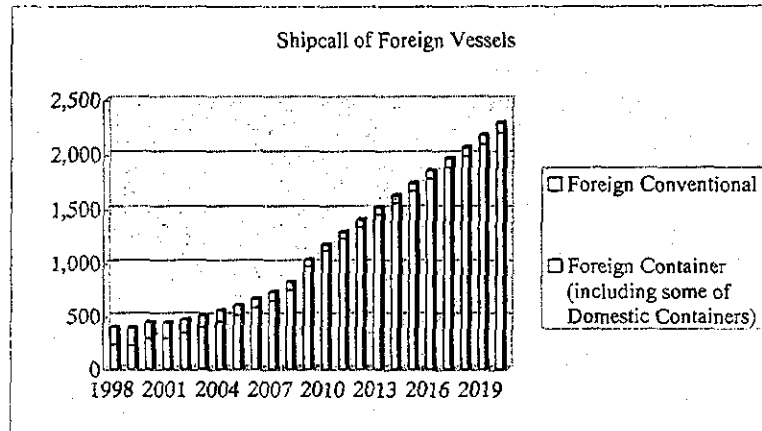


Appendix Table 2.4.6-1 Cargo Volume and Number of Vessels
New Cebu Port

Year	Foreign Container (Including some of Domestic Containers)				Foreign Conventional					
	Container Throughput	Average Volume	Shipcalls	Vessel Size (DWT)		Conven. Cargo Throughput	Average Volume	Shipcalls	Vessel Size (DWT)	
	TEU	TEU/Vessel		Average	Max	ton	ton/vessel		Average	Max
1990										
1991										
1992										
1993										
1994										
1995										
1996				10,412	27,468				9,832	41,820
1997				9,983	14,310				10,056	60,552
1998				12,354	23,508				8,735	26,605
1999				11,144	29,213				7,060	18,693
2000				12,516	29,213				8,423	45,222
2001										
2002										
2003										
2004										
2005										
2006										
2007										
2008				12,000	20,000				10,000	15,000
2009	423,000	435	970			499,000	8,400	59		
2010	502,000	450	1,120	16,000	40,000	477,000	8,400	57	12,000	18,000
2011	571,000	465	1,230			504,000	8,400	60		
2012	642,000	480	1,340			531,000	8,400	63		
2013	716,000	495	1,450			559,000	8,400	67		
2014	793,000	510	1,550			587,000	8,400	70		
2015	872,000	525	1,660			615,000	8,400	73		
2016	955,000	540	1,770			643,000	8,400	77		
2017	1,041,000	555	1,880			671,000	8,400	80		
2018	1,130,000	570	1,980			700,000	8,400	83		
2019	1,222,000	585	2,090			728,000	8,400	87		
2020	1,319,000	600	2,200	17,000	40,000	756,000	8,400	90	12,000	18,000

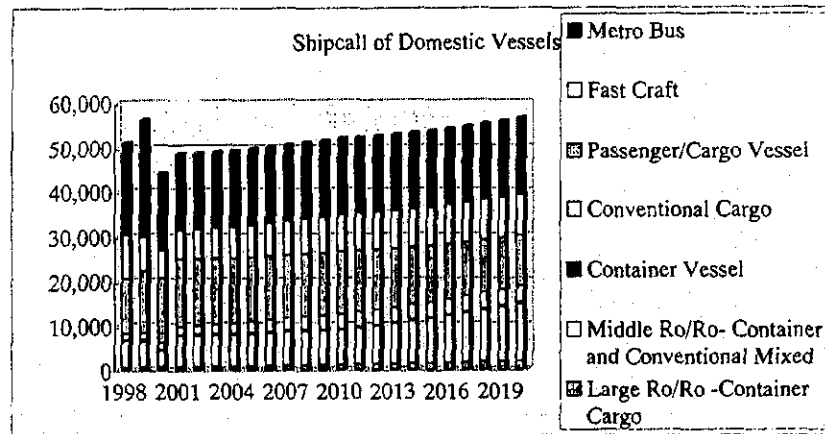
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Appendix Table 2.4.6-2 Cargo Volume and Number of Vessels
Cebu Base Port (Foreign)

Year	Foreign Container			Foreign Conventional						
	Container Thruput	Average Volume	Shipcalls	Vessel Size (DWT)		Conven. Cargo Thruput	Average Volume	Shipcalls	Vessel Size (DWT)	
	TEU	TEU/Vessel		Average	Max	ton	ton/vessel		Average	Max
1990										
1991										
1992										
1993										
1994										
1995										
1996	70,404	268	263	10,412	27,468	375,694	1,692	222	9,832	41,820
1997	63,000	233	270	9,983	14,310	248,711	1,054	236	10,056	60,552
1998	62,000	268	231	12,354	23,508	416,000	2,521	165	8,735	26,605
1999	79,000	361	219	11,144	29,213	314,000	1,880	167	7,060	18,693
2000	104,000	362	287	12,516	29,213	459,000	2,961	155	8,423	45,222
2001	105,000	365	290			440,000	3,000	147		
2002	125,000	370	340			464,000	3,600	129		
2003	146,000	375	390			484,000	4,200	115		
2004	170,000	380	450			500,000	4,800	104		
2005	197,000	385	510			512,000	5,400	95		
2006	226,000	390	580			518,000	6,000	86		
2007	258,000	395	650			518,000	6,500	80		
2008	298,000	400	750	12,000	20,000	512,000	7,000	73	10,000	15,000
2009									12,000	18,000
2010										
2011										
2012										
2013										
2014										
2015										
2016										
2017										
2018										
2019										
2020									12,000	18,000

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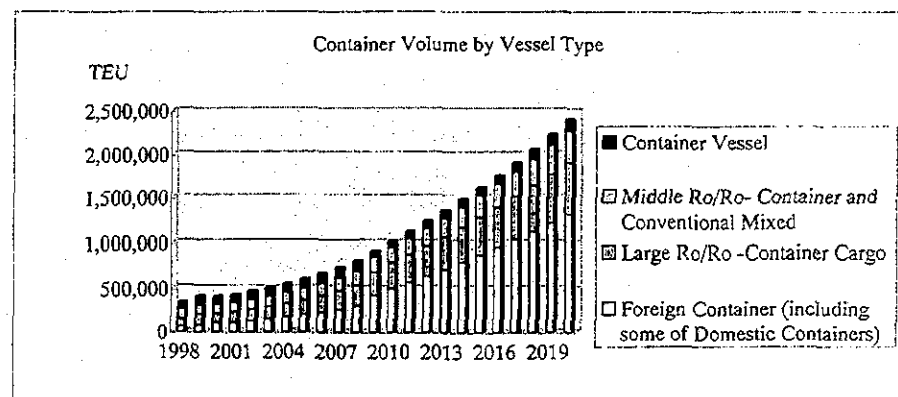
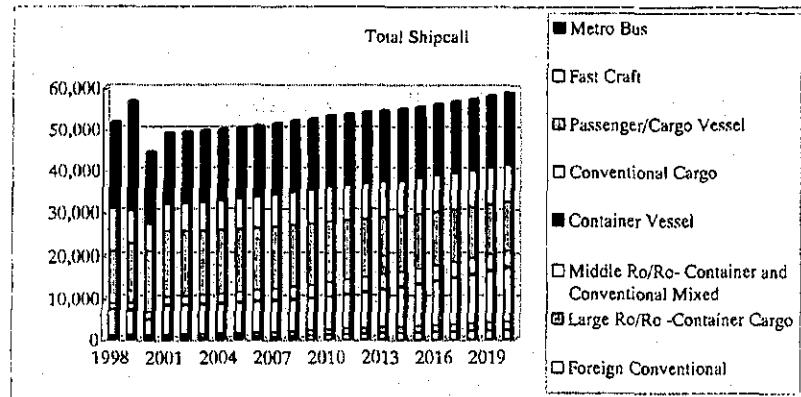


Appendix Table 2.4.6-3 Cargo Volume and Number of Vessels
Cebu Base Port (Domestic Cargo 1)

Year	Large Ro/Ro -Container Cargo							Middle Ro/Ro - Container and Conventional Mixed										
	Container Throughput TEU	Conven. Cargo Throughput ton	Container by L. Ro-Ro TEU	Share of Container Traffic by Mode (%)	Average Volume TEU/Vessel	Shipcalls	Vessel Size (GRT)		Container by M. Ro-Ro ton	Container by M. Ro-Ro teu	Share of Container Traffic by Mode (%)	Conven. Cargo by M. Ro-Ro (ton)	Share of Conven. Cargo Traffic by Mode (%)	Total (ton)	Average Volume ton/Vessel	Shipcalls	Vessel Size (GRT)	
							Average	Max									Average	Max
1990																		
1991																		
1992																		
1993																		
1994																		
1995																		
1996																		
1997	208,000	2,726,059																
1998	275,000	3,430,974	91,000	33	119	766		1,028,000	118,000	43	1,029,000	30	2,057,000	343	6,004			
1999	328,000	2,901,160	131,000	40	156	841		865,000	102,000	31	870,000	30	1,735,000	305	5,681			
2000	300,000	2,941,256	113,000	38	138	816	11,210	907,000	105,000	35	882,000	30	1,783,000	502	3,553	2,022	6,090	
2001	317,000	3,458,789	127,000	40	150	847		1,058,000	111,000	35	1,038,000	30	2,096,000	300	6,990			
2002	335,000	3,653,079	138,000	41	158	875		1,115,000	116,000	34	1,137,000	31	2,252,000	321	7,010			
2003	355,000	3,856,979	150,000	42	165	907		1,174,000	120,000	34	1,243,000	32	2,417,000	342	7,060			
2004	376,000	4,071,000	163,000	43	173	942		1,236,000	125,000	33	1,357,000	33	2,593,000	363	7,140			
2005	401,000	4,296,000	178,000	44	181	985		1,302,000	131,000	33	1,480,000	34	2,782,000	384	7,240			
2006	433,000	4,531,000	197,000	46	188	1,046		1,379,000	140,000	32	1,611,000	36	2,990,000	406	7,370			
2007	468,000	4,778,000	218,000	47	196	1,112		1,442,000	148,000	32	1,752,000	37	3,194,000	427	7,490			
2008	502,000	5,038,000	240,000	48	204	1,178		1,507,000	156,000	31	1,903,000	38	3,410,000	448	7,620			
2009	532,000	5,310,000	260,000	49	211	1,230		1,558,000	163,000	31	2,065,000	39	3,623,000	469	7,730			
2010	565,000	5,597,000	283,000	50	219	1,292	12,000	1,614,000	169,000	30	2,239,000	40	3,853,000	490	7,860	3,000		
2011	608,000	5,746,000	304,000	50	226	1,346		1,738,000	182,000	30	2,298,000	40	4,036,000	490	8,240			
2012	655,000	5,894,000	328,000	50	233	1,409		1,873,000	197,000	30	2,358,000	40	4,231,000	490	8,620			
2013	706,000	6,038,000	355,000	50	240	1,473		2,022,000	212,000	30	2,415,000	40	4,437,000	490	9,060			
2014	762,000	6,180,000	381,000	50	247	1,545		2,184,000	229,000	30	2,472,000	40	4,656,000	490	9,500			
2015	822,000	6,317,000	411,000	50	254	1,621		2,360,000	247,000	30	2,527,000	40	4,887,000	490	9,970			
2016	887,000	6,450,000	444,000	50	260	1,705		2,553,000	266,000	30	2,580,000	40	5,123,000	490	10,500			
2017	957,000	6,576,000	479,000	50	267	1,792		2,761,000	287,000	30	2,630,000	40	5,391,000	490	11,000			
2018	1,033,000	6,695,000	517,000	50	274	1,885		2,988,000	310,000	30	2,678,000	40	5,666,000	490	11,600			
2019	1,115,000	6,805,000	558,000	50	281	1,985		3,234,000	335,000	30	2,722,000	40	5,956,000	490	12,200			
2020	1,203,000	6,905,000	602,000	50	288	2,090	12,000	3,501,000	361,000	30	2,762,000	40	6,263,000	490	12,800	3,000		

(ton/teu = 9.5 to 9.9)

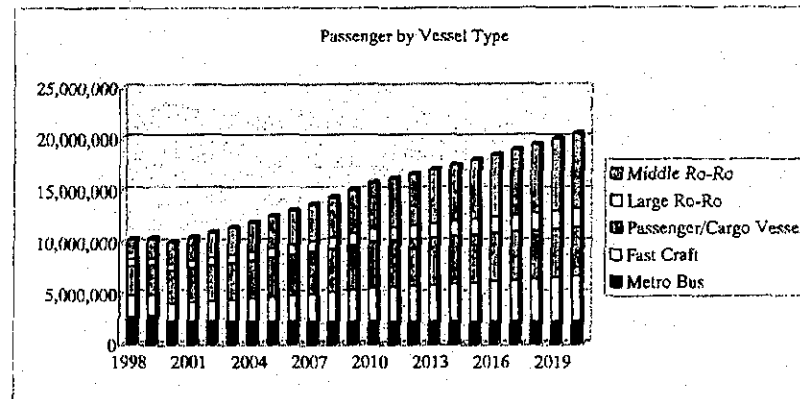
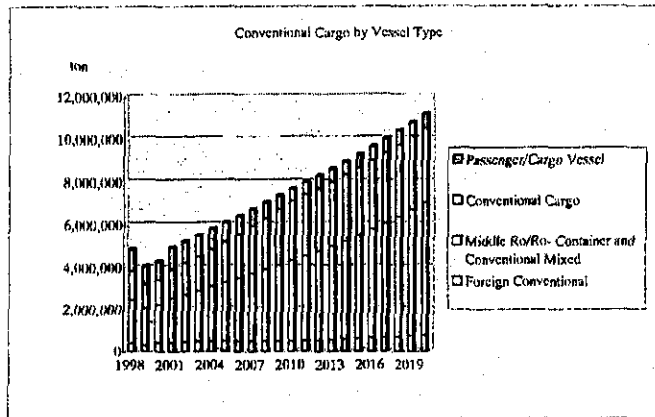
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Appendix Table 2.4.6-4 Cargo Volume and Number of Vessels
Cebu Base Port (Domestic Cargo 2)

