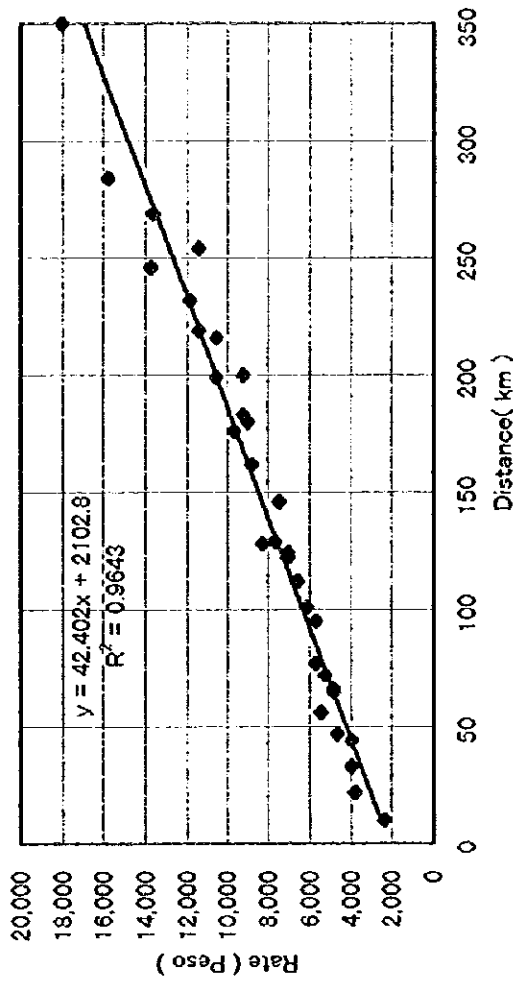


Figure 2(a) Correlation of Distance and Transportation Cost

Table A-5.2.5-2(b) Transportation Cost from Subic to Each EPZ and SEZ

From Subic	Industrial Estate	Distance (km)	Rate(peso)/TEU	Round Rate
	Bataan EPZ	60	4,647	4,600
	C. S. E. Z	70	5,071	5,100
	A. Indust. P.	70	5,071	5,100
	Luisita I. P.	90	5,919	5,900
	B. C. E. Z. (Baguio)	240	12,279	12,300
	Ikernosa	20	2,951	3,000

Table A-5.2.5-4 Transportation Cost for Non-contaminized Cargo from Subic/Manila to Each Province

	Population Share	Transportation Rate(peso/Truck)	Province	Population Share	Transportation Rate(peso/Truck)	Manila
Subic	14%	13.64	Tarlac	14%	13.64	115,693
Subic	24%	23.60	Pampanga	24%	23.60	137,797
Subic	26%	25.74	Bulacan	26%	25.74	127,670
Subic	0%	0.00	Zambales(Ibn)	0%	0.00	0
Subic	0%	0.00	Bataan	0%	0.00	0
Subic	22%	21.72	Nueva Ecija	22%	21.72	174,637
		84.70			84.70	555,797

6,469 6,562
Average Differential Tra. Cost 93 PISO

	Population Share	Transportation Rate(peso/Truck)	Province	Population Share	Transportation Rate(peso/Truck)	Manila
Subic	0%	0	Tarlac	0%	0	0
Subic	0%	0	Pampanga	0%	0	0
Subic	0%	0	Bulacan	0%	0	0
Subic	8%	8.21	Zambales(Ibn)	8%	8.21	98,538
Subic	7%	7.09	Bataan	7%	7.09	65,787
Subic	0%	0	Nueva Ecija	0%	0	0
		15,300603			15,300603	164,325

4,971 10,740
Average Differential Tra. Cost 5,769 PISO

1995 Year	Population	Share
All PHILIPPINES	68,614,162	
Region 3 Central Luzon	6,932,570	
ZAMBALES	569,266	8%
BATAAN	491,459	7%
BULACAN	1,784,441	26%
NUOVA ECIIA	1,505,827	22%
PAMPANGA	1,635,767	24%
TARLAC	945,810	14%

