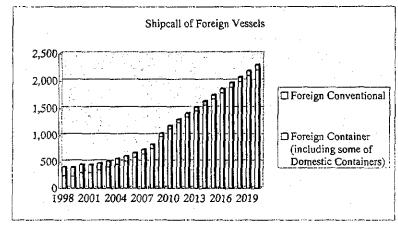
Appendix Table 2.4.6-1 Cargo Volume and Number of Vessels New Cebu Port

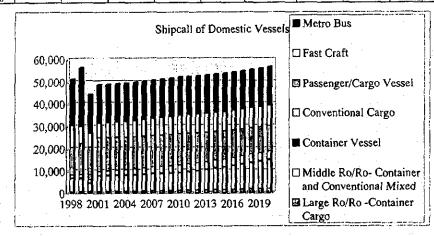
	Foreign Cont	ainer (Includio	g some of Don	estic Contain	ers)	Foreign Conver	ntional			
Ycar	Container . Thrubet	Average Volume	Shipcalls	Vessel Size		Conven. Cargo Thrucut	Average Volume	Shipcalis	Vessel Size	(DWT)
	TEU	TEU/Vessel		Average	Max	ton	ton/vexsel		Average	Max
1990										
1991			· .		ĺ .	[[1	
1992						i '	* .			
1993		!				l '				
1994	1 1	í	í i	' •		1 . 1				
1995						!!			l	
1996]			10,412	27,468				9,832	41,82
1997	ĺ	į f		9,983	14,310	['	10,056	60,55
1998	} . !	! 1		. 12,354	23,508	i . I			8,735	26,60
1999)	1		11,144	29,213				7,060	18,69
2000		<u> </u>	[12,516	29,213	1 1			8,423	45,22
2001										
2002	1)]] . [
2(X)3		}	·			1 1	í		·	
2004						1				
2005	1	1							1	
2006						7				
2007	1					·				
2008				12,000	20,000	1	i	- 2	10,000	15,09
2009	423,000	435	970		·	499,000	8,400	59	7	
2010	502,000	450	3,120	16.000	40,000	477,000	8,400	57	12,000	18.00
2011	571,000	465	1,230			504,000	8,400	60		
2012	642,000	480	1,340		<u> </u>	531,000	8,400	63		
2013	716,000	495	1,450			559,000	8,400	67	1	
2014	793,000	510	1,550		·	587,000	8,400	70	1	
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			200,000	8,400	83	i	
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	18,00



Appendix Table 2.4.6-2 Cargo Volume and Number of Vessels

Cehn Base Port (Foreign)

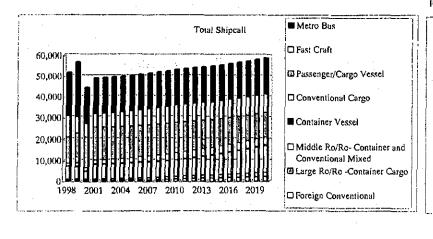
	Foreign Conta	iner				Foreign Conven	tional			
Year	Container	Average Volume	Shipcalls	Vessel Size (DWT)	Conven. Cargo Thruput	Average Volume	Shipcalis	Vessel Size	(DWT)
	TEU	TEU/Vessel	1	Average	Max	ton	ton/vessel		Average	Max
1990]									
1991) 1	· ,						1		
1992	1		. [ĺ		í	1	
1993		.	\				ľ	1		
1994	1		1	ļ		i l		1		
1995	1 _1	' Ł								
1996	7(),4()4	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	60,55
1998	62,000	268	231	12.354	23,508	416,000	2,521	165	8,735	26,60
1999	79,000	361	219	11,144	29,213	314,000	(,880	167	7,060	18.69
2000	104,000	362	287	12,516	29,213	459,000	2,961	155	8,423	45.22
2001	105,000	365	290			440,000	3,000	147		
2002	[125,000]	370	340	1		464,000	3,600	129	. 1	
2003	146,000	375	390	ł		484,000	4,200	115		
2004	170,000	380	450			500,000	4,800	104	1	
2005	197,000	385	510)		512,000	5,400	95		
2006	226,000	390	580			\$18,000	6,000	86		
2007	258,000	395	650	- 1		518,000	6,500	80	ŀ	
2008	298,000	400	750	12,000	20,000	512,000	7,000	73	10,000	15,00
2009	1 1	ł	}	}]	j	.]	
2010	_1	<u>. </u>							12,000	18,00
2011										
2012	1 1	ļ	ļ		-				1	
2013	i I	ŀ					· 1	1	· 1	
2014	l i	ļ				'			į.	
2015]									
2016								1		
2017			.	ļ					.	
2018			1	ł		ì	1			
2019	1 1	ł	· •	. }	į	J		j		
2020	l	i i	1	ļ			l.	[12,000	18,00

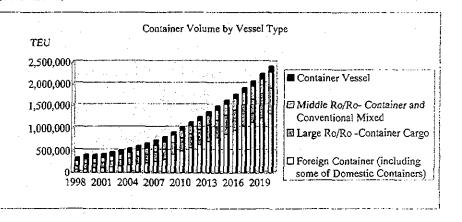


Appendix Table 2.4.6-3 Cargo Volume and Number of Vessels

Cebu Base Port (Domestic Cargo 1)

		<u>-</u>	Large Ro/Ro	-Container Ca	rgo				Middle Ro/Ro	Container	and Convent	onal Mixed						
r'ear	Container Throper	Conven. Cargo Thruput	L. Ro-Ro	Share of Contrines Transfer by Ru-Hu	Average Yolume	Shipcalls	Vessel Siz	ec (GRT)	Container by M. Ro-Ro		Share of Flourainer Transferby He-Ra	Conven. Cargo by M. Ro-Ro	Yearlisty Ha-He	Total	Average Volume	Shipcalls	Vessel Size	c (GRT)
	TEU	ton	TEU	(%)	TEU/Vessel		Average	Max	ton	teu	(%)	(10n)	(%)	(ton)	ion/Vessel		Average	Max
990						i							[. T					
991)]			J	1		1 1						1	
992				i		([[i 1	ł	1	
993		1				- 1	·	-					1		! ·	1		
994						1					1.		1		i I	.]		
995					ļ													
996						1								4.4				
997	208,000												11		!!		1	
998	275,000	3,430,974	91,000	33		766			1.028,000	118,000	43	1,029,000	30	2,057,000	343	6,004		
999	328,000	2.901,160	131,000	40		841			865,000	102,000	. 31	870,000	30	1,735,000	305	5,681		
000	300,000	2,941,256	113,000	3B		816	11,210	15,223		105,000	35	882,000	30	1,783,000	502	3.553	2,022	
(00)1	317,000	3,458,789	127,000	4D		847			1,058,000	111,000	35		30	2,096,000		6,990		
002	335,000	3,653,079 3,856,979	138,000 150,000	41 42	158	875 907			1,115,000	116,000	34	1,137,000	31	2,252,000	321	7,010	}	
003 004	3\$5,000° 376,000	4,071,000	163,000	42	165 173	907			1,174,000 1,236,000	125,000	34 33	1,243,000 1,357,000	32 33	2,417,000 2,593,000		7,060 7,140	1	
005	401,000	4,296,000	178,000	44		985		·	1.302,000	131,000	33	1,480,000	34	2,782,000	384	7,240	1	
006	433,000	4,531,000	197,000	46		1,046			1,379,000	140,000	32		36	2,990,000	406	7,370	 j	
007	468,000	4,778,000	218,000	47	196	1,112			1,442,000	148,000	32		37	3,194,000		7,490	.]	
008	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		
009	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	i	
010	565,000	5,597,000	283,000	50		1,292	12,000	18,000		169,000	30		40	3,853,000	490	7,860	3,000	
011	608,000	5,746,000	304,000	50		1,346			1,738,000	182,000	30	2,298,000	40	4,036,000		8.240		
012	655,000	5,894,000	328,000	50		1,409			1,673,000	197,000	30		. 40	4,231,000	490	8,630		
013	706,000	6,038,000	353,000	50	240	1,473			2,022,000	212,000	30	2,415,000	40	4,437,000	490	9,060		
014	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		
015	822,000	6,317,000	411,000	50	254	1,621	l		2,360,000	247.000	30	2,527,000	40	4,887,000	490	9,970		
016	887,000	6,450,000	444,000	50	260	1,705			2,553,000	266,000	30	2,580,000	40	5,133,000	490	10,500		
017 .	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	1	
018	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		11,600		
m9 🔙	1,115,000	6,805,000	558,000	50	281	1,985			3,234,000	335,000	30		40	5,956,000		12,200		
020	1,203,000	6,905,000	602,000	50	288	2,090	12,000	18,000	3,501,000	361,000	30	2,762,000	40	6,263,000	490	12,800	3,000	

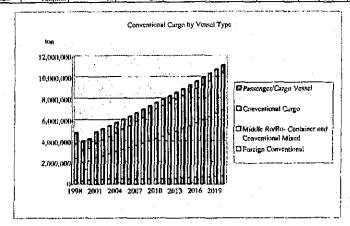


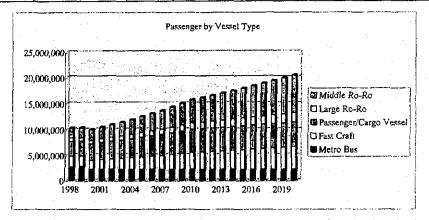


Appendix Table 2.4.6-4 Cargo Volume and Number of Vessels

Cehn	Rase	Port	(Dome	stic	Cargo	2)