Year	Container Vessel				Conventional Cargo						Passenger/Cargo Vessel							
	Container by Cont. Vessel TEU	Share of Container Traffic by Cont. Vessel (%)	Average Volume TEU/Vessel	Shipcalls	Vessel Size (DWT)		Conven. Cargo by Conv. Vessel (ton)	Share of Conven. Cargo Traffic by Conv. (%)	Average Volume ton/Vessel	Shipcalls	Vessel Size (DWT)		Conven. Cargo by PC (ton)	Share of Conven. Cargo Traffic by PC (%)	Average Volume ton/Vessel	Shipcalls	Vessel Size (GRT)	
					Average	Max					Average	Max					Average	Max
1990																		
1991																		
1992																		
1993																		
1994																		
1995																		
1996																		
1997																		
1998	66,000	24	201	328			1,372,000	40	1,067	1,286			1,029,000	30	83		12,423	
1999	95,000	29	198	480			1,160,000	40	797	1,453			870,000	30	62		14,020	
2000	82,000	27	239	344	4,683	7,276	1,177,000	40	789	1,492	847	6,745	882,000	30	61		14,559	314 4,000
2001	79,000	25	220	300			1,384,000	40	770	1,800			1,038,000	30	68		15,241	
2002	82,000	24	223	367			1,502,000	41	781	1,920			1,015,000	28	68		15,010	
2003	85,000	24	227	375			1,629,000	42	791	2,060			986,000	26	67		14,813	
2004	88,000	23	230	383			1,764,000	43	802	2,200			950,000	23	65		14,645	
2005	91,000	23	233	390			1,909,000	44	812	2,350			907,000	21	63		14,502	
2006	96,000	22	237	406			2,064,000	46	823	2,510			856,000	19	60		14,381	
2007	101,000	22	240	421			2,230,000	47	833	2,680			796,000	17	56		14,279	
2008	106,000	21	243	436			2,407,000	48	844	2,850			728,000	14	51		14,194	
2009	56,000	11	247	227			2,596,000	49	854	3,040			649,000	12	46		14,123	
2010	57,000	10	250	228	6,000	7,000	2,799,000	50	865	3,240	1,200		560,000	10	40		14,065	500
2011	61,000	10	253	241			2,873,000	50	875	3,290			575,000	10	42		13,747	
2012	66,000	10	256	258			2,947,000	50	884	3,330			589,000	10	44		13,444	
2013	71,000	10	259	274			3,019,000	50	894	3,380			604,000	10	46		13,153	
2014	76,000	10	262	290			3,090,000	50	903	3,420			618,000	10	48		12,874	
2015	82,000	10	265	309			3,159,000	50	913	3,460			632,000	10	50		12,604	
2016	89,000	10	268	332			3,225,000	50	922	3,500			645,000	10	52		12,343	
2017	96,000	10	271	354			3,288,000	50	932	3,530			658,000	10	54		12,090	
2018	103,000	10	274	376			3,348,000	50	941	3,560			670,000	10	57		11,844	
2019	112,000	10	277	404			3,403,000	50	951	3,580			681,000	10	59		11,603	
2020	120,000	10	280	429	6,000	7,000	3,453,000	50	960	3,600	1,200		691,000	10	61		11,367	500

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**Appendix Table 2.4.6-5 Cargo Volume and Number of Vessels
Cebu Base Port (Domestic Passenger)**

Year	Passenger Traffic	Fast Craft			Metro Bus			Large Ro-Ro			Middle Ro-Ro			Passenger/Cargo				
		Passenger on Fast Craft	Average Volume Pass/Vessel	Shipcalls	Passenger on MBF	Average Volume Pass/Vessel	Shipcalls	Passenger on L. Ro-Ro	Average Volume Pass/Vessel	Shipcalls	Passenger on M. Ro-Ro	Share of Cargoes, Passenger by M. Ro-Ro (%)	Average Volume Pass/Vessel	Shipcalls	Passenger on P/C	Share of Cargoes, Passenger by P/C (%)	Average Volume Pass/Vessel	Shipcalls
1990																		
1991																		
1992																		
1993																		
1994																		
1995																		
1996	7,502,086	1,435,114			2,395,395			372,313										
1997	9,517,438	1,950,477			2,690,756			583,959										
1998	10,306,212	2,093,966	216	9,704	2,752,978	133	20,667	641,011	837	766	1,927,303	40%	321	6,004	2,890,954	60%	233	12,423
1999	10,432,703	2,010,671	270	7,448	2,934,141	112	26,269	669,979	797	841	1,927,165	40%	339	5,681	2,890,747	60%	206	14,020
2000	10,059,048	1,799,617	295	6,099	2,288,979	134	17,122	668,575	819	816	2,120,757	40%	597	3,553	3,187,226	60%	218	14,559
2001	10,500,130	1,912,304	300	6,370	2,288,979	134	17,122	710,439	839	847	2,235,364	40%	320	6,990	3,353,045	60%	220	15,241
2002	10,966,844	2,032,046	311	6,530	2,288,979	134	17,122	754,925	863	875	2,421,812	41%	345	7,010	3,469,082	59%	231	15,010
2003	11,460,674	2,159,287	322	6,700	2,288,979	134	17,122	802,196	884	907	2,622,090	42%	371	7,060	3,588,122	58%	242	14,813
2004	11,983,190	2,294,495	333	6,880	2,288,979	134	17,122	852,427	905	942	2,837,159	43%	397	7,140	3,710,130	57%	253	14,645
2005	12,536,057	2,438,169	344	7,080	2,288,979	134	17,122	905,803	920	985	3,068,047	44%	424	7,240	3,835,058	56%	264	14,502
2006	13,121,033	2,590,840	356	7,290	2,288,979	134	17,122	962,522	920	1,046	3,315,848	46%	450	7,370	3,962,843	54%	276	14,381
2007	13,739,981	2,753,071	367	7,510	2,288,979	134	17,122	1,022,792	920	1,112	3,581,732	47%	478	7,490	4,093,407	53%	287	14,279
2008	14,394,872	2,925,460	378	7,740	2,288,979	134	17,122	1,086,837	923	1,178	3,866,941	48%	507	7,620	4,226,656	52%	298	14,194
2009	15,087,793	3,108,644	389	7,990	2,288,979	134	17,122	1,154,891	939	1,230	4,172,803	49%	540	7,730	4,362,476	51%	309	14,123
2010	15,820,949	3,303,298	400	8,260	2,288,979	134	17,122	1,227,207	950	1,292	4,500,733	50%	573	7,860	4,500,733	50%	320	14,065
2011	16,224,695	3,400,989	409	8,320	2,288,979	134	17,122	1,276,295	948	1,346	4,721,800	51%	573	8,240	4,536,632	49%	330	13,747
2012	16,640,792	3,501,570	418	8,380	2,288,979	134	17,122	1,327,347	942	1,409	4,951,906	52%	574	8,630	4,570,991	48%	340	13,444
2013	17,069,620	3,605,125	427	8,440	2,288,979	134	17,122	1,380,441	937	1,473	5,191,390	53%	573	9,060	4,603,686	47%	350	13,153
2014	17,511,571	3,711,743	436	8,510	2,288,979	134	17,122	1,435,658	929	1,545	5,440,603	54%	573	9,500	4,634,588	46%	360	12,874
2015	17,967,048	3,821,514	445	8,590	2,288,979	134	17,122	1,493,085	921	1,621	5,699,909	55%	572	9,970	4,663,562	45%	370	12,604
2016	18,436,467	3,934,531	454	8,670	2,288,979	134	17,122	1,552,808	911	1,705	5,969,683	56%	569	10,500	4,690,466	44%	380	12,343
2017	18,920,259	4,050,891	463	8,750	2,288,979	134	17,122	1,614,920	901	1,792	6,250,317	57%	568	11,000	4,715,152	43%	390	12,090
2018	19,418,866	4,170,692	472	8,840	2,288,979	134	17,122	1,679,517	891	1,885	6,542,213	58%	564	11,600	4,737,465	42%	400	11,844
2019	19,932,745	4,294,035	481	8,930	2,288,979	134	17,122	1,746,698	880	1,985	6,845,789	59%	561	12,200	4,757,244	41%	410	11,605
2020	20,462,368	4,421,027	490	9,020	2,288,979	134	17,122	1,816,566	869	2,090	7,161,478	60%	559	12,800	4,774,319	40%	420	11,367

Appendix Table 2.9.2-1 Cost Breakdown of New Cebu Port (Master Plan - Plan 1)

US\$ 1 = PHP 52.3 = ¥ 124 As of June 2011
 PHP 1.0 = ¥ 2.38

Item No.	Description	Unit	Quantity	Unit Price				Total	Total		Total
				Local Component		Foreign Component			Local Component	Foreign Component	
				(Peso)	(%)	(Peso)	(%)				
1 Civil Works											
1.01	General Expense and Preparatory Work	%	2	48,600,000	60	32,400,000	40	81,000,000	97,200	64,800	162,000
1.02	Container Berth	m	1,240,000	56	20	224	80	280,000	69,440	277,760	347,200
1.03	Dredging Works	m	1,200	380,000	20	1,320,000	80	1,900,000	456,000	1,824,000	2,280,000
1.04	Revetment East (Depth 0 - -3)	m	400	24,400	40	36,600	60	61,000	9,760	14,640	24,400
1.05	Revetment East (Depth 3 - -13)	m	-	160,000	20	640,000	80	800,000	0	0	0
1.06	Revetment West (Depth 0 - -1)	m	120	17,600	40	26,400	60	44,000	2,112	3,168	5,280
1.07	Revetment North (Depth 0)	m	1,200	7,600	20	30,400	80	38,000	9,120	36,480	45,600
1.08	Reclamation	m3	2,300,000	120	40	180	60	300	276,000	414,000	690,000
1.09	Yard Fence	m	2,100	1,250	30	1,250	30	2,500	2,625	2,625	5,250
1.10	Soil Improvement	m3	1,800,000	56	40	84	60	140	100,800	151,200	252,000
1.11	Yard Pavement (incl. Transfer Crane Foundation)	m2	379,000	1,600	40	2,400	60	4,000	606,400	909,600	1,516,000
1.12	Reefer Container Yard (Receptacle + Stage)	TEU	1,296	12,400	20	49,600	80	62,000	16,070	64,282	80,352
1.13	Pavement (excl. container stacking yard)	m2	75,000	680	40	1,020	60	1,700	31,000	76,300	127,300
1.14	Conventional Berth (Depth -10m)	m	480	380,000	20	1,520,000	80	1,900,000	182,300	729,600	912,000
1.15	Revetment North (30m wide, incl. Paving)	m	100	68,000	20	272,000	80	340,000	6,800	27,200	34,000
1.16	Revetment West (Depth 3 - -11)	m	-	160,000	20	640,000	80	800,000	0	0	0
Other											
1.17	Service Road	m2	48,000	960	40	1,440	60	2,400	46,080	69,120	115,200
1.18	Yard Drainage	m2	650,000	32	30	74	70	105	20,475	47,775	68,250
1.19	Boat Mooring Pontoon	m2	230	16,800	20	67,200	80	84,000	4,200	16,800	21,000
1.20	Dredging for Boat Mooring Pontoon	m3	30,000	56	20	234	80	280,000	1,680	6,720	8,400
1.21	Access Bridge	sum	1	400,000	20	1,600,000	80	2,000,000	400	1,600	2,000
Subtotal 1								1,958,562	4,737,870	6,696,432	
2 Utilities											
2.01	Power Supply	m2	650,000	84	20	336	80	420	54,600	218,400	273,000
2.02	Lighting System (Exterior)	m2	650,000	45	40	88	60	113	29,380	44,070	73,450
2.03	Generator	m	1,200	67,200	80	16,800	20	84,000	80,640	20,160	100,800
2.04	Telecommunications	m2	650,000	4	40	7	60	11	2,860	4,290	7,150
2.05	Water Supply, Sewage, Firefighting	m2	650,000	7	40	10	60	17	4,420	6,630	11,050
2.06	Pump House, Water Tank	m2	650,000	42	40	63	60	105	27,300	40,950	68,250
2.07	Environmental Treatment Facilities (Solid Waste, Bilge Oil, etc)	sum	1	1,600,000	40	2,400,000	60	4,000,000	1,600	2,400	4,000
2.08	Improvement in Information Technology	sum	1	3,000,000	10	45,000,000	90	30,000,000	5,000	45,000	50,000
Subtotal 2								205,300	381,900	587,200	
3 Building Works											
3.01	Port Authorities Office	m2	4,900	13,200	40	19,800	60	33,000	64,880	97,020	161,700
3.02	Terminal Operators and BOC Office Building	m2	4,900	13,200	40	19,800	60	33,000	64,880	97,020	161,700
3.03	Seaman's Club and Duty Free Shop	m2	2,000	13,200	40	19,800	60	33,000	26,400	39,600	66,000
3.04	CFS	m2	3,300	6,300	30	11,700	70	31,000	20,160	47,940	67,200
3.05	Gate (In)	lane	16	450,000	30	1,050,000	70	1,500,000	7,200	16,800	24,000
3.06	Gate (Out)	lane	10	450,000	30	1,050,000	70	1,500,000	4,500	10,500	15,000
3.07	Weigh Bridge	nr	6	450,000	30	1,050,000	70	1,500,000	2,700	6,300	9,000
3.08	Repair Shop (Maintenance)	m2	2,250	10,500	35	19,500	65	30,000	23,625	43,875	67,500
3.09	Security Guard Booth	m2	400	17,500	35	32,500	65	50,000	7,000	13,000	20,000
3.10	Conventional Berth Cargo Shed	m2	4,200	8,400	30	19,600	70	28,000	35,280	82,320	117,600
Subtotal 3								256,225	453,475	709,700	
4 Access Road											
4.01	Concrete Barrier	m	2,000	630	35	1,170	65	1,800	1,260	2,340	3,600
4.02	Slab Deck	m3	2,500	1,278	35	2,373	65	3,650	3,194	5,931	9,125
4.03	PCI-Girder Span = 30m	nr	200	127,750	35	237,250	65	365,000	25,330	47,450	72,000
4.04	Pier Head	m3	3,100	1,260	35	2,340	65	3,620	3,906	7,254	11,160
4.05	Pier Column	m3	1,100	1,120	35	2,080	65	3,200	1,232	2,288	3,520
4.06	Footing	m3	3,700	945	35	1,755	65	2,700	3,497	6,394	9,990
4.07	Piling f=60cm	m	14,000	960	35	1,040	65	1,600	7,840	14,560	22,400
4.08	Abutment	m3	70	543	35	1,755	65	2,700	66	123	189
4.09	Excavation	m3	100,000	60	30	140	70	200	6,000	14,000	20,000
4.10	Embankment	m3	10,000	66	30	154	70	220	660	1,540	2,200
4.11	Slope Protection	m2	10,000	150	30	350	70	500	1,500	3,500	5,000
4.12	Pavement	m2	8,400	960	40	1,440	60	2,400	8,064	12,096	20,160
4.13	Asphalt Pavement t = 7.5cm	ton	1,760	546	35	1,014	65	1,560	2,599	4,827	7,426
4.14	Concrete Curb	m	3,130	245	35	455	65	700	772	1,433	2,205
4.15	Ramp A, B, C&D	m2	4,620	3,675	35	6,825	65	10,500	16,979	31,532	48,510
4.16	Causeway	m	300	32,000	40	48,000	60	80,000	9,600	14,400	24,000
Subtotal 4								92,718	165,767	262,485	
5 Vessel Support											
5.01	Vessel Traffic Control System	sum	1	-	-	100,000,000	100	100,000,000	0	100,000	100,000
5.02	Navigation Aids	sum	1	1,000,000	5	19,000,000	95	20,000,000	1,000	19,000	20,000
Subtotal 5								1,000	119,000	120,000	
6 Cargo Handling Equipment											
6.01	Quay Gantry Crane	nr	10	30,000,000	10	270,000,000	90	300,000,000	300,000	2,700,000	3,000,000
6.02	Rubber Tired Transfer Crane	nr	32	5,800,000	10	32,000,000	90	38,000,000	185,600	1,670,400	1,856,000
6.03	Tractor Head (for yard)	nr	65	450,000	10	4,050,000	90	4,500,000	29,250	263,250	292,500
6.04	Chassis (20' - 40')	nr	78	150,000	10	1,350,000	90	1,500,000	11,700	105,300	117,000
6.05	Miscellaneous Equipment	sum	1	20,000,000	10	180,000,000	90	200,000,000	20,000	180,000	200,000
6.06	Computer System	sum	1	10,000,000	10	90,000,000	90	100,000,000	10,000	90,000	100,000
Subtotal 6								556,550	5,000,950	5,565,500	
7 Other											
7.01	Land	m2	40,000	1,800	100	-	-	1,800	72,000	0	72,000
7.02	Mangrove	nr	60,000	2	100	-	-	2	120	0	120
7.03	Relocation of Houses	nr	10	800,000	100	-	-	800,000	8,000	0	8,000
7.04	Relocation of Industrial Estate	sum	1	15,000,000	100	-	-	15,000,000	15,000	0	15,000
Subtotal 7								95,120	0	95,120	
Total								3,165,975	10,870,962	14,036,937	
8	Engineering Cost	%	7	46,007,995	33	93,410,171	67	139,418,166	322,056	653,871	975,927
9	Contingency	%	10	3,386,091	23	11,626,772	77	15,012,864	338,609	1,162,677	1,501,286
10	VAT	%	10	165,141,501	100	-	-	165,141,501	1,651,415	0	1,651,415
Grand Total								5,478,955	12,687,518	18,166,473	