Source: 1997 Philippine Statistical Yearbook, NSCB

Table A-5.2.5-5(a) Benefit from Factory Development

Year	Development of Industrial Estate			128 Yen/m2 US\$/m2	74,871 /m2 VAT 74,871 586	Benefit US\$ 5%	US\$ 1,000
	1, 2 & 3 + 1 & 2 With Case m2	1, 2 & 1 Only Without Case m2	Only 3 & 2 m2				
	2000	674,596	674,596				
2001	813,470	753,410	60,060		35,199,477	1,759,974	
2002	952,344	832,224	120,120		70,398,954	3,519,948	
2003	1,091,217	911,037	180,180		105,598,432	5,279,922	
2004	1,230,091	989,851	240,240		140,797,909	7,039,895	
2005	1,368,965	1,068,665	300,300		175,997,386	8,799,869	4,400
2006	1,487,265	1,068,665	418,600		245,329,690	12,266,484	12,266
2007	1,605,565	1,068,665	536,900		314,661,993	15,733,100	15,733
2008	1,723,865	1,068,665	655,200		383,994,297	19,199,715	19,200
2009	1,842,165	1,068,665	773,500		453,326,600	22,666,330	22,666
2010	1,960,465	1,068,665	891,800		522,658,904	26,132,945	26,133
2011	2,018,705	1,068,665	950,040		556,791,730	27,839,587	27,840
2012	2,076,945	1,068,665	1,008,280		590,924,557	29,546,228	29,546
2013	2,135,185	1,068,665	1,066,520		625,057,383	31,252,869	31,253
2014	2,193,425	1,068,665	1,124,760		659,190,209	32,959,510	32,960
2015	2,251,665	1,068,665	1,183,000		693,323,036	34,666,152	34,666
2016	2,251,665	1,068,665	1,183,000		693,323,036	34,666,152	34,666
2017	2,251,665	1,068,665	1,183,000		693,323,036	34,666,152	34,666
2018	2,251,665	1,068,665	1,183,000		693,323,036	34,666,152	34,666
2019	2,251,665	1,068,665	1,183,000		693,323,036	34,666,152	34,666
2020	2,251,665	1,068,665	1,183,000		693,323,036	34,666,152	34,666

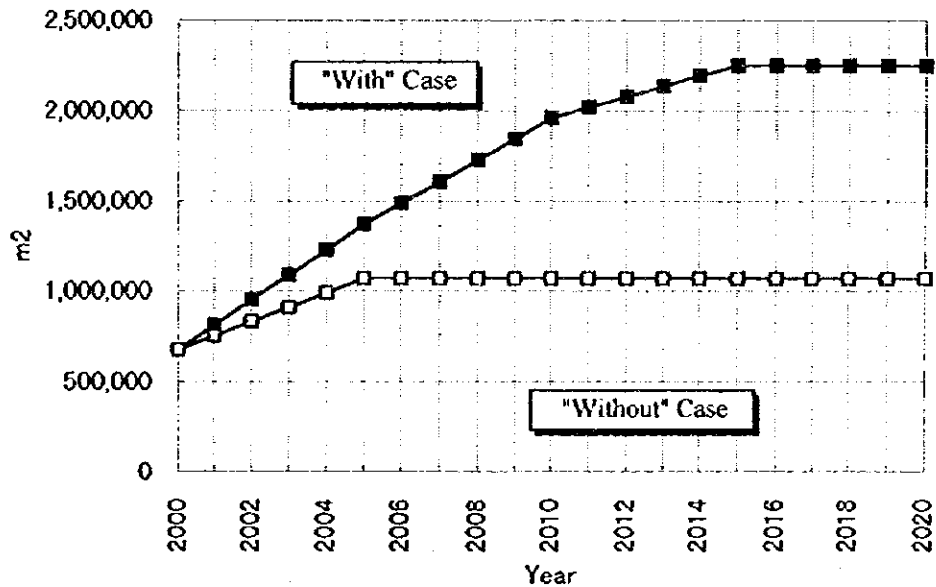


Figure 5(a) Development of Industrial Estate at SBFZ

Table A-5.2.5-5(b) Saving in Land Transportation Costs for Containerized Cargo of SBFZ