	Container Ve	ssel					Conventional	Cargo					Passenger/Ca					
Year	Container by Cont. Vessel	Shaff of Cantamer Treeffic by Coak, Vessel	Average Volume	Shipcalls	Vessel Size	(DWT)	Conven. Carga by Cunv. Vessel	Share of Graven, Corpu Yeartformy Cose.	Average Volume	Shipcalls	Vessel Size	·	PAC	Share of Conven. Cargo Transfer by FIC	Volume	Shipcalls	Vessel Size	(GRT)
	TEU	(%)	TEU/Vessel		Average	Max	(ton)	(%)	ton/Vessel		Average	Max	(ton)	(%)	ton/Vessel		Average	Max
1990]						1							!			ĺ
1991	l .		J .	,			{	1										ĺ
1992						([1	1)
1993				1						1								Í
1994	ì			l			İ								}		•	•
1995															 -			
1996 1997					'			i). 						4	
1998	66,000	24	201	328			1,372,000	40	1,067	1,286			1,029,000	30	83	12,423		
1999	95,000		198		i		1,160,000	40	797	1,455			870,000	30	62	14,020		1
2000	82,000	27		344	4,683	7,276		40	789	1.492	847	6,745	882,000	30	61	14,559	314	4,00
2001	79,000	2.5	220	300			1,384,000	40	770	1,800			1,038,000	30		15,241		
2002	82,000	24	223	367		1	1,502,000	. 41	781	1,920	i		1,015,000	28		15,010		1
2003	R5,000	24	227	375			1,629,000	42	791	2,060			986,000	26		. 14,813		
2004	88,000		230.	383)		·	1,764,000	43	802	2,200			950,000	. 23	- 65	14,645		1
2005	91,000	23	233	390			1,909,000	44	812	2.350		·	907,000	21		14,502	·	<u> </u>
2006	96,010	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		14,279		1
2008	106,000	21	243	436		l	2,407,000	48	844	2,850			728,000	14		14,194		1
2009	56,000	11	247	227		i .	2,596,000	49	854	3,040		'	649,000	12 10	46	14,123		ĺ
2010	57,000	10	250	228	6.000	7,000		50	268	3,240	1,200		560,000				500	<u> </u>
2011	61,000	10	253	241			2,873,000	50	875	3,290			575,000	10		13,747		1
2012	66,000	10	256	258		1	2,947,000	50	684	3,330			589,000	10	44	13,444		1
2013	71,000	10	259	274			3,019,000	50	894	3,380	1		604,000	10	46	13,153		
2014	76,000	10]	262				3,090,000	50	903	3,420			618,000	10		12,874		1
2015	82,000	10	265				3,159,000	50	913	3,460			632,000	10		12,604		
2016	89,000	10	268	332			3,225,000	50	922	3,500	· [645,000	10		12,343		ĺ
2017	96,000	10	271	354			3,288,000	50	932	3,530		·	658,000	10 10		12,090		1
2018	103,000	10	274	376			3,348,000	50	941	3,560			670,000		. 59	11,844		ĺ
2019	112,000	10	277				3,403,000	50	951	3,580			681,000	30			500	i
2020	120,000	101	280	429	6.000	7.000	3,453,000	50	960	3,600	1,200		691,000	10	<u></u>	11,367	500	





Appendix Table 2.4.6-5 Cargo Volume and Number of Vessels

Cebu Base Port (Domestic Passenger)

		Fast Craft			Metro Bus			Large Ro-Ro			Middle Ro-Ro				Passenger/Car	g o		
Year	Passenger Traffic	Passenger on Fast Craft	Average Volume Pass/Vessel	Shipcalls	Passenger on MBF	Average Volume Pass/Vessel	Shipcalis	Passenger on L. Ro-Ro	Average Volume Pass/Vessel	Shipcalls	Passenger on M. Ro-Ro	Share of Conven. Processes by M. Ro-Ro (%)	Average Volume Pass/Vessel	Shipcalls	Passenger on P/C	Shape of Camera. Personnel by PAC (%)	Average Volume Pass/Vessel	Shipcail
1990											_							
1991	1		1				i .					:			1 1			·
1992	J]												} · [
1993	1				[]		l								1 1			
1994	1					ļ* .				l - ,					[· ·		
1995															 			
1996	7,502,086	1,435,114			2,395,395	l	}	372,313							1 1			
1997	9,517,438	1,950,477			2,690,756			583,959						1	[[
1998	10,306,212	2,093,966	216	9,704	2,752,978		20,667	641,011	837	766	1,927,303	40%	321	6,004	2,890,954	60%	233	12,
1999	(0,432,703	2,010,671	270	7,448	2,934,141	112	26,269	669,979	797		1,927,165	40%	339	5,681	2,890,747	60%	206	14,
2000	10,059,048	1,799,617	295	6,099		134	17,122	668,575	819	816	2,120,751	40%	597	3,553		60%	218	14 15
2001	10,500,130	1,912,304	300	6,370		134		710,439	839		2,235,364	40%	320	6,990		60% 59%	220	15
2002	10,966,844	2,032,046	311	6,530				754,925	863		2,421,812	41%	345 3711	7,010			231 242	14
2003	11,460,674	2,159,287	322	6,700 6,880	2,288,979 2,288,979	134	17,122 17,122	802,196	184 905		2,622,090 2,837,159	42 % 43%	397	7,060 7,140		58% 57%	253	14
2004	11,983,190	2,294,495	333 344	2,080	2,288,979	134 134	17,122	852,427 905,803	920	985	3,068,047	4376	424	7,240		56%	264	14
2(N)5		2,438,169	356					962,522	920	1,046	3,315,848	46%	450	7,240	3,962,843	54%	276	i4
2006	13,121,033	2,590,840		7,290	2,288,979 2,288,979	134 134		1,022,792	920	1,112	3,515,646	40%	478	7,490		53%	2.70 2.87	34
2007 2008	13,739,981	2,753,071 2,925,460	367 378	7,510 7,740	2,288,979	134	17,122 17,122	1,022,792	920		3,866,941	48%	507	7,490		52%	298	34
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	7,020		51%	309	14
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			50%	320	14
2011	16,224,695	3,400,989	409	8,320	2,288,979		17,122	1,276,295	948	1,346	4,721,800		573			49%	330	13
2012	16,640,792	3,501,570	118	8,380		134		1,327,347	942		4,951,906	52%	574	8,630		48%	340	13
2013	17,069,620	3,605,125	427	8,440	2,288,979	134		1,380,441	937		5,191,390	53%	573	9,060		47%	350	13
2014	17,511,571	3,711,743	436	8,510	2,288,979	134	17,122	1,435,658	929		5,440,603	54%	573			46%	360	12
2015	17,967,048	3,821,514	445	8.590		134		1,493,085	921	1.621	5.699.909	55%	572	9,970		45%	370	. 12
2016	18,436,467	3,934,531	454	8,670	2,288,979	134		1,552,808	911	1,705	5,969,683	56%	569	10,500		44%	380	12
2017	18,920,259	4,050,891	463	8,750		134		1,614,920	901	1,792	6,250,317	57%	568	11,000		43%	390	- 12
2018	19,418,866	4,170,692	472	8,840		134		1,679,517	891	1,885	6,542,213	58%	564	11,600		42%	400	11
2019	19,932,745	4,294,035	481	8,930	2,288,979	134		1,746,698	- 880	1,985	6.845,789		561	12,200	4,757,244	41%	410	11
2020	20,462,368	4,421,027	490	9,020		134		1,816,566	869	2.090	7,161,478	60%	559		4,774,319	40%	420	11.