Appendix Table 2.9.2-2 Cost Breakdown of New Cebu Port (Master Plan - Plan 2)

US\$ 1 = PHP 32.3 = ¥ 124 As of June 2001
 PHP 1.0 = ¥ 2.38

Item No.	Description	Unit	Quantity	Unit Price			Total				
				Local Component		Foreign Component		Total	Local Component	Foreign Component	Total
				(Peso)	(%)	(Peso)	(%)	(Peso)	(1,000 Peso)	(1,000 Peso)	(1,000 Peso)
1 Civil Works											
1.01	General Expense and Preparatory Work	%	2	47,400,000	60	31,600,000	40	79,000,000	91,800	63,200	158,000
1.02	Container Berth	m	210,000	56	20	224	30	280,000	11,760	47,040	58,800
1.03	Container Berth (Depth -13m)	m	1,200	380,000	20	1,320,000	80	1,900,000	456,000	1,824,000	2,280,000
1.04	Revetment East (Depth 0 - 3)	m	400	24,400	40	36,600	60	61,000	9,760	14,640	24,400
1.05	Revetment East (Depth -3 - -13)	m	100	160,000	20	640,000	80	800,000	16,000	64,000	80,000
1.06	Revetment West (Depth 0 - -1)	m	400	17,600	40	26,400	60	44,000	7,040	10,560	17,600
1.07	Revetment North (Depth 0)	m	1,200	7,600	20	30,400	80	38,000	9,120	36,480	45,600
1.08	Reclamation	m3	2,400,000	170	40	180	60	300	288,000	432,000	720,000
1.09	Yard Fence	m	2,100	1,250	50	1,250	50	2,500	2,625	2,625	5,250
1.10	Soil Improvement	m3	1,800,000	56	40	84	60	140	100,800	131,200	232,000
1.11	Yard Pavement (incl. Transfer Crane Foundation)	m2	379,000	1,600	40	2,400	60	4,000	605,400	909,600	1,516,000
1.12	Reef Container Yard (Receptacle + Stage)	TEU	1,296	12,400	20	49,600	80	62,000	16,070	64,282	80,352
1.13	Pavement (excl. container stacking yard)	m2	75,000	680	40	1,020	60	1,700	51,000	76,500	127,500
1.14	Conventional Berth	m	380	380,000	20	1,520,000	80	1,900,000	144,400	577,600	722,000
1.15	Revetment North (50m wide, incl. Paving)	m	350	68,000	20	272,000	80	340,000	23,800	95,200	119,000
1.16	Revetment West (Depth -3 - -11)	m	100	160,000	20	640,000	80	800,000	16,000	64,000	80,000
Other											
1.17	Service Road	m2	48,000	960	40	1,440	60	2,400	46,080	69,120	115,200
1.18	Yard Drainage	m2	630,000	32	30	74	70	103	20,473	47,773	68,250
1.19	Boat Mooring Pontoon	m2	750	16,800	20	67,200	80	84,000	4,200	16,800	21,000
1.20	Dredging for Boat Mooring Pontoon	m3	33,000	56	20	224	80	280,000	3,080	12,320	15,400
1.21	Access Bridge	sum	1	400,000	20	1,600,000	80	2,000,000	400	1,600	2,000
Subtotal 1									1,927,810	4,580,542	6,508,352
2 Utilities											
2.01	Power Supply	m2	650,000	84	20	336	80	420	54,600	218,400	273,000
2.02	Lighting System (Exterior)	m2	650,000	43	40	68	60	113	29,380	44,070	73,450
2.03	Generator	m	1,200	67,200	80	16,800	20	84,000	80,640	20,160	100,800
2.04	Telecommunications	m2	650,000	4	40	7	60	11	2,860	4,290	7,150
2.05	Water Supply, Sewage, Firefighting	m2	650,000	7	40	10	60	17	4,120	6,630	11,050
2.06	Pump House, Water Tank	m2	650,000	42	40	63	60	103	27,300	40,950	68,250
2.07	Environmental Treatment Facilities (Solid Waste, Bilge Oil, etc)	sum	1	1,600,000	40	2,400,000	60	4,000,000	1,600	2,400	4,000
2.08	Improvement in Information Technology	sum	1	5,000,000	10	43,000,000	90	50,000,000	5,000	45,000	50,000
Subtotal 2									285,880	381,900	587,780
3 Building Works											
3.01	Port Authorities Office	m2	4,900	13,200	40	19,800	60	33,000	64,680	97,020	161,700
3.02	Terminal Operators and BOC Office Building	m2	4,900	13,200	40	19,800	60	33,000	64,680	97,020	161,700
3.03	Seaman's Club and Duty Free Shop	m2	2,000	13,200	40	19,800	60	33,000	26,400	39,600	66,000
3.04	CFS	m2	3,200	6,300	30	14,700	70	21,000	20,160	47,040	67,200
3.05	Gate (In)	lane	16	430,000	30	1,050,000	70	1,500,000	7,200	16,800	24,000
3.06	Gate (Out)	lane	10	430,000	30	1,050,000	70	1,500,000	4,300	10,300	15,000
3.07	Weigh Bridge	nr	6	430,000	30	1,050,000	70	1,500,000	2,700	6,300	9,000
3.08	Repair Shop (Maintenance)	m2	2,250	10,500	35	19,500	65	30,000	23,625	43,875	67,500
3.09	Security Guard Booth	m2	400	17,500	35	32,500	65	50,000	7,000	30,000	40,000
3.10	Conventional Berth Cargo Shed	m2	4,200	8,400	30	19,600	70	28,000	35,280	82,320	117,600
Subtotal 3									256,225	453,475	709,700
4 Access Road											
4.01	Concrete Barrier	m	2,000	620	35	1,170	65	1,800	1,260	2,340	3,600
4.02	Slab Deck	m3	2,500	1,278	35	2,373	65	3,650	3,194	5,931	9,125
4.03	PCI-Order Span = 30m	nr	200	127,750	35	237,250	65	365,000	25,550	47,430	73,000
4.04	Pier Head	m3	3,100	1,260	35	2,340	65	3,600	3,900	7,254	11,160
4.05	Pier Column	m3	1,100	1,120	35	2,080	65	3,200	1,232	2,288	3,520
4.06	Footing	m3	3,700	945	35	1,735	65	2,700	3,497	6,494	9,990
4.07	Piling l = 60cm	m	14,000	560	35	1,040	65	1,600	7,840	14,560	22,400
4.08	Abutment	m3	70	945	35	1,735	65	2,700	66	123	189
4.09	Excavation	m3	100,000	60	30	140	70	200	6,000	14,000	20,000
4.10	Embankment	m3	10,000	66	30	134	70	220	660	1,340	2,200
4.11	Slope Protection	m2	10,000	150	30	350	70	500	1,500	3,000	5,000
4.12	Pavement	m2	8,400	960	40	1,440	60	2,400	8,064	12,096	20,160
4.13	Asphalt Pavement l = 7.5cm	ton	4,760	546	35	1,014	65	1,360	2,599	4,827	7,426
4.14	Concrete Curb	m	3,150	245	35	435	65	700	772	1,433	2,205
4.15	Ramp A, B, C&D	m2	4,620	3,675	35	6,825	65	10,500	16,979	31,532	48,510
4.16	Causeway	m	300	32,000	40	48,000	60	80,000	9,600	14,400	24,000
Subtotal 4									92,718	169,767	262,485
5 Vessel Support											
5.01	Vessel Traffic Control System	sum	1	-	-	100,000,000	100	100,000,000	0	100,000	100,000
5.02	Navigation Aids	sum	1	1,000,000	5	19,000,000	95	20,000,000	1,000	19,000	20,000
Subtotal 5									1,000	119,000	120,000
6 Cargo Handling Equipment											
6.01	Quay Gantry Crane	nr	10	30,000,000	10	270,000,000	90	300,000,000	300,000	2,700,000	3,000,000
6.02	Rubber Tired Transfer Crane	nr	32	5,800,000	10	32,000,000	90	58,000,000	183,600	1,670,400	1,856,000
6.03	Tractor Head (for yard)	nr	65	450,000	10	4,050,000	90	4,500,000	29,250	263,250	292,500
6.04	Chassis (20' - 40')	nr	78	150,000	10	1,350,000	90	1,500,000	11,700	105,300	117,000
6.05	Miscellaneous Equipment	sum	7	20,000,000	10	180,000,000	90	200,000,000	20,000	180,000	200,000
6.06	Computer System	sum	1	10,000,000	10	90,000,000	90	100,000,000	10,000	90,000	100,000
Subtotal 6									556,550	5,000,950	5,565,500
7 Other											
7.01	Land	m2	40,000	1,800	100	-	-	1,800	72,000	0	72,000
7.02	Mangrove	nr	60,000	2	100	-	-	2	120	0	120
7.03	Relocation of Houses	nr	10	800,000	100	-	-	800,000	8,000	0	8,000
7.04	Relocation of Industrial Estate	sum	1	15,000,000	100	-	-	15,000,000	15,000	0	15,000
Subtotal 7									95,120	0	95,120
Total									3,135,223	10,713,634	13,848,857
8 Engineering Cost											
8		%	7	45,387,331	33	92,130,035	67	137,537,366	317,711	645,050	962,762
9 Contingency											
9		%	10	3,353,181	23	11,438,437	77	14,811,618	335,318	1,145,844	1,481,162
10 VAT											
10		%	10	162,927,800	100	-	-	162,927,800	1,629,278	0	1,629,278
Gross Total									5,417,536	12,504,528	17,922,068

Appendix Table 2.9.2-3 Cost Breakdown of Cebu Base Port (Master Plan)