Year	SBFZ (1, 2 & 3)		Other G.C.		Total Import Without TEU	Total Export Without TEU	Total Import+Export Without TEU	Transport Cargo Import 20% From MNL To MNL TEU	Transport Cargo Export 70% To MNL TEU	Total TEU	US\$1.00= 40,4458 Peso	8,280 /TEU from Subic to Manila Benefit US\$ 204.72 /TEU	Conversion Factor 60%
	Import Without TEU	Export Without TEU	Import Without TEU	Export Without TEU									
2000	16,149	19,595	11,775	4,955	27,924	24,550	52,474	5,585	17,185	22,770	4,661,397	4,661	4,661
2001	17,227	20,903	11,124	5,919	28,351	26,822	55,173	5,670	18,775	24,445	5,004,427	5,004	5,004
2002	18,846	22,968	11,755	8,184	30,601	31,052	61,653	6,120	21,736	27,857	5,702,755	5,703	5,703
2003	20,677	25,089	12,419	10,496	33,096	35,585	68,681	6,619	24,909	31,529	6,454,496	6,454	6,454
2004	22,612	27,437	13,120	12,866	35,732	40,303	76,035	7,146	28,212	35,359	7,238,580	7,239	7,239
2005	24,607	29,857	15,370	15,391	39,977	45,248	85,225	7,995	31,674	39,669	8,121,012	8,121	8,121
2006	24,607	29,858	16,224	15,765	40,831	45,623	86,454	8,166	31,936	40,102	8,209,699	8,210	8,210
2007	24,607	29,858	17,124	16,202	41,731	46,060	87,792	8,346	32,242	40,588	8,309,200	8,309	8,309
2008	24,607	29,858	18,074	16,709	42,681	46,567	89,249	8,536	32,597	41,133	8,420,779	8,421	8,421
2009	24,607	29,858	19,076	17,286	43,683	47,144	90,827	8,737	33,001	41,737	8,544,422	8,544	8,544
2010	24,606	29,857	20,135	17,939	44,741	47,796	92,537	8,948	33,457	42,406	8,681,193	8,681	8,681
2011	24,606	29,857	21,251	18,498	45,857	48,355	94,212	9,171	33,849	43,020	8,806,984	8,807	8,807
2012	24,606	29,857	22,429	19,138	47,035	48,995	96,030	9,407	34,296	43,704	8,946,921	8,947	8,947
2013	24,606	29,857	23,673	19,870	48,279	49,727	98,006	9,656	34,809	44,465	9,102,744	9,103	9,103
2014	24,606	29,857	24,984	20,695	49,590	50,552	100,142	9,918	35,386	45,304	9,274,638	9,275	9,275
2015	24,607	29,857	26,369	21,620	50,976	51,477	102,453	10,195	36,034	46,229	9,463,989	9,464	9,464
2016	24,607	29,857	27,890	22,744	52,437	52,601	105,038	10,487	36,821	47,308	9,684,880	9,685	9,685
2017	24,607	29,857	29,373	23,980	53,980	53,837	107,817	10,796	37,686	48,482	9,925,179	9,925	9,925
2018	24,607	29,857	30,393	25,143	55,000	55,000	110,000	11,000	38,500	49,500	10,133,603	10,134	10,134
2019	24,607	29,857	30,393	25,143	55,000	55,000	110,000	11,000	38,500	49,500	10,133,603	10,134	10,134
2020	24,607	29,857	30,393	25,143	55,000	55,000	110,000	11,000	38,500	49,500	10,133,603	10,134	10,134

Table A-5.2.5-5(d) Saving in Land Transportation Costs for Non-containerized Cargo through SBF

Year	Demand Middle Case	With Case	Without	Defference Loss Cargo	10 ton/Truck of Region 3		Transportation Cost(Benefit)		Conversion Factor
					Cargo Volume	Difference Cost	40.4458 Peso/US\$	5800 Peso/Truck	
1997	450,011	450,011	450,011	0	0	Truck No.	US\$	1000 US\$	60%
1998	486,943	486,943	486,943	0	0				
1999	506,581	506,581	506,581	0	0				
2000	526,780	526,780	526,780	0	0				
2001	547,190	547,190	547,190	0	0				
2002	567,821	396,203	396,203	0	0				
2003	588,686	414,727	414,727	0	0				
2004	609,799	434,024	434,024	0	0				
2005	631,172	424,430	424,430	0	0				
2006	652,822	439,525	415,544	23,981	3,549	355	2,058,502	50,895	51
2007	674,762	454,991	406,658	48,333	7,153	715	4,148,882	102,579	103
2008	697,010	470,855	397,772	73,083	10,816	1,082	6,273,406	155,106	155
2009	719,582	487,127	388,886	98,241	14,540	1,454	8,432,997	208,501	209
2010	742,498	503,829	380,000	123,829	18,327	1,833	10,629,482	262,808	263
2011	765,775	520,975	380,000	140,975	20,864	2,086	12,101,289	299,198	299
2012	789,434	538,583	380,000	158,583	23,470	2,347	13,612,735	336,567	337
2013	813,498	556,676	380,000	176,676	26,148	2,615	15,165,828	374,967	375
2014	837,987	575,262	380,000	195,262	28,899	2,890	16,761,267	414,413	414
2015	862,927	594,368	380,000	214,368	31,727	3,173	18,401,371	454,964	455
2016	888,342	614,004	380,000	234,004	34,633	3,463	20,086,896	496,637	497
2017	914,260	634,188	380,000	254,188	37,620	3,762	21,819,522	539,476	539
2018	940,707	654,948	380,000	274,948	40,692	4,069	23,601,562	583,536	584
2019	967,714	676,295	380,000	296,295	43,852	4,385	25,433,990	628,841	629
2020	995,313	698,253	380,000	318,253	47,102	4,710	27,318,871	675,444	675