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PHP 52.3 = ¥ 124

As of June 2001

Bear			r	·						i		·
Company	1	1	ا ^ا				1		r	Local		·
Cold Number	Item No.	Description	Vait	Quantity			<u> </u>	ment				Total
1. Company			_		(Peso)	(%)	(Peso)	(%)	(Peso)			(1,000 Peso)
150			<u> </u>			ļ		ļ				
Compared Section 1,100 1,100 1,000 1	1.05				10 (00 000		22 100 000		21 242 444			
1-60 Company Modes	1.01				48,600,000	- 60	32,400,000	+0	81,000,000	97,200	64,800	162,00
100	1.02		m3	1 240 000	32	20	224	80	280.00	60.110	222 760	21730
140 Common Service												
15												
100		Revetment East (Depth -313)								Ó	0	
150 Recent Mach Chynle ()			m						44,000	2,112	3,168	\$,286
1-00 Pubmicros			m				30,400	80	38,000		36,480	
1.50 Part September 1.50			m3							276,000		
1.1 10 Persone food, Founds on Expendition 2.2 27,00 1.000 2.5 1.000				2,100				50				
1.12 Series (Series Annual Content (Serie												
13.12 Framework Controls and 1.00 1.												
Commission from Commission												
1.11 Service March (Dept-1-1) 1.12 1	1,13		- ins	73,000		1 **	1,020		1,700	31,000	/6,300	127,500
1.10	114			180	380,000	20	1 520 000	- 60	1 900 000	192 100	220 (00	012.40
1.50 1.50												
1.00 1.00		Revenuent West (Depth-311)	1								0	
1.11 Yet Disasser 2.2 6,000 12 20 1,77 150 6,475 7,777 6,711 7,777 6,711 7,777 6,711 7,777 6,711 7,777 7		Other										
1-11 Yes Changes 1-2 66000 1.0 10 10 10 10 10 10			m2						2,100	46,080	69,120	115,200
172 Continger State March Ma											47,775	
Settle												
Section				30,000								
Unique Process Proce	1,21		21749		400,000	20	1,600,000	80	2,000,000			
201 Pert Segrit 100 15		J2010164 1	 -							1,558,562	+,737,870	6,696,432
201 Pert Segrit 100 15	2	Utilides	1			\vdash						·
200 September Control 100	2.01		3n2	650,000	84	20	336	80	420	54 (00	218 400	271 00
200 Commission 1,000 1					45							
2011 15-00	2.03	Generator		1,200				. 20				
2-50	2.04	Telecommunications	ra2	650,000	. 4	40	7	60	. 11	2,860	4,290	7,150
1 1 1 1 1 1 1 1 1 1												11,050
249 Superconnect in Information Checking				650,000								
Subjected 2	2.07	Improvement in Information Technology			3,000,000							4,000
Second Content		may represent an american recommend	300		3,000,000	- 10	43,000,000		30,000,000	3,000	45,000	30,000
In table Works 1.00 1.		Subtetal 2								205,900	381,900	587,706
3.00 Port Applements Offices												
3.00 Committed Department and DOC Office Building Col. 4,000 13,200 40,000 33,000 4,4600 97,000 16,1700 15,1700	3									· · · · · · · · · · · · · · · · · · ·		
3.00 Second Clark and Day Pers Shop									33,000			
2016 CFS		Seamen's Club and Duty Free Shop		2,000	13,200		19,800		33,000			
3.00 Case (On) Inc. 16 45,000 30 1,500,000 7,100 1,500 1,400 1,5	3.04	CFS		3.200	6.300		14.700	70	21 000	20,160		
1.00 1.00					450,000	30	1,050,000		1,500,000	7.200		
1.00 Control Berlet		Gate (Out)	lane	ÏÒ	450,000	30	1,050,000		1,500,000	4,500	10,500	
3.00 Seventy Quarted Reach #2 490 17,000 13,0							1,050,000		1,500,000	2,700	6,300	9,000
Active Read		Repair Shop (Maintenance)							30,000	23,625		67,500
Mary		Consumitoral Barth Cores Shad			17,300					7,000	13,000	20,000
Access Read	3.10	Subtatal 3	mz	4,200	8,400	30	19,600		28,000		82,320	
1.01 Concerte Namier	1							·			430,473	197,199
1,00 Cl-Chick Span 30m	4	Access Read										
1.40			TC.				1.170	63	1,800	1,260	2,340	3,600
1.00 Pict Read			m3				2,373	65	3,650			
Auto- Auto												
Accepted												11,160
14.00												
4.08 Aberment m3 70 94.1 35 1.755 65 7.700 660 1.73 189												
1.00 1.00												
4.10 Enhantment m3 10.000 66 30 151 m1 225 266 1,540 2,200												
4.11 Slope Protection												
4.13 Application Applica												
4.14 Operator 1 = 7.5 cm on 1.750 346 31 1.014 63 1.500 2.599 4.277 7.216 4.14 Operator Curb m 3.119 2.45 35 655 769 772 1.433 2.015 4.15 Zamp A, B, C&D a2 4.600 3.673 35 6.825 65 10.500 16.977 31.532 48.510 4.16 Caucavay m 200 32,000 40 48,000 60 80.000 9,6600 11.677 24.000 5.400 Subtotal 1 m 200 32,000 40 48,000 60 80.000 9,6600 11.000 5.00 Vessel Tadis Convol System sum 1 100,000,000 100 100,000,000 6 100,000 100,000 5.01 Vessel Tadis Convol System sum 1 100,000,000 100 100,000,000 1.000 100,000 5.02 Savination Adds sum 1 1000,000 5 12,000,000 1.000 1.000,000 1.000,000 5.02 Savination Adds sum 1 1000,000 10 100,000,000 1.000,000 1.000,000 5.02 Savination Adds sum 1 1000,000 10 100,000,000 1.000,000 1.000,000 5.02 Savination Adds sum 1 1000,000 10 270,000,000 300,000 2,700,000 300,000 6.02 Subtotal 5 sum 1 1000,000 10 270,000,000 90 300,000 2,700,000 300,000,000 6.03 Caucar Transfer Crane n 32 5,800,000 10 220,000 90 5,000,000 185,000 1670,400 1.856,000 6.03 Transfer Haad (for yard) nr 65 440,000 10 4,650,000 90 5,000,000 185,000 1670,400 1.856,000 6.04 Chassis (20 - 40) nr 78 150,000 10 4,650,000 90 5,000,000 185,000 1670,400 1.856,000 6.05 Subtotal 6 nr 10,000,000 10 10,000,000 10 1				3,100								
4.11 Control Curb						35	1,014	63	1,560		4,827	
4.15 Zamp A, B, C&D m2 4,670 3.73 35 6,875 65 10,909 16,979 31,332 48,310								65	700	772		2,205
4.16 Causeway								65		16,979	31,332	48,510
Vestel Support S	4.16		m	300	32,000	40	48,000	60	80,000			
501 Vessel Traffic Cornel System 5um 1 100,000,000 100 100,000 000 100,0		SMRVA 4	\vdash			\vdash				92,718	165,767	262,485
501 Vessel Traffic Cornel System 5um 1 100,000,000 100 100,000 000 100,0	5	Vessel Support									L	
3.02 Navigation Aids Sum 1 1,000,000 5 19,000,000 10,000 19,000 20,000	5.01		5µm	1	-	$\vdash \vdash$	100 000 000	100	100 000 000		100.000	100.000
Subtotal 5					669,600,1	<u>- 5</u>	19,000,000		20,000,000			
6 Cargo Randling Equipment 6.01 Quay Gartry Crave at 10 30,000,000 10 270,000,000 300,000,000 300,000 2,700,000 3,000,000 6.02 Rubber Tired Transfer Crane at 32 5,800,000 10 52,200,000 90 \$5,000,000 185,000 1,670,400 1,856,000 6.03 Tractor Head (for yard) at 65 450,000 10 4,050,000 90 4,500,000 29,230 263,230 289,230 6.01 Chassis (20 40) at 78 150,000 10 1,350,000 90 1,500,000 11,700 105,300 117,000 6.03 Miscillaneous Equipment sum 1 20,000,000 10 180,000 90 200,000,000 180,000 6.06 Computer System sum 1 10,000,000 10 90,000,000 90 100,000 10,000 90,000 6.06 Subtotal 6 7 Orther 7.01 Land m2 40,000 1,800 100 - 1,800 100 - 1,800 72,000 0 72,000 7.02 Mangrore at 40,000 1,800 100 - 1,800 72,000 0 72,000 7.03 Relevation of Houses m 10 800,000 100 - 800,000 8,000 0 0 13,000 7.04 Relevation of Houses m 10 800,000 100 - 800,000 15,000 0 0 15,000 7.04 Relevation of Houses m 10 800,000 100 - 800,000 15,000 0 0 15,000 7.04 Relevation of Houses m 10 800,000 100 - 800,000 15,000 0 0 15,000 7.04 Relevation of Houses m 10 800,000 100 - 800,000 15,000 0 0 15,000 7.05 Relevation of Houses m 10 800,000 100 - 800,000 15,000 0 0 15,000 7.04 Relevation of Houses m 10 800,000 100 - 15,000,000 15,000 0 15,000 7.04 Relevation of Houses m 10 800,000 100 - 15,000,000 15,000 0 0 15,000 7.04 Relevation of Houses m 10 800,000 100 - 15,000,000 15,000 0 0 15,000 7.05 Subtotal 7 Total 8 Eagineering Cost							-					
6 Cargo Handling Equipment 6.01 Quay Gartry Crane 8 ar 10 30,000,000 10 270,000,000 300,000,000 300,000 2,700,000 3,000,000 6.02 Robber Tard Transfer Crane 8 ar 22 5,800,000 10 52,200,000 90 \$8,000,000 185,000 1,670,400 185,600 6.03 Tractor Head (for yard) 8 ar 65 4,810,000 10 1,050,000 90 4,500,000 29,250 29,250 6.01 Chassis (20 40) 8 ar 78 150,000 10 1,350,000 90 1,500,000 11,700 105,300 117,000 6.03 Miscillaneous Equipment 8 ar 1 20,000,000 10 1,350,000 90 1,500,000 10,000 10,000 6.03 Miscillaneous Equipment 8 ar 1 20,000,000 10 10 90,000,000 90 100,000 10,000 90,000 117,000 6.05 Miscillaneous Equipment 8 ar 1 1,000,000 10 90,000,000 90 100,000 10,000 90,000 100,000 6.06 Computer System 8 ar 1 1,000,000 10 90,000,000 90 100,000 10,000 90,000 100,000 6.05 Subtotal 6 7 Other 7.01 Land 8 ar 40,000 1,800 100 - 1,800 100 - 1,800 17,000 7.02 Mangrore 9 ar 40,000 1,800 100 - 1,800 72,000 0 77,000 7.03 Relevation of Houses 9 ar 10 800,000 100 - 800,000 8,000 0 0 13,000 7.04 Relocation of Industrial Estate 9 arm 1 15,000,000 100 - 800,000 15,000 0 15,000 9 55,120 1 Total 1 Total 1 15,000,000 100 - 15,000,000 15,000 0 15,000 1 1,000 15,000 1 1,000 10 15,000 1 1,000 10 15,000 1 1,000 10 15,000 1 1,000 10 15,000 1 1,000 10 15,000 1 1,000 10 15,000 1 1,000 10 15,000 1 1,000 10 15,000 1 1,000 10 15,000 1 1,000 10 15,000 1 1,000 10 15,000 1 1,000 10 15,000 1 1,000 10 15,000 1 1,000 10 15,000 1 1,000 10 15,000 1 1,000 10 15,000 1 1,000 10 15,000 1 1,000 10 15,000 1 1,000 10 10 10 10 10 10 10 10 10 10 10 10		Subtotal 5	<u> </u>			ᄓ				1,000	119,800	170,000
6-01 Casy Garry Crave nr 10 30,000,000 10 270,000,000 300,000 300,000 2,700,000 3,000,000	ļ	C. R. H. W. J.	ļ									
6.02 Rubber Titard Transfer Crane nr 32 5,800,000 10 52,200,000 90 58,000,000 185,600 1,670,400 3,850,000 6.03 Tractor Read (for yazd) nr 65 430,000 10 4,500,000 90 4,500,000 29,250 263,250 292,500 200,000,000 11,700 10 1,350,000 10 1,350,000 11,700 10,5300 10,5000 10	6		_			ليبا						
6.01 Tractor Head (for yazd) Re 6.5 450,000 10 4,050,000 50 4,500,000 29,250 263,250 292,300 6.01 Chassis (20' 4'D) Re 78 130,000 10 13,500,000 10 13,500,000 11,700 103,300 117,000 103,500 117,000 103,500 117,000 103,500 117,000 103,500 117,000 103,500 117,000 103,500 117,000 103,0												
6.01 Chassis (20' +0') re 78 150,000 10 1,350,000 90 1,500,000 11,700 105,300 117,000 6.05 Miscillaneous Equipment sum 1 20,000,000 10 10 10 100,000,000 20,0												
6.05 Miscillaneous Equipment Sum 1 20,000,000 10 180,000,000 20,000 10,000 20,000 10,000 20,000 10,000 20,000 10,000 90,000 10,000 90,000 100,000 10,0000 90,000 100,000 10,000 90,000 100,000 10,000 90,000 100,000 10,000 90,000 100,000 10,000 90,000 10,000 90,000 10,000 90,000 10,000 90,000 10,000 90,000 10,000 90,000 10,000 90,000 10,000 90,000 10,000 90,000 10,000 90,000 10,000 90,000 1												
6.06 Computer System sun 1 10,000,000 10 90,000,000 10,000 90,000 10,000 90,000 100,000 100,000 100,000 100,000 100,000 100,000 100,000 100,000 100,000 100,000 100,000 100,000 100,000 100,000 100 1		Miscillaneous Equipment										
Subtotal 6 System							90,000.000					
7 Other 7.01 Land m.2 40,000 1,800 100 - 1,800 72,000 0 72,000 7.02 Margrore n 60,000 2 100 - 2 120 0 120 7.03 Refeation of Houses m 10 800,000 100 - 800,000 8,000 0 8,000 7.04 Refeation of Industrial Estate sum 1 15,000,000 100 - 15,000,000 15,000 15,000 Subtoral 7 - 15,000,000 15,000 100 - 15,000,000 15,000 15,000 Total - 3,165,75 10,879,962 14,836,937 8 Eagineering Cost 5: 7 46,007,995 33 93,410,171 67 139,418,166 222,056 653,871 975,927 9 Contingency 24 10 3,386,091 23 11,626,772 77 15,012,864 338,609 1,162,677 1,501,286						T 1						
7.01 Land m.2 40,000 1,800 100 - 1,800 72,000 0												
7.02 Mangrore Nr. 60,000 2 100	7											
7.03 Relection of Houses w 10 800,000 100 - 800,000 8,000 0 8,000 0 8,000 0 15,000 0					1,800		-		1,800		0	
7.04 Relocation of Industrial Estate Sem 1 15,000,000 100 . 15,000,000 15,000 0 15,000					2			:	2		0	
Subtotal 7 75,128 9 75,128 10 75,128 10 75,128 10 75,128 10 75,128 10 75,128 10 75,128 10 75,128 10 76				10			-	<u> </u>			0	
Total 3,165,978 10,276,962 14,636,937 8. Eagineering 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 1,65	1.04		State	<u> </u>	15,000,000	100			15,000,000		0	
8 Eagineering 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 15,012,864 338,699 1,162,677 1,501,286 10 VAT % 10 165,141,501 100 165,141,501 1,651,415 0 1,651,415	<u> </u>	parameter /	 		} 	-				2 5,129	•	95,120
8 Eagineering 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 15,012,864 338,699 1,162,677 1,501,286 10 VAT % 10 165,141,501 100 165,141,501 1,651,415 0 1,651,415		Total	t			\vdash				2155 475	18 875 87-	1162-4
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			t	l				-		34,63,7/3	19,0,002	1 4,956,937
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	8_	Engineering Cost	1%	7	46,007.995	33	93,410 171	67	139.418 164	322.056	653 871	975 977
10 VAT % 10 165,141,501 100 165,141,501 1.651,415 0 1,651,415							,,			,050	000.071	213,321
10 VAT % 10 165,141,501 500 165,141,501 1.651,415 0 1,651,415	9	Contingency	%	10	3,386,091	23	11,626,772	77	15,012,864	338,609	1.162.677	1,501,286
1,000,000	L		匚									
	10	YAT	1 %	10	165,141,501	001			165,141,501	1.651,415	0	1,651,415
4 [Grand Total]		<u> </u>	L ~~		L	L						
[Grand Total 5,478,955] 12,687,519 18,165,565												/T-04