US\$ 1 = PHP 52.3 = ₱ 124
 PHP 1.0 = ₱ 2.38

As of June 2001

Item No.	Description	Unit	Quantity	Unit Price			Total			CPA's Plan	Proposed	Private Company's Plan				
				Local Component		Foreign Component		Total	Local Component				Foreign Component		Total	
				(Peso)	(%)	(Peso)	(%)	(Peso)	(1,000 Peso)				(1,000 Peso)	(1,000 Peso)	1,000 Peso	1,000 Peso
1	Construction															
1.01	Rehabilitation & Extension of Berth 8-10	m	354	178,420	30	416,313	70	594,732	63,161	147,375	210,535	210,535				
1.02	Ro-Ro Berth 10 - 12	m	301	178,420	30	416,313	70	594,732	53,704	125,310	179,014	179,014				
1.03	Ro-Ro Berth 13 - 14	m	240	178,420	30	416,313	70	594,732	42,821	99,915	142,736	142,736				
1.04	Ro-Ro Berth 15 - 16	m	199	178,420	30	416,313	70	594,732	35,506	82,846	118,352	118,352				
1.05	Ro-Ro Berth 16 - 17	m	120	178,420	30	416,313	70	594,732	21,410	49,958	71,368	71,368				
1.06	Passenger Terminal for Super Ferry	m2	7,000	14,000	40	21,000	60	35,000	98,000	147,000	245,000		245,000			
1.07	Boarding Bridge	m	450	12,600	20	50,400	80	63,000	5,670	22,680	28,350		28,350			
1.08	Passenger Terminal A for Ro-Ro	m3	2,800	14,000	40	21,000	60	35,000	39,200	58,800	98,000		98,000			
1.09	Passenger Terminal B for Ro-Ro	m2	2,800	14,000	40	21,000	60	35,000	39,200	58,800	98,000		98,000			
1.10	Passenger Terminal C for Ro-Ro	m2	2,800	14,000	40	21,000	60	35,000	39,200	58,800	98,000		98,000			
1.11	Container Yard	m2	60,000	782	20	3,127	80	3,908	46,899	187,596	234,494		234,494			
1.12	Rehabilitation of Pier 1	m	313	203,908	30	475,786	70	679,694	63,823	148,921	212,744		212,744			
1.13	Rehabilitation of Pier 2	m2	5,000	3,314	30	7,732	70	11,045	16,568	38,658	55,225	55,225				
1.14	Expansion of Pier 2	m	290	203,908	30	475,786	70	679,694	59,133	137,978	197,111		197,111			
1.15	Rehabilitation of Pier 3	m2	5,000	3,314	30	7,732	70	11,045	16,568	38,658	55,225		55,225			
1.16	Building and Berthing for Fast Craft (Berth 18 - 19)	m2	2,800	12,000	30	28,000	70	40,000	33,600	78,400	112,000		112,000			
1.17	Expansion of Berth 21-22	m	260	201,000	30	469,000	70	670,000	52,260	121,940	174,200		174,200			
1.18	Expansion of Berth 24-25	m	250	201,000	30	469,000	70	670,000	50,250	117,250	167,500		167,500			
1.19	Rehabilitation of Fendering System (Berth 28 - 30)	m	371	4,333	30	10,110	70	14,444	1,608	3,751	5,359	5,359				
1.20	Rehabilitatio of Berth 28 - 30	m	371	17,175	30	40,076	70	57,251	6,372	14,868	21,240	21,240				
1.21	Expansion of Berth 28 - 30	m	371	178,420	30	416,313	70	594,732	66,194	154,452	220,646		220,646			
1.22	Navigation Aids	sum	1	849,618	5	16,142,736	95	16,992,353	850	16,143	16,992		16,992			
	Subtotal								851,995	1,910,097	2,762,092	803,829	1,044,419	913,844		
2	Engineering Cost	%	7	911,490	33	1,850,602	67	2,762,092	63,804	129,542	193,346	56,268	73,109	63,969		
3	Contingency	%	10	915,799	31	2,039,639	69	2,955,439	91,580	203,964	295,544	86,010	111,753	97,781		
4	VAT	%	10	3,250,983	100				325,098	0	325,098	94,611	122,928	107,559		
	Total								1,332,478	2,243,603	3,576,081	1,040,718	1,352,209	1,183,154		

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Appendix Table 2.9.2-4 Cost Breakdown of the New San Remigio Port (Alternative 1)

US\$ 1 = PHP 52.3 = ¥ 124
 PHP 1.0 = ¥ 2.38

As of June 2001

Item No.	Description	Unit	Quantity	Unit Price			Total				
				Local Component		Foreign Component		Total	Local Component	Foreign Component	Total
				(Peso)	(%)	(Peso)	(%)	(Peso)	(1,000 Peso)	(1,000 Peso)	(1,000 Peso)
1	Civil Works										
1.01	General Expense and Preparatory Work	%	2	1,925,260	60	1,283,506	40	3,208,766	3,851	2,367	6,418
1.02	Dredging Works	m ³	170,000	74	20	298	80	372	12,648	50,592	63,240
1.03	Ro-Ro Berth (Depth -4m)	m	160	72,000	20	288,000	80	360,000	11,520	46,080	57,600
1.04	Revetment (Depth -0)	m	50	16,000	40	24,000	60	40,000	800	1,200	2,000
1.05	Revetment (sheet pile -3m)	m	50	24,000	20	96,000	80	120,000	1,200	4,800	6,000
1.06	Concrete Deck type	m ²	2,400	12,500	50	12,500	50	25,000	30,000	30,000	60,000
1.07	Earth works	m ³	10,000	56	40	84	60	140	560	840	1,400
1.08	Soil Improvement	m ²	4,000	154	40	230	60	384	614	922	1,536
1.09	Yard Pavement	m ²	14,000	960	40	1,440	60	2,400	13,440	20,160	33,600
1.10	Yard Drainage	m ²	14,000	32	30	74	70	105	441	1,029	1,471
1.11	Access Road	m	2,000	8,400	40	12,600	60	21,000	16,800	25,200	42,000
1.12	Yard Fence	m	340	1,250	50	1,250	50	2,500	425	425	850
	Subtotal 1								92,299	183,815	276,114
2	Utilities	m ²	14,000	168	40	232	60	420	2,352	3,528	5,880
	Subtotal 2								2,352	3,528	5,880
3	Building Works										0
3.01	Passenger Terminal	m ²	600	13,200	40	19,800	60	33,000	7,920	11,880	19,800
3.02	Gate	sum	1	840,000	40	1,260,000	60	2,100,000	840	1,260	2,100
3.03	Warehouse	m ²	600	10,000	40	15,000	60	25,000	6,000	9,000	15,000
	Subtotal 3								14,760	22,140	36,900
4	Vessel Support										0
4.01	Navigation Aids	sum	1	420,000	5	7,980,000	95	8,400,000	420	7,980	8,400
	Subtotal 4								420	7,980	8,400
5	Cargo Handling Equipment										
5.01	Forklift Truck (20 - 30 ton)	nr	1	700,000	10	6,300,000	90	7,000,000	700	6,300	7,000
5.02	Mobile Crane (30 - 50 ton)	nr	1	900,000	10	8,100,000	90	9,000,000	900	8,100	9,000
5.03	Forklift Truck (15 ton)	nr	1	525,000	10	4,725,000	90	5,250,000	525	4,725	5,250
5.04	Forklift Truck (5ton)	nr	2	175,000	10	1,575,000	90	1,750,000	350	3,150	3,500
5.05	Forklift Truck (3.5 ton)	nr	5	122,000	10	1,098,000	90	1,220,000	610	5,490	6,100
5.06	Tractor/Trailer (Chassis)	nr	2	600,000	10	5,400,000	90	6,000,000	1,200	10,800	12,000
5.07	Truck (8 - 19 ton)	nr	2	320,000	10	2,880,000	90	3,200,000	640	5,760	6,400
	Subtotal 5								4,925	44,325	49,250
6	Land										
6.01	Land Acquisition	m ²	32,800	20	100	-	-	20	656	0	656
6.02	Compensation for the beach resort	m ²	10,000	500	100	-	-	500	5,000	0	5,000
	Subtotal 6								5,656	0	5,656
	Total of Construction								126,412	261,788	382,200
5	Engineering Cost	%	7	1,242,596	33	2,522,846	67	3,765,441	8,698	17,660	26,358
6	Contingency	%	10	1,273,229	32	2,755,793	68	4,029,022	12,732	27,538	40,270
7	VAT	%	10	4,488,484	100	-	-	4,488,484	44,885	0	44,885
	Grand Total								186,727	307,086	493,733

Appendix Table 2.9.2-5 Cost Breakdown of the New San Remigio Port (Alternative 2)

US\$ 1 = PHP 52.3 = ¥ 124
 PHP 1.0 = ¥ 2.38 As of June 2001

Item No.	Description	Unit	Quantity	Unit Price				Total			
				Local Component		Foreign Component		Total	Local Component	Foreign Component	Total
				(Peso)	(%)	(Peso)	(%)	(Peso)	(1,000 Peso)	(1,000 Peso)	(1,000 Peso)
1	Civil Works										
1.01	General Expense and Preparatory Work	%	2	1,933,152	60	1,288,768	40	3,221,920	3,866	2,578	6,444
1.02	Dredging Works	m3	250,000	74	20	298	80	372	18,600	74,400	93,000
1.03	Ro-Ro Berth (Depth -4m)	m	110	72,000	20	288,000	80	360,000	7,920	31,680	39,600
1.04	Revetment (Depth -0)	m	30	16,000	40	24,000	60	40,000	480	720	1,200
1.05	Revetment (sheet pile -3m)	m	30	24,000	20	96,000	80	120,000	720	2,880	3,600
1.06	Concrete Deck type	m2	2,400	12,500	50	12,500	50	25,000	30,000	30,000	60,000
1.07	Reclamation	m3	10,000	120	40	180	60	300	1,200	1,800	3,000
1.08	Earth works	m3	3,600	56	40	84	60	140	202	302	504
1.09	Soil Improvement	m2	7,000	154	40	230	60	384	1,075	1,613	2,688
1.10	Yard Pavement	m2	14,000	960	40	1,440	60	2,400	13,440	20,160	33,600
1.11	Yard Drainage	m2	14,000	32	30	74	70	105	441	1,029	1,470
1.12	Access Road	m	1,500	8,400	40	12,600	60	21,000	12,600	18,900	31,500
1.13	Yard Fence	m	340	1,250	50	1,250	50	2,500	425	425	850
	Subtotal 1								98,969	196,487	277,456
2	Utilities	m2	14,000	168	40	252	60	420	2,352	3,528	5,880
	Subtotal 2								2,352	3,528	5,880
3	Building Works										0
3.01	Passenger Terminal	m2	600	13,200	40	19,800	60	33,000	7,920	11,880	19,800
3.02	Gate	sum	1	840,000	40	1,260,000	60	2,100,000	840	1,260	2,100
3.03	Warehouse	m2	600	10,000	40	15,000	60	25,000	6,000	9,000	15,000
	Subtotal 3								14,760	22,140	36,900
4	Vessel Support										0
4.01	Navigation Aids	sum	1	420,000	5	7,980,000	95	8,400,000	420	7,980	8,400
	Subtotal 4								420	7,980	8,400
5	Cargo Handling Equipment										
5.01	Forklift Truck (20 - 30 ton)	nr	1	700,000	10	6,300,000	90	7,000,000	700	6,300	7,000
5.02	Mobile Crane (30 - 50 ton)	nr	1	900,000	10	8,100,000	90	9,000,000	900	8,100	9,000
5.03	Forklift Truck (15 ton)	nr	1	525,000	10	4,725,000	90	5,250,000	525	4,725	5,250
5.04	Forklift Truck (5ton)	nr	2	175,000	10	1,575,000	90	1,750,000	350	3,150	3,500
5.05	Forklift Truck (3.5 ton)	nr	5	122,000	10	1,098,000	90	1,220,000	610	5,490	6,100
5.06	Tractor/Trailer (Chassis)	nr	2	600,000	10	5,400,000	90	6,000,000	1,200	10,800	12,000
5.07	Truck (8 - 10 ton)	nr	2	320,000	10	2,880,000	90	3,200,000	640	5,760	6,400
	Subtotal 5								4,925	44,325	49,250
6	Land										
6.01	Land Acquisition	m2	27,800	20	100	-	-	20	556	0	556
6.02	Compensation for the existing facilities	m	110	80,000	100	-	-	80,000	8,800	0	8,800
	Subtotal 6								9,356	0	9,356
	Total of Construction								122,782	264,468	387,242
7	Engineering Cost	%	7	1,247,023	33	2,531,835	67	3,778,858	8,729	17,723	26,452
8	Contingency	%	10	1,315,113	32	2,821,826	68	4,136,938	13,151	28,218	41,369
9	VAT	%	10	4,550,632	100	-	-	4,550,632	45,506	0	45,506
	Grand Total								198,169	318,481	506,578

Appendix Table 2.9.2-6 Cost Breakdown of the New San Remigio Port (Alternative 3)