Table A-5.2.5-5(e) Saving of Costs in Cargo Handling (Arbitrary Charge)

Year	SRHZ (1,2 & 1)		Other C.C		Total		Import 20% From MNL	Export 70% To MNL	Total TEU	Handling Volume		40,4458 SUS	9200 181,97 /TEU	0.8 Benefit 1000 USS
	Import Without TEU	Export Without TEU	Import Without TEU	Export Without TEU	Import Without TEU	Export Without TEU				SRHZ, Estate	Outside Estate			
	TEU	TEU	TEU	TEU	TEU	TEU	TEU	TEU	TEU	TEU	SUS	SUS	1000 USS	
2000	16,149	19,595	11,775	4,955	27,924	24,550	52,474	17,185	22,770	52,474	35,526	16,013,529	16,014	
2001	17,227	20,903	11,124	5,919	28,351	26,822	55,173	18,775	24,445	55,173	54,828	20,016,934	20,017	
2002	18,846	22,888	11,755	8,184	30,801	31,052	61,653	21,736	27,857	61,653	48,346	20,016,832	20,017	
2003	20,677	25,089	12,419	10,496	33,036	35,595	68,681	24,909	31,529	68,681	41,319	20,016,888	20,017	
2004	22,612	27,437	13,120	12,866	35,732	40,303	76,035	28,212	35,359	76,035	33,965	20,016,966	20,017	
2005	24,607	29,357	15,370	15,391	39,977	45,248	85,225	31,674	39,669	85,225	24,775	20,016,863	20,017	
2006	24,607	29,858	16,224	15,785	40,831	45,623	86,454	31,936	40,102	86,454	23,546	20,016,987	20,017	
2007	24,607	29,858	17,124	16,202	41,731	46,060	87,792	32,242	40,588	87,792	22,208	20,016,832	20,017	
2008	24,607	29,858	16,074	16,709	42,681	46,567	89,249	32,587	41,133	89,249	20,751	20,016,929	20,017	
2009	24,607	29,858	19,076	17,286	43,693	47,144	90,827	33,001	41,737	90,827	19,173	20,016,854	20,017	
2010	24,606	29,857	20,135	17,939	44,741	47,796	92,537	33,457	42,406	92,537	17,463	20,016,983	20,017	
2011	24,606	29,857	21,251	16,498	45,857	48,355	94,212	33,849	43,020	94,212	15,787	20,016,832	20,017	
2012	24,606	29,857	22,429	19,138	47,035	48,995	96,030	34,296	43,704	96,030	13,970	20,016,916	20,017	
2013	24,606	29,857	23,673	19,970	48,279	49,727	98,006	34,809	44,465	98,006	11,994	20,016,975	20,017	
2014	24,606	29,857	24,984	20,695	49,590	50,552	100,142	35,386	45,304	100,142	9,858	20,016,867	20,017	
2015	24,607	29,857	26,369	21,620	50,976	51,477	102,453	36,034	46,229	102,453	7,547	20,016,960	20,017	
2016	24,607	29,857	27,890	22,744	52,437	52,601	105,038	36,821	47,308	105,038	4,962	20,016,993	20,017	
2017	24,607	29,857	29,373	23,980	53,980	53,837	107,817	37,686	48,482	107,817	2,183	20,016,839	20,017	
2018	24,607	29,857	30,393	25,143	55,000	55,000	110,000	38,500	49,500	110,000	0	20,016,917	20,017	
2019	24,607	29,857	30,393	25,143	55,000	55,000	110,000	38,500	49,500	110,000	0	20,016,917	20,017	
2020	24,607	29,857	30,393	25,143	55,000	55,000	110,000	38,500	49,500	110,000	0	20,016,917	20,017	

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