		[Unit Price		r	Local	Total Foreign	
Item No.	Description	Unit	Quantity	Local Compo	nen!	Foreign Compo	nnent	Total	Component	Component	Total
		├	<u> </u>	(Peio)	(%)	(Peso)	(%)	(Peso)	(1,000 Peso)	(1,000 Peso)	(1.000 Peso)
	Civil Works		} 						ļ		
1.01	General Expense and Preparatory Work	%	2	47,400,000	60	31,600,000	40	79,000,000	94,800	63,200	158.0
1.02	Container Berth Dredging Works		210,000	56	20	224	80	280,00		1701	
	Container Berth (Depth -13m)	m m	1,200	380,000	20	1,320,000	80	1,900,000	11,760	47,040 1,824,000	58,8 2,280,0
1.04	Revolment East (Depth 03)	m	400	24,400	40	36,600	60	61,000	9,760	14,640	24,4
1.05	Revenuent East (Depth -313) Revenuent West (Depth 01)	1111	100	160,000 17,600	20 40	640,000	80	800,000 44,000	16,000	64,000	80,08
1.06	Revenuent North (Depth 0)	m	1,200	7,600	20	26,400 30,400	60 80	38,000	7,040 9,120	10,560 36,480	17,6 45,6
1.08	Reclamation	tu3	2,400,000	120	40	130	60	300	288,000	432,000	720,0
1.09	Yard Fence		2,100 1,800,000	1,230	50 40	1.230	30	2,500 140	2,625	2,625	5,2
1,10	Soil Improvement Yard Pavement (incl. Transfer Crane Foundation)	m3 m2	379,000	1,600	40	2,400	60	4,000	100,800 606,400	131,200 909,600	252,0 1,516,0
1.12	Reefer Container Yard (Receptacle + Stage)	TEU	1,296	12,400	20	49,600	80	62,000	16,070	64,282	80,3
1.13	Payament (excl. container stacking yard) Conventional Berth	m2	75,000	680	+0	1,020	60	1,700	51,000	76,500	127,5
1.14	Conventional Berth (Depth -10m)	m	380	380,000	20	1,520,000	80	1,900,000	144,400	577,600	722,0
1.15	Revetment North (50m wide, incl. Paving)	570	350	68,000	20	272,000	80	340,000	23,800	93,200	119,0
1,16	Revetment West (Depth-311) Other	m	100	160,000	20	640,000	80	800,000	16,000	64,000	80,0
1.17	Service Road	tn2	48,000	960	40	1,440	60	2,100	16,080	69,120	115,2
1.18	Yard Drainage	m2	650,000	32	30	74	. 70	103	20,475	42,773	68,2
1.19	Boat Mooring Pontoon	m2	250 35,000	16,800	20	67,200	80	84,000 280.00	4,200 3,080	16,800	21.0
1.21	Dredging for Boat Mooring Pontoon Access Bridge	tn3 Sturt	33,000	56 400,000	20	1,600,000	80	2,000,000	100	12,320	15,4 2,0
	Subtotal 1								2,927,810	4,580,542	6,508,3
	Utilities			<u> </u>	ļ		\vdash	<u> </u>		ļ	
2.01	Power Supply	m2	650,000	84	20	336	80	420	54,600	218,400	273,0
2.02	Lighting System (Exterior)	m 2	650,000	45	40	68	60	113	29,380	44,070	73,4
2.03	Generator Telecommunications	nn na2	1,200 650,000	67,200	80 40	16,800 7	20 60	84,000 11	\$0,640 2,860	20.160 4,290	100,84 7,1
2.05	Water Supply, Sewage, Firefighting	ml	650,000	7	40	10	60	17	4,420	6,630	11,0:
2.06	Pump House, Water Tank Environmental Treatment Facilities (Solid Waste, Bilge Oil, etc)	m2	630,000	1,600,000	40	2,400,000	60 60	103 4,000,000	27,300 1,600	40,950	68,2
	Environmental Treatment Facilities (Solid Waste, Bilge Oil, etc) Improvement in Information Technology	\$1MITE \$1MITE		5,000,000	10	43,000,000	90	4,000,000 50,000,000	5,000	2,400 45,000	4,01 50,00
	Subtotal 2										
	Subicai 2	-			├				205,880	381,900	587,70
	Building Works	Γ									
3.01	Port Authorities Office Terminal Operators and BOC Office Building	m2	4,900 4,900	13,200	10	19,800 19,800	60 60	33,000 33,000	64,680 64,680	97,020 97,020	161,70 161,70
3.03	Seamen's Cheb and Duty Free Shop	m2	2,000	13,200	40	19,800	60	33,000	26,400	39,600	66,00
3.04	CFS Get (In)	m2 lane	3,200	6,300 430,000	30 30	14,700 1,050.000	70 70	21,000 1,500,000	20,160 7,200	47,040 16,800	67,20
3.06	Caste (Oss)	lanc	10	450,000	30	1,050,000	70	1,300,000	4,500	10,300	24,00 15,00
3.07	Weigh Bridge	nz -	6	450,000	30	1,050,000	70	1,500,000 30,000	2,700	6,300	9,00
3.08	Repair Shop (Maintenance) Security Guard Booth	m2 m2	2,250 400	10,500 17,500	35 35	19,500 32,500	65 65	30,000	23,625 7,000	43,875 13,000	67,50 20,00
3.10	Conventional Berth Cargo Shed	m2	4,200	8,400	30	19,600	70	28,000	35,280	82,320	117,60
	Smblutal 3	ł							256,225	453,475	709,78
	Access Road										
1.02	Concrete Barrier Slab Deck	Et Et	2,000 2,500	630 1,278	35	1,170 2,373	65 65	1,800 3,630	1,260 3,194	2,340 5,931	3,60
4,03	PCI-Girder Span = 30m	nr.	200	127,750	35	237,250	65	365,000	25,550	47,450	9, J2 73,00
4.04	Pier Head	m3	3,100	1,260	35	2,340	65	3,600	3,906	7,254	11,16
4.05	Pier Cotungs Footing	m3 m3	1,100 3,700	1,120 945	35 35	2,080 1,755	65 65	3,200 2,700	1,232 3,497	2,288 6,494	3,57 9,99
4.07	Piling f →0cm	m	14,000	560	35	1,040	65	1,600	7,840	14,560	22,40
4.08	Abotment	m3	70	945	35	1,755	65	2,700	66	123	18
4.09	Excavation Enbankment	m3	100,060 10,000	60	30 30	140 154	70 70	200 220	6.000 660	14,000	20,00
4.11	Slope Protection	m2	10,000	150	30	350	70	100	1,500	3,500	5,00
4.12 4.13	Pavement Asphalt Pavement (= 7.5cm	m2	8,400 4,760	960 546	40 35	1,440 1,014	60 65	2,400 1,560	8,064 2,599	12,096	20,16
	Asphalt Pavement (= 7.5cm Concrete Curb	ton	3,150	245	35	1,014 455	65	700	2,397	4,827 1,433	7,42 2,20
4.15	Ramsp A, B, C&D	m2	4,620	3,675	35	6,825	65	10,509	16,979	31,532	48,51
4.16	Cambridg Subtetal 4	m	300	32,000	+10	48,000	60	80,000	9,600 92,718	14,400	24,00
		 						· ··	94,718	169,767	262,48
	Vessel Support										
5.01 5.02	Vessel Traffic Control System Navigation Aids	ज्यात इक्षक	1	1.000,000		19,000,000	100 95	100,000,000 20,000,000	000,1	100,000	100,00
y, y.		5:44.2					- 24	40,470,400			
	Subsocial 5				L				1,000	119,000	120,00
	Cargo fizaciting Equipment	 			 -	 	I		L		***
6,01	Quary Garkey Crame	ΓĽ	10	30,000,000	10	270,000,000	90	360,000,000	300.000	2,700,000	3,000,00
	Rubber Tired Transfer Crane	w	32	5,300,000	10	52,200,000	90	58,000,000	185,600	1,670,400	1,836,00
	Tractor Head (for yard) Chassis (20' - 40')	nr nr	65 78	450,000 150,000	10	4,050,000 1,350,000	90 90	4,500,000 1,500,000	29,250 11,700	263.250 105,300	292,50 117,00
6.05	Miscillateous Equipment	514771)	20,000,000	10	180,000,000	90	200,000,000	20,000	180,000	200,00
	Computer System	SURT	1	10.000,000	01	90,000,000	90	100,000,000	10,000	90,000	100,00
	Subtotal 6					·			556,559	5,008,950	5,565,56
	Other										
7.01	Land	m2	40,000 60,000	1,800	100			1,800	72,000	0	72,00
7.02	Mangrove Relocation of Houses	M	10	800,000	100			800,000	8,000	0	12 8,00
	Relocation of Industrial Estate	ZMIL)		15.000,000	100			15,000,000	15,000	0	15.00
	Subtotal 7				L				95,120	. 0	95,17
	Total	 			\vdash	 			3,135,223	10.713,634	13,848,85
	Engineering Cost	%	7	45,387,331	33	92,150,035	67	137,537,366	317,711	645,030	962,76
	estance at case							· I		ľ	
			10	3.341 181	23	11 458 227	77	14 511 619	224.210	1 14: 01:	1 /491 12
	Contingcacy	%	10	3.353.183	23	11,458,437	77	14,811.618	335,318	1,145,844	1,481,16
)		%	10	3.353,181 162,927,800	23 100	11,458,437		14,811,618	335,318 1,629,278	1,145,844	1,481,16