US\$ 1 = PHP 52.3 = ¥ 124
 PHP 1.0 = ¥ 2.38 As of June 2001

Item No.	Description	Unit	Quantity	Unit Price				Total			
				Local Component		Foreign Component		Total	Local Component	Foreign Component	Total
				(Peso)	(%)	(Peso)	(%)	(Peso)	(1,000 Peso)	(1,000 Peso)	(1,000 Peso)
1	Civil Works										
1.01	General Expense and Preparatory Work	%	2	2,389,840	60	1,726,560	40	4,316,400	5,180	3,453	8,633
1.02	Dredging Works (Sand)	m3	300,000	74	20	298	80	22,320	89,280		111,600
	Dredging Works (Rock)	m3	13,000	1,500	20	6,000	80	7,500	19,500	78,000	97,500
1.03	Berth (Depth -4m)	m	160	72,000	20	288,000	80	360,000	11,520	46,080	57,600
1.04	Revetment (Depth -0)	m	50	16,000	40	24,000	60	40,000	890	1,200	2,090
1.05	Revetment (sheet pile -3m)	m	50	24,000	20	96,000	80	120,000	1,200	4,800	6,000
1.06	Concrete Deck type	m2	2,400	12,500	50	12,500	50	25,000	30,000	30,000	60,000
1.11	Reclamation	m2	20,000	120	40	180	60	300	2,400	3,600	6,000
1.08	Soil Improvement	m3	10,000	154	40	230	60	384	1,536	2,304	3,840
1.09	Yard Pavement	m2	14,000	960	40	1,440	60	2,400	13,440	20,160	33,600
1.10	Yard Drainage	m2	14,000	32	30	74	70	105	441	1,029	1,470
1.11	Access Road	m	-	8,400	40	12,600	60	21,000	0	0	0
1.12	Yard Fence	m	340	1,250	50	1,250	50	2,500	425	425	850
	Subtotal 1								109,762	280,331	389,093
2	Utilities	m2	14,000	168	40	252	60	420	2,352	3,528	5,880
	Subtotal 2								2,352	3,528	5,880
3	Building Works										
3.01	Passenger Terminal	m2	600	13,200	40	19,800	60	33,000	7,920	11,880	19,800
3.02	Gate	sum	1	840,000	40	1,260,000	60	2,100,000	840	1,260	2,100
3.03	Warehouse	m2	600	10,000	40	15,000	60	25,000	6,000	9,000	15,000
	Subtotal 3								14,760	22,140	36,900
4	Vessel Support										
4.01	Navigation Aids	sum	1	420,000	5	7,980,000	95	8,400,000	420	7,980	8,400
	Subtotal 4								420	7,980	8,400
5	Cargo Handling Equipment										
5.01	Forklift Truck (20 - 30 ton)	nr	1	700,000	10	6,300,000	90	7,000,000	700	6,300	7,000
5.02	Mobile Crane (30 - 50 ton)	nr	1	900,000	10	8,100,000	90	9,000,000	900	8,100	9,000
5.03	Forklift Truck (15 ton)	nr	1	525,000	10	4,725,000	90	5,250,000	525	4,725	5,250
5.04	Forklift Truck (5ton)	nr	2	175,000	10	1,575,000	90	1,750,000	350	3,150	3,500
5.05	Forklift Truck (3.5 ton)	nr	5	122,000	10	1,098,000	90	1,220,000	610	5,490	6,100
5.06	Tractor/Trailer (Chassis)	nr	2	600,000	10	5,400,000	90	6,000,000	1,200	10,800	12,000
5.07	Truck (8 - 10 ton)	nr	2	320,000	10	2,880,000	90	3,200,000	640	5,760	6,400
	Subtotal 5								4,925	44,325	49,250
6	Land										
6.01	Land Acquisition	m2	4,800	20	100	-	-	20	96	0	96
	Subtotal 6								96	0	96
	Total of Construction								131,315	358,304	489,619
7	Engineering Cost	%	7	1,615,425	33	3,279,803	67	4,895,228	11,308	22,959	34,267
8	Contingency	%	10	1,426,227	27	3,812,627	73	5,238,854	14,262	38,126	52,389
9	VAT	%	10	5,762,739	100	-	-	5,762,739	57,627	0	57,627
	Grand Total								214,512	419,389	633,901

Appendix Table 2.9.2-7 Cost Breakdown of Toledo Port (Alternative 1)

US\$ 1 = PHP 52.3 = Y 124
 PHP 1.0 = Y 2.38

As of June 2001

Item No.	Description	Unit	Quantity	Unit Price				Total (Peso)	Total		
				Local Component		Foreign Component			Local Component (1,000 Peso)	Foreign Component (1,000 Peso)	Total (1,000 Peso)
				(Peso)	(%)	(Peso)	(%)				
1 Civil Works											
1.01	General Expense and Preparatory Work	%	2	3,718,889	60	2,479,259	40	6,198,148	7,438	4,959	12,396
1.02	Dredging Works	m3	28,000	74	20	298	80	372	2,083	8,333	10,416
1.03	General Cargo Berth (Depth -6m)	m	220	88,000	20	352,000	80	440,000	19,360	77,440	96,800
1.04	Ro-Ro Berth (Depth -4m)	m	310	72,000	20	288,000	80	360,000	22,320	89,280	111,600
1.05	Small vessel berth (sheet pile -4m - -2m)	m	150	62,000	20	248,000	80	310,000	9,300	37,200	46,500
1.06	Revetment (Depth -6)	m	30	100,000	40	150,000	60	250,000	3,000	4,500	7,500
1.07	Revetment (Depth -2 - -1)	m	70	24,400	40	36,600	60	61,000	1,708	2,562	4,270
1.08	Revetment (Depth 0)	m	40	16,000	40	24,000	60	40,000	640	960	1,600
1.09	Revetment (sheet pile -3m - 0m)	m	110	36,000	20	144,000	80	180,000	3,960	15,840	19,800
1.10	Concrete Deck type	m2	1,650	15,000	50	15,000	50	30,000	24,750	24,750	49,500
1.11	Reclamation	m3	185,000	120	40	180	60	300	22,200	33,300	55,500
1.12	Soil Improvement	m2	38,200	154	40	230	60	384	5,868	8,801	14,669
1.13	Yard Pavement	m2	38,200	960	40	1,440	60	2,400	36,672	55,008	91,680
1.14	Yard Drainage	m2	38,200	32	30	74	70	105	1,203	2,808	4,011
1.15	Service Road	m2	3,500	960	40	1,440	60	2,400	3,360	5,040	8,400
1.16	Yard Fence	m	250	1,250	50	1,250	50	2,500	313	313	625
	Subtotal 1								164,174	371,893	535,267
2 Utilities											
	Utilities	m2	38,200	168	40	252	60	420	6,418	9,626	16,044
	Subtotal 2								6,418	9,626	16,044
3 Building Works											
3.01	Passenger Terminal	m2	1,000	13,200	40	19,800	60	33,000	13,200	19,800	33,000
3.02	Gate	sum	2	840,000	40	1,260,000	60	2,100,000	1,680	2,520	4,200
3.03	Warehouse 1	m2	500	6,650	35	12,350	65	19,000	3,325	6,175	9,500
3.04	Warehouse 2	m2	1,800	7,600	40	11,400	60	19,000	13,680	20,520	34,200
	Subtotal 3								31,885	49,015	80,900
4 Cargo Handling Equipment											
4.01	Forklift Truck (20 - 30 ton)	nr	2	700,000	10	6,300,000	90	7,000,000	1,400	12,600	14,000
4.02	Mobile Crane (30 - 50 ton)	nr	1	900,000	10	8,100,000	90	9,000,000	900	8,100	9,000
4.03	Forklift Truck (15 ton)	nr	2	525,000	10	4,725,000	90	5,250,000	1,050	9,450	10,500
4.04	Forklift Truck (5ton)	nr	3	175,000	10	1,575,000	90	1,750,000	525	4,725	5,250
4.05	Forklift Truck (3.5 ton)	nr	10	122,000	10	1,098,000	90	1,220,000	1,220	10,980	12,200
4.06	Tractor/Trailer (Chassis)	nr	8	600,000	10	5,400,000	90	6,000,000	4,800	43,200	48,000
4.07	Truck (8 - 10 ton)	nr	5	320,000	10	2,880,000	90	3,200,000	1,600	14,400	16,000
	Subtotal 4								11,495	103,455	114,950
	Total of Construction								213,972	533,189	747,161
5 Engineering Cost											
	Engineering Cost	%	7	2,465,632	33	5,005,979	67	7,471,611	17,259	35,042	52,301
6 Contingency											
	Contingency	%	10	2,312,313	29	5,682,311	71	7,994,624	23,123	56,823	79,946
7 VAT											
	VAT	%	10	8,794,086	100	-	-	8,794,086	87,941	0	87,941
	Grand Total								342,295	625,054	967,349

Appendix Table 2.9.2-8 Cost Breakdown of Toledo Port (Alternative 2)

US\$ 1 = PHP 52.3 = ¥ 124
 PHP 1.0 = ¥ 2.38
 As of June 2001

Item No.	Description	Unit	Quantity	Unit Price						Total		
				Local Component		Foreign Component		Total	Local Component	Foreign Component	Total	
				(Peso)	(%)	(Peso)	(%)	(Peso)	(1,000 Peso)	(1,000 Peso)	(1,000 Peso)	
1	Civil Works											
1.01	General Expense and Preparatory Work	%	2	3,594,783	60	2,396,522	40	5,991,305	7,190	4,793	11,983	
1.02	Dredging Works	m3	61,000	74	20	297	80	372	4,537	18,146	22,683	
1.03	Berth (Depth -6m)	m	220	88,000	20	352,000	80	440,000	19,360	77,440	96,800	
1.04	Berth (Depth -4m)	m	310	72,000	20	288,000	80	360,000	22,320	89,280	111,600	
1.05	Revetment (Depth -6)	m	30	100,000	40	150,000	60	250,000	3,000	4,500	7,500	
1.06	Revetment (Sheet pile depth -4 --1)	m	90	72,000	40	108,000	60	180,000	6,480	9,720	16,200	
1.07	Revetment (Depth -0)	m	35	16,000	40	24,000	60	40,000	560	840	1,400	
1.08	Small vessel berth (sheet pile -2m)	m	150	62,000	20	248,000	80	310,000	9,300	37,200	46,500	
1.09	Concrete Deck type Berth (-4m)	m2	1,650	15,000	50	15,000	50	30,000	24,750	24,750	49,500	
1.10	Reclamation	m3	130,000	120	40	180	60	300	15,600	23,400	39,000	
1.11	Soil Improvement	m2	38,200	154	40	231	60	384	5,874	8,812	14,686	
1.12	Yard Pavement	m2	38,200	960	40	1,440	60	2,400	36,672	55,008	91,680	
1.13	Yard Drainage	m2	38,200	32	30	74	70	105	1,204	2,809	4,013	
1.14	Service Road	m2	960	960	40	1,440	60	2,400	0	0	0	
1.15	Yard Fence	m	250	1,250	50	1,250	50	2,500	313	313	625	
	Subtotal 1								157,159	357,010	514,169	
2	Utilities	m2	38,200	165	40	252	60	420	6,418	9,626	16,044	
	Subtotal 2								6,418	9,626	16,044	
3	Building Works										0	
3.01	Passenger Terminal	m2	1,000	13,200	40	19,800	60	33,000	13,200	19,800	33,000	
3.02	Gate	sum	2	840,000	40	1,260,000	60	2,100,000	1,680	2,520	4,200	
3.03	Warehouse 1	m2	500	6,650	35	12,350	65	19,000	3,325	6,175	9,500	
3.04	Warehouse 2	m2	1,800	7,600	40	11,400	60	19,000	13,680	20,520	34,200	
	Subtotal 3								31,885	49,015	80,900	
4	Cargo Handling Equipment											
4.01	Forklift Truck (20 - 30 ton)	nr	2	700,000	10	6,300,000	90	7,000,000	1,400	12,600	14,000	
4.02	Mobile Crane (30 - 50 ton)	nr	1	900,000	10	8,100,000	90	9,000,000	900	8,100	9,000	
4.03	Forklift Truck (15 ton)	nr	2	525,000	10	4,725,000	90	5,250,000	1,050	9,450	10,500	
4.04	Forklift Truck (5ton)	nr	3	175,000	10	1,575,000	90	1,750,000	525	4,725	5,250	
4.05	Forklift Truck (3.5 ton)	nr	10	122,000	10	1,098,000	90	1,220,000	1,220	10,980	12,200	
4.06	Tractor/Trailer (Chassis)	nr	8	600,000	10	5,400,000	90	6,000,000	4,800	43,200	48,000	
4.07	Truck (8 - 10 ton)	nr	5	320,000	10	2,880,000	90	3,200,000	1,600	14,400	16,000	
	Subtotal 4								11,495	103,455	114,950	
	Total of Construction								206,956	519,107	726,063	
									0.29			
5	Engineering Cost	%	7	2,396,008	33	4,864,623	67	7,260,631	16,772	34,052	50,824	
6	Contingency	%	10	2,237,285	29	5,531,990	71	7,768,875	22,373	55,316	77,689	
7	VAT	%	10	8,545,763	100	-	-	8,545,763	85,458	0	85,458	
	Grand Total								331,559	608,475	940,034	

Appendix Table 2.9.2-9 Cost Breakdown of Toledo Port (Alternative 3)

US\$ 1 = PHP 52.3 = ¥ 124
 PPHP 1.0 = ¥ 2.38
 As of June 2001

Item No.	Description	Unit	Quantity	Unit Price				Total			
				Local Component		Foreign Component		Total	Local Component	Foreign Component	Total
				(Peso)	(%)	(Peso)	(%)	(Peso)	(1,000 Peso)	(1,000 Peso)	(1,000 Peso)
1	Civil Works										
1.01	General Expense and Preparatory Work	%	2	2,309,548	60	1,539,699	40	3,849,247	4,619	3,079	7,698
1.02	Dredging Works	m3	38,000	74	20	298	80	372	2,827	11,309	14,136
1.03	Berth (Depth -6m)	m	200	88,000	20	352,000	80	440,000	17,600	70,400	88,000
1.04	Berth (Depth -4m)	m	250	72,000	20	288,000	80	360,000	18,000	72,000	90,000
1.05	Small vessel berth (sheet pile -4 - -2m)	m	170	62,000	20	248,000	80	310,000	10,540	42,160	52,700
1.06	Revetment (Depth -6)	m	30	100,000	40	150,000	60	250,000	3,000	4,500	7,500
1.07	Revetment (sheet pile depth -4 - -1)	m	139	72,000	40	108,000	60	180,000	9,360	14,040	23,400
1.08	Revetment (Depth -0)	m	70	16,000	40	24,000	60	40,000	1,120	1,680	2,800
1.11	Concrete Deck type Berth (-4m)	m2	2,609	15,000	50	15,000	50	30,000	39,000	39,000	78,000
1.12	Reclamation	m3	182,000	120	40	180	60	300	21,840	32,760	54,600
1.13	Soil Improvement	m2	38,200	154	40	230	60	384	5,868	8,801	14,669
1.14	Yard Pavement	m2	38,200	960	40	1,440	60	2,400	36,672	55,008	91,680
1.15	Yard Drainage	m2	38,200	32	30	74	70	105	1,203	2,808	4,011
1.16	Service Road	m2		960	40	1,440	60	2,400	0	0	0
1.17	Yard Fence	m	250	1,250	50	1,250	50	2,500	313	313	625
	Subtotal 1								171,962	357,858	529,819
2	Utilities	m2	38,200	168	40	252	60	420	6,418	9,626	16,044
	Subtotal 2								6,418	9,626	16,044
3	Building Works								0	0	0
3.01	Passenger Terminal	m2	1,000	13,200	40	19,800	60	33,000	13,200	19,800	33,000
3.02	Gate	sum	2	840,000	40	1,260,000	60	2,100,000	1,680	2,520	4,200
3.03	Warehouse 1	m2	500	6,650	35	12,350	65	19,000	3,325	6,175	9,500
3.04	Warehouse 2	m2	1,800	7,600	40	11,400	60	19,000	13,680	20,520	34,200
	Subtotal 3								31,885	49,815	80,900
4	Cargo Handling Equipment										
4.01	Forklift Truck (20 - 30 ton)	nr	2	700,000	10	6,300,000	90	7,000,000	1,400	12,600	14,000
4.02	Mobile Crane (30 - 50 ton)	nr	1	900,000	10	8,100,000	90	9,000,000	900	8,100	9,000
4.03	Forklift Truck (15 ton)	nr	2	525,000	10	4,725,000	90	5,250,000	1,050	9,450	10,500
4.04	Forklift Truck (5ton)	nr	3	175,000	10	1,575,000	90	1,750,000	525	4,725	5,250
4.05	Forklift Truck (3.5 ton)	nr	10	122,000	10	1,098,000	90	1,220,000	1,220	10,980	12,200
4.06	Tractor/Trailer (Chassis)	nr	8	600,000	10	5,400,000	90	6,000,000	4,800	43,200	48,000
4.07	Truck (8 - 10 ton)	nr	5	320,000	10	2,880,000	90	3,200,000	1,600	14,400	16,000
	Subtotal 4								11,495	103,455	114,950
	Total of Construction								221,759	519,954	741,713
									0.30		
5	Engineering Cost	%	7	2,447,654	33	4,969,479	67	7,417,133	17,134	34,786	51,920
6	Contingency	%	10	2,388,928	30	5,547,404	70	7,936,332	23,889	55,174	79,363
7	VAT	%	10	8,729,965	100	-	-	8,729,965	87,300	0	87,300
	Grand Total								350,682	610,214	960,296

Appendix Table 2.9.2-10 Cashflow Schedule of New Cebu Port (Master Plan; Plan 2)

(1,000,000 peso) 1 peso = 2.38 yen 2001 June price (not including tax)

Traffic Demand Forecast	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
Non-Containerized (Foreign; 1,000 ton)						512	499	477	504	531	559	587	615	643	671	700	728	756
Containerized (Foreign + Transic; 1,000 TEU)						348	403	502	571	642	716	793	872	955	1,041	1,130	1,222	1,319

Capital Cost	2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F		
Civil Works					534.2	1,231.4	393.2	923.5	393.2	923.5					242.1	548.1	484.1	1,096.1	242.1	548.1	242.1	548.1												
Equipment					81.6	734.5	108.8	979.4	81.6	734.5					36.9	512.1	99.6	886.2	36.9	512.1	36.9	512.1	71.3	640.1										
Physical Contingency	4.1	8.3	4.1	8.3	63.9	202.3	51.5	177.0	49.1	169.1	3.9	8.0	3.9	8.0	31.9	110.0	60.3	203.2	31.9	110.0	33.3	122.8												
Engineering Fee	41.1	83.4	41.1	83.4	22.8	66.7	32.8	66.7	16.4	33.3	39.2	79.7	39.2	79.7	19.6	39.8	19.6	39.8	19.6	39.8	19.6	39.8	39.8	79.6										
Total	45.2	91.7	45.2	91.7	702.6	2,235.9	588.3	1,666.6	540.3	1,660.6	43.2	87.6	43.2	87.6	350.5	1,210.0	663.7	2,233.4	350.5	1,210.0	366.1	1,350.8												

Maintenance Cost	2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F		
Civil Works (1%)														13	31	13	31	13	31	20	47	20	47	25	58	25	58	25	58	25	58	25	58	
Equipment (3%)														8	73	8	73	8	73	13	116	13	116	17	150	17	150	17	150	17	150	17	150	
Total														21	104	21	104	21	104	33	163	33	163	42	208	42	208	42	208	42	208	42	208	

Replacement Cost	2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F		
Equipment																																		
Total																																		

Operation Cost	2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F		
Container Handling (PHF 850/TEU)																																		
Non-Container Handling (PHF 80/ton)																																		
Total																																		

Note: Construction Cost Phase 1: 1st year: 2nd year: 3rd year = 40:30:30, Phase 2: 1st year: 2nd year: 3rd year = 20:35:20:25
 Equipment Cost (phase 1): 1st year: 2nd year: 3rd year: 4th year = 30:40:30:20
 Other (land acquisition etc) are excluded from the cost

Traffic Demand Forecast	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038
Non-Containerized (1,000 ton)	756	756	756	756	756	756	756	756	756	756	756	756	756	756	756	756	756	756
Containerized (1,000 TEU)	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319

Capital Cost	2021		2022		2023		2024		2025		2026		2027		2028		2029		2030		2031		2032		2033		2034		2035		2036		2037		2038	
	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F				
Civil Works																																				
Equipment																																				
Physical Contingency																																				
Engineering Fee																																				
Total																																				

Maintenance Cost	2021		2022		2023		2024		2025		2026		2027		2028		2029		2030		2031		2032		2033		2034		2035		2036		2037		2038	
	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F				
Civil Works (1%)	25	58	25	58	25	58	25	58	25	58	25	58	25	58	25	58	25	58	25	58	25	58	25	58	25	58	25	58	25	58	25	58	25	58		
Equipment (3%)	17	150	17	150	17	150	17	150	17	150	17	150	17	150	17	150	17	150	17	150	17	150	17	150	17	150	17	150	17	150	17	150	17	150		
Total	42	208	42	208	42	208	42	208	42	208	42	208	42	208	42	208	42	208	42	208	42	208	42	208	42	208	42	208	42	208	42	208	42	208		

Replacement Cost	2021		2022		2023		2024		2025		2026		2027		2028		2029		2030		2031		2032		2033		2034		2035		2036		2037		2038	
	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F				
Equipment	39.1	352.1	39.1	352.1	32.0	288.1	32.0	288.1																												
Total	39.1	352.1	39.1	352.1	32.0	288.1	32.0	288.1																												

Operation Cost	2021		2022		2023		2024		2025		2026		2027		2028		2029		2030		2031		2032		2033		2034		2035		2036		2037		2038	
	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F				
Container Handling	785	336	785	336	785	336	785	336	785	336	785	336	785	336	785	336	785	336	785	336	785	336	785	336	785	336	785	336	785	336	785	336	785			
Non-Container Handling	42	18	42	18	42	18	42	18	42	18	42	18	42	18	42	18	42	18	42	18	42	18	42	18	42	18	42	18	42	18	42	18	42			
Total	827	354	827	354	827	354	827	354	827	354	827	354	827	354	827	354	827	354	827	354	827	354	827	354	827	354	827	354	827	354	827	354	827			

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Appendix Table 2.9.2-11 Cashflow Schedule of Cebu Base Port (Master Plan; Proposed, Private and on-going Plan)

(1,000,000 peso) 2001 June price (not including tax)

Traffic Demand Forecast	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Domestic Conventional (1,000 ton)	3,439	3,653	3,837	4,071	4,296	4,531	4,778	5,038	5,310	5,597	5,746	5,894	6,038	6,180	6,317	6,450	6,576	6,695	6,805	6,905
Domestic Containerized (1,000 TEU)	317	336	355	376	401	433	468	502	532	565	608	655	706	762	822	887	957	1,033	1,115	1,204

Capital Cost	Note	2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
		Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F		
Rehabilitation & Extension of Berth 8-10	CPA's Plan	63.2	147.4																																						
Ro-Ro Berth 10 - 12	CPA's Plan			53.7	125.3																																				
Ro-Ro Berth 13 - 14	CPA's Plan					42.8	99.0																																		
Ro-Ro Berth 15 - 16	CPA's Plan							35.5	82.8																																
Ro-Ro Berth 16 - 17	CPA's Plan																																								
Passenger Terminal for Super Ferry	Private Plan					24.5	36.8	24.5	36.8																																
Boarding Bridge	Private Plan							5.7	22.7																																
Passenger Terminal A for Ro-Ro	Private Plan			19.6	29.4	19.6	29.4																																		
Passenger Terminal B for Ro-Ro	Private Plan							19.6	29.4	19.6	29.4																														
Passenger Terminal C for Ro-Ro	Private Plan																																								
Open yard	Private Plan					23.4	93.8	23.4	93.8																																
Rehabilitation of Pier 1	Proposed									31.9	74.5	31.9	74.5																												
Rehabilitation of Pier 2	CPA's Plan	16.6	38.7																																						
Expansion of Pier 2	Proposed																																								
Rehabilitation of Pier 3	Proposed																																								
Building and Berthing for Fast Craft (Berth 18 - 19)	Private Plan			16.8	39.2	16.8	39.2																																		
Expansion of Berth 21-22	Proposed																																								
Expansion of Berth 23-25	Proposed									25.1	58.6	25.1	58.6																												
Rehabilitation of Tendering System (Berth 28 - 30)	CPA's Plan	1.6	3.8																																						
Rehabilitation of Berth 28 - 30	CPA's Plan			6.4	14.9																																				
Expansion of Berth 28 - 30	Proposed																																								
Navigation Aids	Proposed																																								
Total		81.3	189.8	96.4	208.8	61.9	165.4	86.4	253.1	78.6	264.0	51.5	103.9	57.5	141.2	33.8	86.9	34.4	80.3	26.1	61.0	0.0	0.0	0.0	0.0	0.0	33.1	77.2	87.2	183.0	54.1	105.7	41.0	79.4	19.6	29.4	0.0	0.0	0.0	0.0	
Engineering Cost		13.3	27.0	3.8	7.8	8.1	16.4	6.6	13.3	3.6	7.3	4.6	9.3	2.4	5.6	2.6	5.4	2.0	4.1	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	0.0	0.0	
Contingency		9.5	21.7	10.0	21.7	6.9	12.2	10.3	26.6	8.2	21.3	5.6	11.3	6.0	14.7	3.6	9.3	3.6	8.4	2.6	6.3	0.0	0.0	0.0	0.0	0.3	0.5	3.9	9.0	9.1	19.0	5.7	11.1	4.2	8.2	2.0	2.0	0.0	0.0	0.0	0.0
Total		104.1	238.5	110.3	238.2	75.9	133.9	113.3	293.1	90.4	234.7	61.7	124.5	66.3	161.5	40.1	100.5	48.1	92.9	28.7	67.1	0.0	0.0	2.0	5.7	43.3	98.9	99.9	209.5	62.5	122.5	46.4	89.0	21.6	32.3	0.0	0.0	0.0	0.0		

Maintenance Cost	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																	
Civil Works (%)		0.24	0.57	0.53	1.20	0.72	1.51	1.01	2.27	1.24	2.89	1.40	3.20	1.57	3.62	1.67	3.88	1.77	4.12	1.85	4.31	1.85	4.31	1.85	4.31	1.95	4.54	2.21	5.09	2.37	5.40	2.50	5.64	2.56	5.73	2.56	5.73
Total		0.24	0.57	0.53	1.20	0.72	1.51	1.01	2.27	1.24	2.89	1.40	3.20	1.57	3.62	1.67	3.88	1.77	4.12	1.85	4.31	1.85	4.31	1.85	4.31	1.95	4.54	2.21	5.09	2.37	5.40	2.50	5.64	2.56	5.73	2.56	5.73

Replacement Cost	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
Equipment																					
Total																					

Operation Cost	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020																			
Container Handling	PHD 306	67	29	30	75	32	79	34	84	36	91	39	98	42	105	45	112	48	119	51	128	55	138	59	148	64	160	69	173	74	186	80	201	86	217	93	234	100	253
Non-Container Handling	PHD 50	121	52	128	55	135	58	142	61	150	64	159	68	167	72	176	76	186	80	196	84	201	86	206	88	211	91	216	93	221	95	226	97	230	99	234	100	238	
Total		188	80	198	85	210	90	221	95	235	101	250	107	266	114	282	121	298	128	315	135	329	141	344	147	360	154	376	161	394	169	412	177	431	185	451	193	472	

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Appendix Table 2.9.2-12 Cashflow Schedule of Cebu Base Port (Master Plan; Proposed Plan)

(1,000,000 peso) 2001 June price (not including tax)

Traffic Demand Forecast	2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
Domestic Conventional (1,000 ton)	3,459		3,653		3,857		4,071		4,296		4,531		4,778		5,038		5,310		5,597		5,746		5,894		6,038		6,180		6,317		6,450		6,576		6,695		6,805		6,905	
Domestic Containerized (1,000 TEU)	317		336		355		376		401		433		468		502		532		565		608		655		706		762		822		887		957		1,033		1,115		1,204	