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

US\$ 1 = PHP 52.3 = 3

PHP 1.0 = ¥ 2.38

1.01 F 1.02 F 1.03 F 1.04 F 1.05 F 1.06 F 1.07 E	Description Construction Rehabilitation & Extension of Borth 8-10 Ro-Ro Berth 10 - 12	Unit	Quantity	Local Compon	ent	Unit Price Foreign Compon			Local	Total Foreign		CPA's Plan	Proposed	Private
1.01 F 1.02 F 1.03 F 1.04 F 1.05 F 1.06 F 1.07 E	Construction Rehabilitation & Extension of Borth 8-10 Ro-Ro Berth 10 - 12		Quantity	<u> </u>	ent	Foreign Compon		[Local	Foreign '		CD 4 to Dloop	Proposal	Tilvaic
1.01 F 1.02 F 1.03 F 1.04 F 1.05 F 1.06 F 1.07 E	Rehabilitation & Extension of Borth 8-10 Ro-Ro Berth 10 - 12						ent	Total	Component	Component	Total	CFASTIBIL	rroposed	Company's Plan
1.01 F 1.02 F 1.03 F 1.04 F 1.05 F 1.06 F 1.07 E	Rehabilitation & Extension of Borth 8-10 Ro-Ro Berth 10 - 12			(Peso)	(%)	(Peso)	(%)	(Peso)	(1,000 Peso)	(1,000 Peso)	(1,000 Peso)	1,000 Peso	1,000 Peso	rian
1.02 F 1.03 F 1.04 F 1.05 F 1.06 F 1.07 E	Ro-Ro Berth 10 - 12	133												
1.03 F 1.04 F 1.05 F 1.06 F 1.07 E		1/1	354		30	416,313	70	594,732	63,161	147,375	210,535	210,535		
1.04 F 1.05 F 1.06 F 1.07 E 1.08 F		m	301	178,420	30	416,313	70	594,732	53,704	125,310	179,014	179,014		
1.05 F 1.06 F 1.07 E 1.08 F	Ro-Ro Bertii 13 - 14	m	240	178,420	30	416,313	70	594,732	42,821	99,915	142,736	142,736		
1,06 F 1,07 E 1,08 F	Ro-Ro Berth 15 - 16	113	199	178,420	30	416,313	70	594,732	35,506	82,846	118,352	118,352		
1.07 E	Ro-Ro Berth 16 - 17	m	120	178,420	30	416,313	70	594,732	21,410	49,958	71,368			
1.08 F	Passenger Terminal for Super Ferry	ın2	7,000	14,000	40	21,000	60	35,000	98,000	147,000	245,000			245,000
	Boarding Bridge	m	450	12,600	20	50,400	80	63,000	5,670	22,680	28,350			28,350
	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	i		98,000
1.10 F	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	ın	313	203,908	30	475,786	70	679,694	63,823	148,921	212,744		212,744	
1,13 F	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	ın	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		\$5,225	
1.16 E	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 E	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	ın	250	201,000	30	469,000	70	670,000	50,250	117,250	167,500		167,500	
1.19 F	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		
	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 E	Expansion of Berth 28 - 30	m	371	178,420	30	416,313	70	594,732	66,194	154,452	220,646	i i	220,646	
1.22 N	Navigation Aids	Sum	1	849,618	5	16,142,736	95	16,992,353	850	16,143	16,992	,	16,992	
													-	
- is	Subtotal								851,995	1,910,097	2,762,092	803,829	1.044.419	913,844
. I	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
	·	%	10	915,799	31	2,039,639	69	2,955,439	91,580	202.064	205.544		111 000	
	Contingency	70	10	713,799		2,039,039	09	2,933,439	91,380	203,964	295,544	86,010	111,753	97,781
, ,	VAT	%	10	3,250,983	100				325,098	0	325,098	94,611	122,928	107,559
	F otal		<u> </u>		·				1,332,478	2,243,603	3,576,081	1,040,718	1,352,209	1,183,154

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

As of June 2001

	<u> </u>	· · · · ·	·			Unit Price			r	Total	· · · · · · · · · · · · · · · · · · ·
Item No.	Description	{ init	Quantity	Local Compo	onent	Foreign Compe	ment	Total	Local Component	Foreign Component	Total
				(Peso)	(%)	(Peso)	(%)	(Peso)	(1,000 Peso)	(1,000 Peso)	(1,000 Peso)
								1			
1	Civil Works										
1.01	General Expense and Preparatory Work	9/4	2.	1,925,260	60	1,283,506	40	3,208,766	3,851	2,567	6,41
1.02	Dredging Works	tm3	170,000	74	20	298	80	372	12,648	50,592	63,24
1.03	Ro-Ro Berth (Depth -4m)	m	160	72,000	20	288,000	80	360,000		46,080	57,60
1.04	Revelment (Depth -0)	m	50	16,000	40	24,000	60	40,000	800	1,200	2,00
1.05	Revetment (sheet pile -3m)	m	50	24,000	20	96,000	80	120,000	1,200	4,800	6,00
1.06	Concrete Deck type Earth works	m2	2,400	12,500	50 40	12,500	50	25,000	30,000 560	30,000	60,00
1.07	Soil Improvement	m3 m2	10,000	56 154	40	84 230	60	140 384	614	840 922	1,40
1.09	Yard Pavement	m2	14,000	960	40	1,440	60	2,400	13,440	20,160	1,53
1.10	Yard Drainage	пі2	14,000	32	30	74	70	105	13,440	1,029	33,600 1,47
1.11	Access Road		2,000		40	12,600	60	21,000	16,800	25,200	
1.12	Yard Fence	m	340	8,400	50	1,250	50	2,500			42,00
1.12	Subtetal 1	10	340	1,250	30	1,230	- 20	2,300		425	85
	2 diDition 1						<u> </u>		92,299	183,815	276,11
2	Utilities	m2	14,000	168	40	252	60	420	2,352	3,528	5,88
	Subtotal 2								2,352	3,528	5,88
3	Ballding Works										(
3.01	Passenger Terminal	m2	600	13,200	40	19,800	60	33,000	7,920	11,880	19,800
3.02	Gate :	swn]	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	36,990
4	Vessel Support										
4,01	Navigation Aids	sum	i	420,000	5	7,980,000	95	8,400,000	420	7,980	8,400
4,01	Subtotal 4	ÿ	· · · ·	420,000		7,705,000		0,100,000	420	7,980	8,490
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	7,900
5.02	Mobile Crane (30 - 50 ton)	TU		900,000	10	000,001,8	90	9,000,000	900	8,100	9,000
5.03	Forklift Truck (15 ton)	UL	1	525,000	10	4,725,000	90	5,250,000	525	4,725	5,250
5.04	Forklift Truck (Ston)	nt	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 5.07	Tractor/Trailer (Chassis) Truck (8 - 10 ton)	LI.	2	600,000	10	5,400,000 2,880,000	. 90 90	6,000,000	1,200 640	10,800 5,760	12,000 6,400
3.07	Subtetal 5	-111		320,000	ţü	2,880,000	90	3,200,000	4,925	44,325	49,258
	3000000				· ·				4,343		17,230
6	Land	-					-				
6.01	Land Acquisition	m2	32,800	20	100			20	656	0	656
6.02	Compensation for the beach resort	m2	10,000	500	100			500	5,000	Ö	5,000
	Subjetal 6		10,000						5,656	0	5,656
	Total of Construction								120,412	261,788	382,200
	Profession Cod			1 242 626		0.400.044		2765 422	0.32	17.660	26.265
.>	Engineering Cost	%		1,242,596	33	2,522,846	67	3,765,441	8,698	17,660	26,358
<u>-</u>	Contingency	5%	10	1,273,229	32	2,755,793	68	4,029,022	12,732	27,558	40,290
				.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				,,			
7	YAT	%	10	4,488,484	100	-	-	4,488,484	41,885	0	44,885
	·						ļ <u> </u>				
	Grand Total						<u> </u>		186,727	307,006	493,733