Capital Cost	Note	2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
		Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F		
Rehabilitation of Pier 1	Proposed											31.9	74.5	31.9	74.5																										
Expansion of Pier 2	Proposed																											29.6	69.0	29.6	69.0										
Rehabilitation of Pier 3	Proposed																																								
Expansion of Berth 21-22	Proposed																																								
Expansion of Berth 24-25	Proposed																																								
Expansion of Berth 28 - 30	Proposed																																								
Navigation Aids	Proposed																																								
Total		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.9	74.5	37.5	141.2	33.8	86.0	34.4	80.3	26.1	61.0	0.0	0.0	0.0	0.0	33.1	77.2	62.7	146.2	29.6	69.0										
Engineering Cost		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	4.6	9.3	2.8	5.6	2.6	5.4	2.0	4.3	0.0	0.0	0.0	0.0	2.5	5.2	4.8	9.8	2.3	4.6	0.0	0.0											
Contingency		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.5	3.6	8.4	6.0	14.7	3.6	9.1	3.6	8.4	2.0	6.3	0.0	0.0	0.3	0.5	3.8	8.7	6.5	15.1	3.0	6.9										
Total		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	8.4	40.1	52.3	66.3	141.5	48.1	108.5	48.1	92.8	28.7	67.3	0.0	0.0	2.8	5.7	41.7	95.7	71.4	165.9	31.5	75.9										

Maintenance Cost	2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020		
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F			
Civil Works (1%)																																									
Total																																									

Replacement Cost	2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020		
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F			
Equipment																																									
Total																																									

Operation Cost	2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020		
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F			
Container Handling	PHIP 300		67	29	70	30	75	32	79	34	84	36	91	39	94	42	105	45	112	48	119	51	128	55	138	59	149	64	160	69	173	74	186	80	201	86	217	93	234	100	253
Non-Container Handling	PHIP 50		121	52	128	55	135	58	142	61	150	64	159	68	167	72	176	76	186	80	196	84	201	86	206	88	211	91	216	93	221	95	226	97	230	99	234	100	238	102	242
Total			188	80	198	85	210	90	221	95	235	101	250	107	266	114	282	121	298	128	315	135	329	141	344	147	360	154	376	161	394	169	412	177	431	185	451	193	472	202	494

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Appendix Table 2.9.2-13 Cashflow Schedule of Cebu Base Port (Master Plan; Proposed Plan)

(1,000,000 peso) 2001 June price (not including tax)

Traffic Demand Forecast	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Domestic Conventional (1,000 ton)	3,459	3,653	3,857	4,071	4,296	4,531	4,778	5,038	5,310	5,597	5,746	5,894	6,038	6,180	6,317	6,450	6,576	6,695	6,805	6,905
Domestic Containerized (1,000 TEU)	317	336	355	376	401	433	468	502	532	565	608	655	705	762	822	887	957	1,033	1,115	1,204

Capital Cost	Note	2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
		Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F		
Rehabilitation of Pier 1	Proposed											31.0	74.5	31.0	74.5																										
Expansion of Pier 2	Proposed																																								
Rehabilitation of Pier 3	Proposed																																								
Expansion of Berth 24-22	Proposed																																								
Expansion of Berth 24-23	Proposed																																								
Expansion of Berth 22-30	Proposed																																								
Navigation Aids	Proposed																																								
Total		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.9	74.5	31.9	74.5	141.2	33.8	86.0	34.4	88.3	36.3	61.0	8.0	0.0	8.0	0.0	33.1	77.2	62.7	146.2	29.6	69.0									
Engineering Cost		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	5.0	4.8	9.3	2.8	5.6	2.6	5.4	2.0	4.1	0.0	0.0	0.0	0.0	2.5	5.2	4.8	9.8	2.3	4.6	0.0	0.0										
Contingency		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.5	3.6	8.4	6.0	14.7	3.6	9.1	3.6	8.4	2.6	6.3	0.0	0.0	0.3	0.5	3.8	8.7	6.5	15.1	3.0	6.9											
Total		0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	5.5	40.1	92.2	66.3	161.5	40.1	100.5	40.1	92.8	28.7	67.1	0.0	0.0	2.8	5.7	41.7	95.7	71.4	165.9	32.5	75.9											

Maintenance Cost	2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F		
Civil Works (1%)																																								
Total																																								

Replacement Cost	2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F		
Equipment																																								
Total																																								

Operation Cost	2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020			
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F				
Container Handling	PHP 300		67	20	70	30	75	32	77	34	84	36	91	39	98	42	105	45	112	48	119	51	128	55	138	59	148	64	160	69	173	74	186	80	201	86	217	93	234	100	253	108
Non-Container Handling	PHP 50		121	52	128	55	134	58	142	61	150	64	159	68	167	72	176	76	180	80	196	84	201	86	206	88	211	91	216	93	221	95	226	97	230	99	234	100	238	102	242	104
Total			188	80	198	85	210	90	221	95	233	101	250	107	266	114	282	121	298	128	315	135	329	141	344	147	360	154	376	161	394	169	412	177	431	185	451	193	472	202	494	212

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Appendix Table 2.9.2-14 Cashflow Schedule of Toledo Port (Master Plan)

(1,000,000 peso) 1 peso = 2.38 yen 2001 June price (not including tax)

Traffic Demand Forecast (1,000 ton/passenger)	2000	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Cargo	108	928	1,003	1,090	1,182	1,282	1,360	1,442	1,530	1,623	1,721	1,827	1,939	2,059	2,186	2,321
Passenger	286	946	976	1,013	1,051	1,089	1,117	1,145	1,173	1,202	1,231	1,261	1,291	1,321	1,352	1,383

Capital Cost	2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F		
Civil Works					47.3	49.3	47.3	49.3											56.3	129.4	56.3	129.4												
Equipment					2.3	2.2	2.3	2.2											3.3	29.6	3.3	29.6												
Physical Contingency	0.2	0.4	0.2	0.4	5.2	11.6	5.2	11.6							0.2	0.5	0.2	0.5	6.2	16.4	6.2	16.4												
Engineering Fee	2.0	4.1	2.0	4.1	2.0	4.1	2.0	4.1						2.3	4.6	2.3	4.6	2.3	4.6	2.3	4.6													
Total	2.2	4.3	2.2	4.3	57.2	127.1	57.2	127.1						2.5	5.1	2.5	5.1	68.1	180.0	68.1	180.0													

Maintenance Cost	2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F		
Civil Works (1%)									1.0	1.8	1.0	1.8	1.0	1.8	1.0	1.8	1.0	1.8	1.0	1.8	1.0	1.8	1.0	1.8	1.0	1.8	1.0	1.8	1.0	1.8	1.0	1.8	1.0	1.8
Equipment (3%)									0.1	1.3	0.1	1.3	0.1	1.3	0.1	1.3	0.1	1.3	0.1	1.3	0.1	1.3	0.1	1.3	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1
Total									1.1	3.1	1.1	3.1	1.1	3.1	1.1	3.1	1.1	3.1	1.1	3.1	1.1	3.1	1.1	3.1	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5

Replacement Cost	2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020			
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F				
Equipment																																				
Total																																				

Operation Cost	2000		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020			
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F				
Non-Container Handling	PHP 50/ton		3.8	1.6	32.3	13.9	35.2	15.1	38.2	16.4	41.4	17.7	44.9	19.2	47.6	20.4	50.5	21.6	53.6	23.0	56.8	24.3	60.2	25.8	63.9	27.4	67.9	29.1	72.1	30.9	76.5	32.8	81.2	34.8
Total			3.8	1.6	32.3	13.9	35.2	15.1	38.2	16.4	41.4	17.7	44.9	19.2	47.6	20.4	50.5	21.6	53.6	23.0	56.8	24.3	60.2	25.8	63.9	27.4	67.9	29.1	72.1	30.9	76.5	32.8	81.2	34.8

Traffic Demand Forecast (1,000 ton/passenger)	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038
Cargo	2,321	2,321	2,321	2,321	2,321	2,321	2,321	2,321	2,321	2,321	2,321	2,321	2,321	2,321	2,321	2,321	2,321	2,321	2,321	2,321	2,321	2,321	2,321	2,321	2,321	2,321	2,321	2,321
Passenger	1,383	1,383	1,383	1,383	1,383	1,383	1,383	1,383	1,383	1,383	1,383	1,383	1,383	1,383	1,383	1,383	1,383	1,383	1,383	1,383	1,383	1,383	1,383	1,383	1,383	1,383	1,383	1,383

Capital Cost	2011		2012		2013		2014		2015		2016		2017		2018		2019		2020		2021		2022		2023		2024		2025		2026		2027		2028		2029		2030		2031		2032		2033		2034		2035		2036		2037		2038	
	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F								
Civil Works																																																								
Equipment																																																								
Physical Contingency																																																								
Engineering Fee																																																								
Total																																																								

Maintenance Cost	2011		2012		2013		2014		2015		2016		2017		2018		2019		2020		2021		2022		2023		2024		2025		2026		2027		2028		2029		2030		2031		2032		2033		2034		2035		2036		2037		2038	
	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F						
Civil Works (1%)	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4	2.1	4.4						
Equipment (3%)	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1	0.3	3.1								
Total	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5	2.4	7.5								

Replacement Cost	2011		2012		2013		2014		2015		2016		2017		2018		2019		2020		2021		2022		2023		2024		2025		2026		2027		2028		2029		2030		2031		2032		2033		2034		2035		2036		2037		2038	
	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F								
Equipment																																																								
Total																																																								

Appendix Table 3.1.2-1 Benefit 1: Benefit brought about by treatment of transportation demand of foreign trade cargoes which will exceed the treatment capacity of the existing Cebu Baseport at the new Cebu port

(1) Additional cost 1: The transportation cost between Cebu baseport and the other government ports located in the Cebu Island

	T ^{fc} (1000 ton/year)		T ^{fg} (1000 ton/year)		A (million pesos)		B (million pesos)		Sub-total a = A+B (million pesos)	
	Long	Short	Long	Short	Long	Short	Long	Short	Long	Short
2009	2005.1	2005.1	498.7	498.7	314.5	314.5	99.7	99.7	414.2	414.2
2010	2249.2	2249.2	477	477	352.8	352.8	95.4	95.4	448.2	448.2
2011	2443.3	2249.2	504	477	383.3	352.8	100.8	95.4	484.1	448.2
2012	2649.8	2249.2	531.3	477	415.7	352.8	106.3	95.4	522	448.2
2013	2869.6	2249.2	558.8	477	450.1	352.8	111.8	95.4	561.9	448.2
2014	3103.4	2249.2	586.7	477	486.8	352.8	117.3	95.4	604.1	448.2
2015	3352.3	2249.2	614.8	477	525.8	352.8	123	95.4	648.8	448.2
2016	3717	2249.2	643	477	583.1	352.8	128.6	95.4	711.7	448.2
2017	3898.6	2249.2	671.4	477	611.5	352.8	134.3	95.4	745.8	448.2
2018	4198.1	2249.2	699.8	477	658.5	352.8	140	95.4	798.5	448.2
2019	4516.7	2249.2	728.1	477	708.5	352.8	145.6	95.4	854.1	448.2
2020	4855.5	2249.2	756.4	477	761.6	352.8	151.3	95.4	912.9	448.2
2021	4855.5	2249.2	756.4	477	761.6	352.8	151.3	95.4	912.9	448.2
2038	4855.5	2249.2	756.4	477	761.6	352.8	151.3	95.4	912.9	448.2

Note: The estimation formula and explanation of the variables are entered in the sub-paragraph 8.1.2-(6)-2) and 4).

Legend on the symbols adopted in this sub-table:

A: Land transportation cost of the containerized cargoes.

B: Land transportation cost of the conventional cargoes.

Values of the variables in the estimation formula adopted in this sub-table, except ones in the sub-table:

* UT^{fc} : 10.2 ton/container.

* UV : 1 container/truck.

* Uvfg : 8 ton/truck.

* C^T : 1600 pesos/ truck.

(continued)

(2) Additional cost 2: Navigation cost of the domestic container vessels, RoRo ferries and /or domestic general cargo vessels between the other government ports and the Manila international seaport

	C		D		Sub-total b = C+D	
	(million pesos)		(million pesos)		(million pesos)	
	Long	Short	Long	Short	Long	Short
2009	440.2	440.2	256.5	256.5	696.7	696.7
2010	475.8	475.8	245.3	245.3	721.1	721.1
2011	500.8	475.8	259.2	245.3	760	721.1
2012	526.8	475.8	273.2	245.3	800	721.1
2013	553.9	475.8	287.4	245.3	841.3	721.1
2014	582	475.8	301.7	245.3	883.7	721.1
2015	611.4	475.8	316.2	245.3	927.6	721.1
2016	662.2	475.8	330.7	245.3	992.9	721.1
2017	676.4	475.8	345.3	245.3	1021.7	721.1
2018	709.7	475.8	359.9	245.3	1069.6	721.1
2019	744.6	475.8	374.5	245.3	1119.1	721.1
2020	781	475.8	389	245.3	1170	721.1
2021	781	475.8	389	245.3	1170	721.1
2038	781	475.8	389	245.3	1170	721.1

Note: The estimation formula and explanation of the variables are entered in the sub-paragraph 8.1.2-(6)-2) and 4).

Legend on the symbols adopted in this sub-table:

C: Navigation cost of the domestic container vessels.

D: Navigation cost of the RoRo ferries or domestic cargo vessels.

Values of the variables in the estimation formula adopted in this sub-table:

- * T^{fc} and T^{fb} .
- * UT^{fc} : 10.2 ton/container.
- * N^c : 288 containers /large RoRo ferry.
- * V^{dc} : 236,250 pesos/day.
- * D : 2 days.
- * N^{fb} : 490 ton/middle RoRo ferry.
- * V^{dr} : 126,000 pesos/day.