PHP 52.3 PHP 1.0 US\$ 1 =

		Т		· · · · · · · · · · · · · · · · · · ·		Unit Price			· 	Total	····
Item No.	Description	Unit	Quantity	Local Compo	nent	Foreign Comp	onent	Total	Local	Foreign	Total
	· .			(Peso)	(%)	(Peso)	(%)	(Peso)	Component (1,000 Peso)	(1,000 Peso)	(1,000 Peso)
1	Civil Works	_]			÷		اجب	لينفسد يبيب بنسر			
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	Revelment (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	103	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	102	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	п	340	1,250	50	1,250	50	2,500	425	425	850
	Subtotal 1								90,969	186,487	277,456
						<u> </u>					
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					<u> </u>					0
	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					L	1				. 0
	Navigation Aids	Stem	1	420,000	5	7,980,000	95	8,400,000	420	7,980	8,400
	Subtetal 4								420	7,980	8,480
5	Cargo Handling Equipment				L		Ll				
5.01	Forklift Truck (20 - 30 ton)	ùr	1	700,000	10	6,300,000	90	7,000,000	700	6,300	7,000
	Mobile Crane (30 - 50 ton)	m	1	900,060	10	8,100,000	90	9,000,000	900	8,100	9,000
5.03 5.04	Forklift Truck (15 ton) Forklift Truck (5ton)	nt.	1	525,000	10	4,725,000	90 90	5,250,000	525	4,725	5,250
5.05	Forklift Truck (3.5 ton)	nr nr	2 5	175,000 122,000	10	1,575,000	90	1,750,000 1,220,000	350	3,150	3,500
5.06	Tractor/Trailer (Chassis)	nr	- 3	600,000	10	1,098,000 5,400,000	- 30	6,000,000	610 1,200	5,490 10,800	6,100 12,000
5.07	Truck (8 - 10 ton)	nr	2	320,000	10	2,880,000	90	3,200,000	1,200	5,760	6,400
2.7.	Subtetal 5	 -	_~~	320,000	0	2,000,000		5,200,000	4,925	44,325	49,250
		_			H				4,52.3		47,234
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		9,000
]									2,000		7230
	Total of Construction								122,782	264,460	387,242
<u> </u>							\vdash \vdash		0.32		50,472
7	Engineering Cost	%	7	1,247,023	33	2,531,835	67	3,778,858	8,729	17,723	26,452
			1		T				-7.22		
8	Centingency	96	10	1,315,113	32	2,821,826	68	4,136,938	13,151	28,218	41,369
					l'				,		.,,,,,,,
9	VAT	%	10	4,550,632	100	1		4,550,632	45,506	0	45,506
			· · · · ·		<u></u>	·		,,		' * 	.5,500
i	Grand Total		t	1	<u> </u>		\vdash \dashv		170,169	310,401	500,570

US\$! =

PHP 52.3 = ¥ 124 PHP 1.0 = ¥ 2.

As of June 2001

						Unit Price				Total	
Item No.	Description	Unit	Quantity	Local Comp	onest	Foreign Comp	onent	Total	Local Component	Foreign Component	Totai
				(Peso)	(%)	(Peso)	(%)	(Peso)	(1,000 Peso)	(1,000 Peso)	(1,000 Peso)
1	Civil Works										
1.01	General Expense and Preparatory Work	%	2	2,589,840	60	1,726,560	40	4,316,400	5,180	3,453	8,63
1.02	Dredging Works (Sand)	m3	300,000	74	20 20	298	80	377	22,320	89,280	111,60
	Dredging Works (Rock)	m3	13,000	1,500		6,000	80	7,500	19,500	78,000	97,50
1.03	Berth (Depth -4m)	m	160	72,000	20	288,000	80	360,000	11,520	46,080	57,60
1.04	Revetment (Depth -0) Revetment (sheet pile -3m)	m	50 50	16,000 24,000	40 20	24,000 96,000	60 80	40,000 120,000	800 1,200	1,200 4,800	2,00
1.05	Concrete Deck type	m m2	2,400	12,500	50	12,500	50	25,000	30,000	30,000	6,00
1,11	Reclamation	E12	20,000	12,00	40	12,300	60	300	2,400	3,600	6,00
1.08	Soil Improvement	m3	10,000	154	40	230	60	384	1,536	2,304	3,84
1.09	Yard Pavement	m2	14,000	960	40	1,440	60	3,400	13,440	20,160	33,60
1.10	Yard Drainage	т2	14,000	32	30	74	60 70	105	441	1,029	1,47
1.11	Access Road	III.		8,400	30 40	12,600	60	21,000	0	0	3,11
1.12	Yard Fence	m	340	1.250	50	1,250	50	2,500	425	425	85
	Subtetal 1	Γ_			1				108,762	280,331	389,09.
		T									
2	Utilities	m2	14,000	168	40	252	60	420	2,352	3,528	5,880
	Subtotal 2		,						2,352	3,528	5,88(
		L									
3	Building Works				·						-
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	m2	600	10,000	40	15,000	60	25,000	6,000	9,000	15,000
<u>-</u>	Subtetal 3	<u> </u>			ļ				14,769	22,140	36,906
	Vessel Support				 			- -			
4.01	Navigation Aids	sum	f'	420,000		7,980,000	95	8,400,000	420	7,980	8,400
7.01	Subtotal 4	State	`	120,000	<u></u>			0,400,000	429	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)	пr	1	900,000	10	8,100,000	90	9,000,000	900 525	8,100	9,000
5.03	Forklift Truck (15 ton)	πr	1	525,000	10	4,725,000	90	5,250,000		4,725	5,250
5.04	Forklift Truck (Ston)	nr.	2	175,000	10	1,575,000	90	1,750,000	350	3,150	3,500
5.05	Forklift Truck (3.5 ton)	15L	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)	u	2	320,000	10	2,880,000	90	3,200,000	640	5,760	6,400
}	Subtotal 5	 	ļ <u>.</u>		 -				4,925	44,325	49,250
4	Land	 								- 	
6.01	Land Acquisition	in2	4,800	20	100			20	96	0	96
0.01	Tanka t residentialit	1112	1,000	20		<u>-</u> -		ZV			
l	Subtetal 6	1	 -	$\overline{}$					ж	8	*
			· · · · · ·		T .						
	Total of Construction								131,315	358,304	489,619
					[0.27		
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	3,312,627	73	5,238,854	14,262	38,126	52,389
		1			I						
9	VAT	%	10	5,762,739	100			5,762,739	57,627	0	57,627
			I								
	Grand Tetal	T -							214,512	419,389	633,991

US\$ 1 = PHP 52.3 = ¥ 124

·		Τ	<u> </u>	· · · · · · · · · · · · · · · · · · ·		Unit Price			<u>_</u>	As of June 2001 Total	···-
Item No.	Description	Unit	Quantity	Local Compo	nent	Foreign Comp	onent	Total	Local . Component :	Foreign Component	Total
		<u> </u>		(Peso)	(%)	(Peso)	(%)	(Peso)	(1,000 Peso)	(1,000 Peso)	(1,900 Peso)
	or water	-		-	 -	<u> </u>					
1	Civil Works	+		2.710.000		2 170 050		100 140			· · ·
1.01	General Expense and Preparatory Work	%	28,000	3,718,889 74	60 20	2,479,259 298	40 80	6,198,148 372	7,438	4,959	12,396
1.02	Dredging Works General Cargo Berth (Depth -6m)	m3	220	88,000	20	352,000	80	440,000	2,083	8,333	10,410
1.03	Ro-Ro Berth (Depth -4m)	m	310	72,000	20	288,000	80	360,000	19,360	77,440	96,800
1.04	Small vessei berth (sheet pile -4nt2m)	m	150	62,000	20	248,000	80	310,000	22,320 9,300	89,280	111,600
1.06	Revelment (Depth -6)	m	30	100,000	40	150,000	60	250,000	3,000	37,200	46,500
1.07	Revelment (Depth -21)	m	70	24,400	40	36,600	- 60	61,000	1,708	4,500	7,500
1.08	Revelment (Depth -0)	m	40	16,000	40	24,000	60	40,000	640	2,562 960	4,270
1.09	Revetment (sheet pile -3m - 0m)	m	110	36,000	20	144,000	80	180,000	3,960		1,600
1.10	Concrete Deck type	rn2	1,650	15,000	50	15,000	50	30,000	24,750	15,840	19,800
1.11	Reclamation	m3	185,000	13,000	40	180	60	30,000	22,200	24,750 33,300	49,500
1,12	Soil Improvement	п(2	38,200	154	40	230	60	384	5,868	8,801	55,500
1.13	Yard Payement	m2	38,200	960	40	1,440	60	2,400	36,672	55,008	14,669
1.14	Yard Drainage	m2	38,200	32	30	74	70	105	1,203	2,808	91,680
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
1.10	Subtotal 1			1,230	<u> </u>	1,200		2,500	164,174	371,093	
					l				20451.74	311,053	535,267
,	Utilities	m2	38,200	168	40	252	60	420	6,418	9,626	16,044
	Sabtotal 2								6,418	9,626	16,844
		\vdash									10,041
3	Building Works	1		··· · · · · · · · · · · · · · · · · ·		****					
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	80,960
										·	
4	Cargo Handling Equipment										
4,01	Forklift Truck (20 - 30 ton)	ūr	2	700,000	10	6,300,000	90	7,000,000	1,400	12,600	14,000
4.02	Mobile Crane (30 - 50 ton)	D.F	1	900,000	10	8,100,000	90	9,000,000	900	8,100	9,000
4.03	Forklift Truck (15 ton)	LR.	2	525,000	10	4,725,000	90	5,250,000	1,050	9,450	10,500
4.04	Forklift Truck (5ton)	nr.	3 10	175,000	10	1,575,000	90 90	1,750,000	525	4,725	5,250
4.06	Forklift Truck (3.5 ton) Tractor/Trailer (Chassis)	ur	8	600,000	10	1,098,000 5,400,000	90	6,000,000	1,220 4,800	10,980	12,200
4.07	Truck (8 - 10 ton)	tt.		320,000	10	2,880,000	90	3,200,000	1,600	43,200	48,000
7.01	Subtetal 4	1		320,000	-' '	2,000,000		3,200,000	11,495	14,400	16,000 114,950
		1								163,433	114,550
	Total of Construction	1							213,972	533,189	747,161
					L				0.29		
5	Engineering Cost	%	7	2,465,632	33	5,005,979	67	7,471,611	17,259	35,042	52,301
6	Contingency	%	10	2,312,313	29	5,682,311	71	7,994,624	23,123	56,823	79,946
7	VAT	%	10	8,794,086	100		-	8,794,086	87,941		87,941
		<u> ~</u>		0,774,000				0,177,000			
	Grand Total	1	Į		1	l			342,295	625,054	967,349

US\$ 1 = P11P 52.3 = ¥ 124 PHP 1.0 = ¥ 2.38

						. :			PHP 1.0	≕¥ 2.38	
r						Unit Price				As of June 2001 Total	—
l]				1			Local	Foreign	
item No.	Description	Unit	Quantity	Local Compone	ent	Foreign Compon	ient	Total	Сотропен	Component	Total
		ļ!		(Peso)	(%)	(Peso)	(%)	(Peso)	(1,000 Peso)	(1,000 Peso)	(1,000 Peso)
	Civil Works	-			 				*··		
1.01	General Expense and Preparatory Work		2	3,594,783	60	2,396,522	40	5.002.005	4 100	4 702	
1.02	Dredging Works	. % m3	61,000	3,394,183	20	2,396,322	80	5,991,305 372	7,190 4,537	4,793 18,146	11,983 22,683
1.03	Berth (Depth -6m)	m III	220	88,000	20	352,000	80	440,000	19,360	77,440	
1.04	Berth (Depth -4m)		310	72,000	20	288,000	80		22,320		96,800
1.05	Revetment (Depth -6)	m	30	100,000	40	150,000	60	360,000 250,000	3,000	89,280 4,500	111,600
1.06	Revetment (Sheet pile depth -41)		90		40	108,000	60				7,500
1,00	Revelment (Depth -0)	m_	35	72,000	40	24,000	60	180,000	6,480 560	9,720 840	16,200
1.08	Small vessel berth (sheet pile -2m)	, m	150	16,000 62,000	20		80		9,300	37,200	1,400
1.09	Concrete Deck type Berth (-4m)	m m2	1,650		50	248,000		310,000			46,500
1.10	Reclamation	m2 m3	130,000	15,000	40	15,000	50	30,000	24,750	24,750	49,500
	Soil Improvement			120	40	180	60	300	15,600	23,400	39,000
1.11	Yard Pavement	ın2	38,200	154	40	231	60	384	5,874	8,812	14,686
1.12		m2	38,200	960		1,440		2,400	36,672	55,008	91,680
1.13	Yard Dramage	m2	38,200	32	30	74	70	105	1,204	2,809	4,013
1.14	Service Road	m2		960	40	1,440	60	2,400		0	0
1.15	Yard Fence	_m_	250	1,250	50	1,250	50	2,500	313	313	625
	Subtotal 1						ļ		157,159	357,010	514,169
		<u> </u>			ļ		<u> </u>				
	<u> </u>	.			ļ		ļ., ;				
2	Utilities	m2	38,200	168	40	252	60	420	6,418	9,626	16,044
	Subtetal 2								6,418	9,626	16,044
3	Building Works				<u>.</u>						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				ļ				31,985	49,815	80,990
		<u> </u>									
4	Cargo Handling Equipment	—		 							L
4.01	Forklift Truck (20 - 30 ton) Mobile Crane (30 - 50 ton)	m	2 1	700,000	10	6,300,000	90	7,000,000	1,400	12,600	14,000
4.02	Forklift Truck (15 ton)	nr nr	2	900,000 525,000	10 10	8,100,000 4,725,000	90	9,000,000 5,250,000	900 1,050	8,100 9,450	9,000
4.04	Forklift Truck (15 ton)	1 1111	3	175,000	10	1,575,000	90	1,750,000	525	4,725	10,500 5,250
4,05	Forklift Truck (3.5 ton)	- m	10	122,000	10	1,098,000	90	1,220,000	1,220	10,980	12,200
4.06	Tractor/Trailer (Chassis)	nr ,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	+==		520,000		2,000,000		5,200,000	11,495	103,455	114,950
						·	~-				12,17,50
 	Total of Construction								206,956	519,187	726,063
· · ·			l		 		1		0.29		,
5	Engineering Cost	%	7	2,396,008	33	4,864,623	67	7,260,631	16,772	34,052	50,824
l		1	<u></u>			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		120,000	,	,	
6	Contingency	%	10	2,237,285	29	5,531,590	71	7,768,875	22,373	55,316	77,689
l		1	├ ──``		<u>-</u> -		 -				,,,,,,,,,
7	VAT	%	10	8,545,763	100	-		8,545,763	85,458	0	85,458
	<u> </u>		·	t		t	-	1,000		-	

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

		T		T		H1 7/30 7			Y 	As of June 2001	
,						Unit Price			ļ	Total	
ltem No.	Description	Unit	Quantity	Local Compor		Foreign Compon		Total	Local Component	Foreign Component	Total
		L	l	(Pese)	(%)	(Peso)	(%)	(Peso)	(1,000 Peso)	(1,000 Peso)	(1,000 Peso)
		L						·			
1	Civil Works										
	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
	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	369,000	18,000	72,000	90,000
1.05	Small vessel berth (sheet pile -42m)	m	170	62,000	20	248,000	80	310,000	10,540	42,160	52,700
	Revelment (Depth -6)	m	30	100,000	40	150,000	60	250,000	3,000	4,500	7,500
	Revetment (sheet pile depth -41)	m	130	72,000	40	108,000	60	180,000	9,360	14,040	23,400
1.08	Revenuent (Depth -0)	m	70	16,000	40	24,000	60	40,000	1,120	1,680	2,800
1.11	Concrete Déck type Berth (-4m)	m2	2,600	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		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	l							171,962	357,858	529,819
		L									
		ļ				ļ			,		
2	Utilities	m2	38,200	168	40	252	60	420	6,418	9,626	16,044
	Subtotal 2	ļ							6,418	9,626	16,044
	<u> </u>	L									
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 I	ın2	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
	0										
4.01	Cargo Handling Equipment Forklift Truck (20 - 30 ton)	nr.	2	700,000	10	6,300,000	90	7,000,000			
	Mobile Crane (30 - 50 ton)	nr.	1	900,000	10	8,100,000	90	9,000,000	1,400 900	12,600 8,100	14,900 9,000
4.03	Forklift Truck (15 ton)	111	2	525,000	10	4,725,000	90	5,250,000	1,050	9,450	10,500
4.04	Forklift Truck (5ton)	101	3	175,000	10	1,575,000	90	1,750,000	525	4,725	5,250
4.05	Forklift Truck (3.5 ton)	TU	10	122,000	10	1,098,000	90	1,220,000	1,220	10,980	12,200
4.06	Tractor/Trailer (Chassis)	171	8	600,000	10	5,400,000	90	6,000,000	4,800	43,200	48,000
4.07	Truck (8 - 10 ton)	RI	5	320,000	10	2,880,000	90	3,200,000	1,600	14,400	16,000
	Subtotal 4	f							11,495	103,455	114,950
	Total of Construction	1							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	55,474	79,363
7	VAT	%	10	8,729,965	100			8,729,965	87,300	0	87,300
		<u> </u>									
	Grand Total								350,082	619,214	968,296

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2001 June price (not including tox)

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vil Works	7				524.2	1,231.4	393.2	923.5	393.2	923.5		- 1			242.3	549.1	484.1	1,096,1	242.1 1	548,1	242.1							j.	i_				
urparesti			1		81,6	734.5	108.8	979,4	W1.6	734,5					56.9	512.1	99,6	\$96.2	56.9	512.1	71.1	640.1						1	1			.1	
ysical Contingency	4.1	1.3	4.1	1.3	63.9	200.3	53.5	197,0	49.1	169.1	3.9	8.0	3.9			110,0	60,3	20.1.2	31.9))(),D	33.3			Ī									
gineering Fee	41.1	83,4	41.1	8).4	32.8	66.7	32.8	66.7	16.4	33.3	39,2	79.7	39.2	73.7	19.6	39,8	19,6	39.8	19.6	39.21	19.6	39.8			1								i
ital	45.2	91,7	45.2	91,7	702.6	2,235.9	388.3	2,166.6	540.3	1,960.6	43.2	K7.6	43.2	87.6	350.5	1,210.0	663,7	2,235.4	350.5	1,210.0	366.1	1,350.8		}			- (I				
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A.4