(continued)

(3) Additional cost 3: Handling cost of the excessive cargoes at the Manila Port and Total amount of the Benefit I

	E		F		Sub-total c = E+F		Benefit I a+b+c	
	(million pesos)		(million pesos)		(million pesos)		(million pesos)	
	Long	Short	Long	Short	Long	Short	Long	Short
2009	787.9	787.9	146.6	146.6	934.5	934.5	2045.4	2045.4
2010	883.8	883.8	140.2	140.2	1024	1024	2193.3	2193.3
2011	960.1	883.8	148.2	140.2	1108.3	1024	2352.4	2193.3
2012	1041.2	883.8	156.2	140.2	1197.4	1024	2519.4	2193.3
2013	1127.6	883.8	164.3	140.2	1291.9	1024	2695.1	2193.3
2014	1219.5	883.8	172.5	140.2	1392	1024	2879.8	2193.3
2015	1317.3	883.8	180.8	140.2	1498.1	1024	3074.5	2193.3
2016	1460.6	883.8	189	140.2	1649.6	1024	3354.2	2193.3
2017	1513.9	883.8	197.4	140.2	1711.3	1024	3478.8	2193.3
2018	1649.6	883.8	205.7	140.2	1855.3	1024	3723.4	2193.3
2019	1774.8	883.8	214.1	140.2	1988.9	1024	3962.1	2193.3
2020	1907.9	883.8	222.4	140.2	2130.3	1024	4213.2	2193.3
2021	1907.9	883.8	222.4	140.2	2130.3	1024	4213.2	2193.3
2038	1907.9	883.8	222.4	140.2	2130.3	1024	4213.2	2193.3

Note: The estimation formula and explanation of the variables are entered in the sub-paragraph 8.1.2-(6)-2) and 4).

Legend on the symbols adopted in this sub-table:

E: Handling cost the excessive containerized cargoes at the Manila Port.

F: Handling cost of the excessive conventional cargoes at the Manila Port.

Values of the variables in the estimation formula adopted in this sub-table:

- * T^{fc} and T^{fb} .
- * UT^{fc} : 10.2 ton/container.
- * H^{cd} : 4,008 pesos/container.
- * H^{bd} : 294 pesos/ton.

Appendix Table 3.1.2-2 Benefit 3: Reduction Benefit of navigation cost and handling charge of containered cargoes which would be brought about by avoidance of transportation of the cargoes transported by transship vessels

	Ntc		X		Y		Benefit X+Y	
	(1000 TEU)		(million pesos)		(million pesos)		(million pesos)	
	Long	Short	Long	Short	Long	Short	Long	Short
2009	36.4	36.4	291.8	291.8	77.8	77.8	369.6	369.6
2010	71.2	71.2	570.7	570.7	152.2	152.2	722.9	722.9
2011	102	71.2	817.6	570.7	217.9	152.2	1035.5	722.9
2012	134.6	71.2	1079	570.7	287.6	152.2	1366.6	722.9
2013	167.4	71.2	1341.9	570.7	357.7	152.2	1699.6	722.9
2014	200.2	71.2	1604.8	570.7	427.8	152.2	2032.6	722.9
2015	233	71.2	1867.7	570.7	497.9	152.2	2365.6	722.9
2016	265.8	71.2	2130.7	570.7	567.9	152.2	2698.6	722.9
2017	298.4	71.2	2392	570.7	637.6	152.2	3029.6	722.9
2018	331.2	71.2	2654.9	570.7	707.7	152.2	3362.6	722.9
2019	364	71.2	2917.8	570.7	777.8	152.2	3695.6	722.9
2020	396.8	71.2	3180.7	570.7	847.9	152.2	4028.6	722.9
2021	396.8	71.2	3180.7	570.7	847.9	152.2	4028.6	722.9
2038	396.8	71.2	3180.7	570.7	847.9	152.2	4028.6	722.9

Note: The estimation formula and explanation of the variables are entered in the sub-paragraph 8.1.2-(8)-2) and 4).

Legend on the symbols adopted in this table:

X: Total reduced handling charges of containers at the Manila Port and ports in Visaya which would be brought about by avoidance of the transshipment

Y: Total reduced navigation cost of domestic container vessels between the Manila Port and ports in Visaya, and the new Cebu port which would be brought about by avoidance of the transshipment.

Values of the variables in the estimation formula adopted in this sub-table, except one in the table.

* N^{fc} : 400 containers/vessel.

* V^{dc} : 427,350 pesos/vessel.

* D : 2 days.

* H^{cd} : 4,008 pesos/container.

Appendix Table 3.1.2-3 Benefit 4: Reduction Benefit of handling cost of cargoes

(1) Waiting time cost of foreign trade container vessels to be reduced

	N^{cf}		UN^{fcn}	UN^{fcb}	X^{fc}		CN	
	(1000 containers)		(containers/hour)		(1000 hours)		(1000 containers)	
	Long	Short	Long	Long	Long	Short	Long	Short
2009	369.4	369.4	91	44	4.336	4.336	190.8	190.8
2010	445	445	92	44	5.277	5.277	232.2	232.2
2011	509.8	445	94	44	6.163	5.277	271.2	232.2
2012	576.7	445	96	44	7.1	5.277	312.4	232.2
2013	645.6	445	97	44	8.017	5.277	352.7	232.2
2014	716.7	445	99	44	9.049	5.277	398.2	232.2
2015	790.2	445	101	44	10.135	5.277	445.9	232.2
2016	866.2	445	102	44	11.194	5.277	492.5	232.2
2017	944.9	445	104	44	12.389	5.277	545.1	232.2
2018	1026.4	445	106	44	13.644	5.277	600.3	232.2
2019	1110.9	445	107	44	14.865	5.277	654.1	232.2
2020	1198.5	445	109	44	16.243	5.277	714.7	232.2
2021	1198.5	445	109	44	16.243	5.277	714.7	232.2
2038	1198.5	445	109	44	16.243	5.277	714.7	232.2

Note: The estimation formula and explanation of the variables are entered in the sub-paragraph 8.1.2-(9)-2) and 4).

Legend on the symbols adopted in this sub-table:

X^{fc} : Handling time of foreign trade containers to be reduced.

CN : Number of the containers which wait to be treated, on the existing Cebu Baseport basis.

(continued)

	US ^{cb}	UB ^{cb}	T ^{fc}		WC ^{fc}	
	(container /vessel)	(hours /vessel)	(1000 hours)		(million pesos)	
	Long	Long	Long	Short	Long	Short
2009	400	11.1	5.295	5.295	2	2
2010	400	11.1	6.444	6.444	3	3
2011	400	11.1	7.526	6.444	3	3
2012	400	11.1	8.669	6.444	4	3
2013	400	11.1	9.787	6.444	4	3
2014	400	11.1	11.05	6.444	5	3
2015	400	11.1	12.374	6.444	5	3
2016	400	11.1	13.667	6.444	6	3
2017	400	11.1	15.127	6.444	7	3
2018	400	11.1	16.858	6.444	7	3
2019	400	11.1	18.158	6.444	8	3
2020	400	11.1	19.833	6.444	9	3
2021	400	11.1	19.833	6.444	9	3
2038	400	11.1	19.833	6.444	9	3

Note: The estimation formula and explanation of the variables are entered in the sub-paragraph 8.1.2-(9)-2) and 4).

Legend on the symbols adopted in this sub-table:

T^{fc} : Waiting time of the foreign container vessels.

$$T^{fc} = CN / US^{cb} * UB^{cb}$$

WC^{fc} : Waiting time cost of foreign trade container vessels to be reduced.

$$WC^{fc} = T^{fc} * W^{fc} / 18 * R$$

Values of the variables in the estimation formula adopted in this sub-table, except ones in the sub-table.

* W^{fc} : 160,000 pesos/vessel.

* R : 5 %

(2) Waiting time cost of foreign trade conventional cargo vessels to be reduced

(continued)

	T ^{fb}		UN ^{fbn}	UN ^{fbb}	X ^{fb}		C ^b	
	(1000 tons)		(tons/hour)		(1000 hours)		(1000 tons)	
	Long	Short	Long	Long	Long	Short	Long	Short
2009	498.7	498.7	105	105	0	0	0	0
2010	477	477	105	105	0	0	0	0
2011	504	477	105	105	0	0	0	0
2012	531.3	477	105	105	0	0	0	0
2013	558.8	477	105	105	0	0	0	0
2014	586.7	477	105	105	0	0	0	0
2015	614.8	477	105	105	0	0	0	0
2016	643	477	105	105	0	0	0	0
2017	671.4	477	105	105	0	0	0	0
2018	699.8	477	105	105	0	0	0	0
2019	728.4	477	105	105	0	0	0	0
2020	756.4	477	105	105	0	0	0	0
2021	756.4	477	105	105	0	0	0	0
2038	756.4	477	105	105	0	0	0	0

Note: The estimation formula and explanation of the variables are entered in the sub-paragraph 8.1.2-(9)-2) and 4).

Legend on the symbols adopted in this sub-table:

X^{fb} : Handling time of foreign trade conventional cargoes to be reduced.

C^b : Volume of the foreign trade conventional cargoes to be treated, on the existing Cebu Baseport.

(continued)

	US ^{fgb}	UB ^{fgb}	T ^{fg}		WC ^{fg}	
	(tons/ vessel)	(hours/ vessel)	(1000 hours)		(million pesos)	
	Long	Long	Long	Short	Long	Short
2009	7,000	69	0	0	0	0
2010	7,000	69	0	0	0	0
2011	7,000	69	0	0	0	0
2012	7,000	69	0	0	0	0
2013	7,000	69	0	0	0	0
2014	7,000	69	0	0	0	0
2015	7,000	69	0	0	0	0
2016	7,000	69	0	0	0	0
2017	7,000	69	0	0	0	0
2018	7,000	69	0	0	0	0
2019	7,000	69	0	0	0	0
2020	7,000	69	0	0	0	0
2021	7,000	69	0	0	0	0
2038	7,000	69	0	0	0	0

Note: The estimation formula and explanation of the variables are entered in the sub-paragraph 8.1.2-(9)-2) and 4).

Legend on the symbols adopted in this sub-table:

T^{fg} : Waiting time of the foreign conventional cargo vessels.

$$T^{fg} = C^g / US^{fgb} * UB^{fgb}$$

WC^{fg} : Waiting time cost of foreign trade conventional cargo vessels.

$$WC^{fg} = T^{fg} * W^{fc} / 18 * R$$

Values of the variables in the estimation formula adopted in this sub-table, except ones in the sub-table.

* W^{fc} : 160,000 pesos/vessel.

* R : 5 %

(3) HC^{fc} and HC^{fg}, and
Total amount of the Benefit 4

(continued)

	HC ^{fc}		HC ^{fg}		Benefit 4	
	(million pesos)		(million pesos)		(million pesos)	
	Long	Short	Long	Short	Long	Short
2009	184.7	184.7	0	0	186.7	186.7
2010	224.7	224.7	0	0	227.7	227.7
2011	262.5	224.7	0	0	265.5	227.7
2012	302.4	224.7	0	0	306.4	227.7
2013	341.4	224.7	0	0	345.4	227.7
2014	385.4	224.7	0	0	390.4	227.7
2015	431.6	224.7	0	0	436.6	227.7
2016	476.7	224.7	0	0	482.7	227.7
2017	527.6	224.7	0	0	534.6	227.7
2018	581.1	224.7	0	0	588.1	227.7
2019	633.1	224.7	0	0	641.1	227.7
2020	691.8	224.7	0	0	700.8	227.7
2021	691.8	224.7	0	0	700.8	227.7
2038	691.8	224.7	0	0	700.8	227.7

Note: The estimation formula and explanation of the variables are entered in the sub-paragraph 8.1.2-(9)-2) and 4).

Legend on the symbols adopted in this sub-table:

HC^{fc} : Handling cost foreign trade containcrized cargoes to be reduced.

$$HC^{fc} = X^{fc} * C^{fcb}$$

HC^{fg} : Handling cost of foreign trade conventional cargoes to be reduced.

$$HC^{fg} = X^{fg} * C^{fgb}$$

Benefit 4 = HC^{fc} + HC^{fg} + WC^{fc} + WC^{fg}

Values of the variables in the estimation formula adopted in this sub-table:

* C^{fcb} : 42,589 pesos/hour.

* C^{fgb} : 3,032 pesos/hour.

Appendix Table 3.1.4-1 Benefit 2: Reduction Benefit of transportation cost of the cargoes and navigation cost of RoRo ferries

	T^{icR} (1000 tons)	UT^{icR} (tons/ vessel)	X (1000 vessels)	A (million pesos)	B (million pesos)	Benefit2 (million pesos)
2009	620.5	235	3.65	50.2	61.9	112.1
2010	673.2	245	3.96	64.4	76.2	140.6
2011	713.9	245	4.199	68.2	80.8	149
2012	757	245	4.453	72.4	85.7	158.1
2013	803	245	4.724	76.8	90.9	167.7
2014	851.9	245	5.011	81.4	96.4	177.8
2015	903.9	245	5.317	86.4	102.3	188.7
2016	959.2	245	5.642	91.7	108.6	200.3
2017	1018.1	245	5.989	97.3	115.2	212.5
2018	1080.8	245	6.358	103.3	122.3	225.6
2019	1147.4	245	6.749	109.7	129.8	239.5
2020	1218.6	245	7.168	116.5	137.9	254.4
2021	1218.6	245	7.168	116.5	137.9	254.4
2038	1218.6	245	7.168	116.5	137.9	254.4

Note: The estimation formula and explanation of the variables are entered in the sub-paragraph 8.1.4-(6)-2) and 4).

Legend on the symbols adopted in this table:

X : Number of the RoRo ferries required for treatment of the cargoes measured in 2007.

$$X = T^{icR} / UT^{icR}$$

A : Transportation cost the cargoes to be reduced by adoption of RoRo ferries.

B : Difference in the navigation cost of RoRo ferries.

$$\text{Benefit 2} = A + B$$

Values of the variables in the estimation formula adopted in this table, except ones in the table.

* UV^{ig} : 8 tons / truck.

* UC^{cR} : 2000 pesos / truck.

* UN^{R} : 153,560 pesos / RoRo ferry / day.

* D^T : 0.5 days.

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