Note: Constructions Cost Place: Lst year: 2nd year: 3nd year = 40,300,00, Place 2; 1st year: 2nd year: 3nd year = 20: 35: 20: 25
Equipment Cost (place: 1): Lst year: 2nd year: 3nd year = 30,400,00, place 2: 1st year: 2nd year: 3nd year: 4th year = 20: 40: 20: 20
Other (land equisition etc) are excitated from the cost

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ipment (3%)	17	150	17	1.50	17	13	0	17	150	17	150 1	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
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ipment	39.1	352.1	39.1	352.1	32,0	288	1: 3	2.0	28 6. 1				$\overline{}$	136.0	1,224.2	136.0	1,224.2			1		78.2	701.11	78.2	704.1	64.0	576.11	64.0	576.1i	•		$-\div$		GR.C:	612.1:	68.0 s
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Appendix Table 2.9.2-14 Cashflow Schedule of Toledo Port (Master Plan)

	(1,000,000 per	:o)	l peso =	= 2.38 yea	n 20	01 June pr	•	_																				
Tic Demand Forecast 00 ton(passanger))		1000		1006	2	1007	1008	ļ.	2009	201	0	2011		2012	2013		2014	20	015	2016		2017	10	018	2019		2020	7
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kengor		286		946		976	1,013	 i	1.051	1.08	91 1	1,117		1,145	1,173		1,202	1,	231	1,261		1,291	1,1,	321	1,352	1	1,383	\dashv
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	1 4.4 7		710		147.1	37.6 164.	•			·		242		 .		1 10010	V., 1	1			·		,					_
Intenance Cost	7004	2005		2006		2007	2008	1	2009	201	oţ.	2011		2012	2013	T	2014	2	015	2016	П - Н	2017	2	018]	2019	ו	2020	\neg
vil Works (1%)	Local Foreig	n L	F	Ľ F	<u></u>	F	L 1.0	F 1.8	1.0	1.8 1.4)F	1.0	F 1.8	1.0 F	1.8 1.0	F 1.8	1.0	1.8	2.1 F	L 4,4 2.1	F 1.4	2.1	4,4	F 2 1 1	L 4.4 2.1	F 4.4	L F	44
juipment (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	0.3 3	3.1
Hal			-	-:]	•		- 1.1	3.1	1.1	3.1 1.1	3.1	1.1	3.1	1.1	3.1 1.3	3.1	1.1	3.1	2.4 ()	7.5 2.4	7.5	2.4	7.5	24	7.5 2.4	7.5	24 7	7.5
placement Cost																· ·	******		*******		<u> </u>		,					_
	Local Foreig	2005 n L	F	2006 L		1007 F	2000 L	F	2009 L	, 261	F	2011	F	2012 F	2013	F	2014	,	015 F	2016	FL	2017 f	·	01B	2019 L	f-	2020 L F	-
mipment																						2.5	22.2	2.5 2	12.2			\exists
			1								1 .					L						إبد				· · · · · · · · · · · · · · · · · · ·	. 1	_
peration Cost	1 1:	2000		2006	1 1	2007	2008	Ţ Ţ	20091	201	01	2011	<u> </u>	2012	2013	1 7	2014)	1	015	1 2016		20171	. 2	018	2019	IE I	20201	_
	Local Foreig	πįL	F	r F	,	F	L	F	C	E	F	1	F	F		F		· L	F	L	F	1	i i	F	L.	F	ı F	
n-Container Handling	PHP 30 Aon	3.8	1.6		13.9	35.2	38.2	16,4	41.4	17.7 44.	9 19.2	47.6	20.4		21.6 53.6		56,8		\neg	5.8 63.9		67.9			76.5	32.8		_
tal .		3.8	1.6	32.3	13.9	35.2 13	.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	36.8	24.3	60.2 2	5.8 63.9	27.4	67.9	29.1	72.1 3	76.5	32.8	81.2 3	4.8
	<u> </u>							<u> </u>			·				_ <u> </u>								. '			, ,		!
		- · · -	- · - ·			· — · — ·						- ·		- · · · · ·					- · - · · -									
affic Demand Forecast	2021	2021		2023	2	024	1025		2026	202	7	2028		2029	2030		2031	2	032	2033		2034	2	035	2036		2037	
,000 ton(passenger)) argo	2,321	2,321		2,321	2	321	2,321		2,321	2,32		2,321		2321 1,383	2.321	 	2.321	2	321	2321	1	2,321	1 2	321	2,321		2,321	
nacultor.	1,383	1,383		1,383	1	,383	1,383		1,383	1,38	3	1,383		1,383	1,393		1,383	1,	383	1,383		1,393		383	1,383		1,383	
apital Cost													* .							**								
	2021	2022		2023		2024	2025		2026	202		2028	,,	2029	1030		2031	2	012	2033		2034	2	035	2036		2037	
vil Works	F	<u></u>	-					-	L	<u> </u>	r	L			<u></u>	1	L I	- 1		_ L	1 L	-		-	IL.	F	L F	I,
quipment																												
hysical Contingency ngineering Fee otal																		-			 							
)tal		• •			-		::	-	j			· ·		•		-		-1	-			-	-		•			•
aintenance Cost																	- *****											
	1021	2022	F	2023	, 2	2024	2025	F	2026 L	202		2028 L)r	2029	2030 L	F	2031	- L	032	2033	r - c	2034	2	035 F	203	F	2037	
vil Works (1%)	2.1 4.	2.1	3.1		3.1	2.1 4.	4 2.1	4.4	21	4,4 2.1	4.4	2.1	4.4	0.3	4,4 21	4,4 3.1	2.1		2.1	2.1		21		21	4.4 2.1 3.1 0.3	4.4	2.1 4	A
uipraent (3%)	0.3 3. 2.4 7.	0.3			7.5		1 0.3 5 2.4	3.1 7.5		3.1 0.3 7.5 2.7	7.5	0.3 2.4	3,1 7,5	2.4	3.1 0.3 7.5 2.4	7.5	2.4		0.3 : 2.4 :	3.1 0.3 7.5 2.4	7.5	2.4	7.5	0.3 2.4	3.1 0.3 7.5 2.4	7.5	0.3 3 2.4 7	7.5
placement Cost																									······································		'	
pracentent con	202.1	2012		2023	1	2024	2025		2026	101		1028	I	2029	2030		2031	1 2	032	2033		2034	. 2	035	2036	1	2037	
nipmere	L F	L	F	L F	L	3.3 29	6 3.3	F 29,6	L I	2.		25	22.2	, F	Ľ	JF 1	L I	F L	F]L	IF L	3.3	29.6	421 2	L O	F	L F	12 22 i
mpmerk mal						3.3 29					5 22.2	2.5	22.2							_	<u> </u>	3.3		3.3		 		2.2
eration Cost						,																						
	2021	1012		1023	2	2024	2015		2026	202	7	2028		2029	2030	1	2031		032	2033		2034		0351	1 2036	I 1	2037	
on-Container Handling	1L F 81.2 34	B 81.2	F 34.8	L 81.2	34.8	81.2 34	L 1.8 81.2	34.8	上 81.2	1 34.8 \$1.	F 34 F	£ 81.2	F 34.8	81.2	34.8 81.2	34.8	L H	34.8	81.2	L 14.8, 81,2	F 1		34.8	 	£ 81.2	F 14 0	L F 81.2 3	1.8
	37							1			27.0	34,2			- 77 44.4	1-224					,,4.6	94.4	37.0		51.4	34.6	- 42-4	0
		ا المحاليا						<u> </u>									-						. ,	1				
બાર્ય	81.2 34	81.2	34.8	81.2	34.8	81.2 34	81.2	34.8	81.2	34.8 81	2 34.0	81,2	34,8	81.2	34.8 81.2	34.8	81.2	34.8	81.2 3	4.8 81.2	34,8	61.2	34.8	81.2	81.2	34.8	81.2 3	4.8

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

									Sub-	total
•	T^{i}	fc	T^{f}	ğ	A		В	١, ,	a = A	∤+B
	(1000 to	n/year)	(1000 to	n/year)	(million	pesos)	(million	pesos)	(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.

* CT : 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 Meilla international seaport

		2010111101	t ports and	CITO INCOME	1110011100101	or boapare
	c	2	. І)	Sub- b =	
1	(million	pesos)	(million	pesos)	(million	
1 6		Short		Short		Short
	Long		Long		Long	
2009	440.2	440.2	258.5	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	682.2	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:

- * Tfc and Tfg.
- * UTfc: 10.2 ton/container.
- * N° : 288 containers /large RoRo ferry.
- * V^{dc}: 236,250 pesos/day.
- * D : 2 days.
- * Nfg : 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 !

					Sub-	total	Bene	fit l
	E			₹.		E+F	a+t)+¢
	(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:

- * Tic and Tig.
- * UTfc: 10.2 ton/container.
- * H^{cd}:4,008 pesos/container.
- * Hgd : 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

			····				Dene	шэ —	
	Ntc		X		Y		X÷Y		
	(1000	TEU)	(million	pesos)	(million	(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 og 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^{feb}: 400 containers/vessel.

* V^{dcn} :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

	Net		UN ^{fon}	UN ^{fcb}	X	fc	C)	7	
	(1000 co	ntainers)	(containe	ers/hour)	(1000	(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 fireign trade containers to be reduced.

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

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

					(continued)		
	US**	OR.co			-		
	(container	(hours	Tic		W	WC ^{fc}	
	/vessel)	/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	16.658	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:

 $T^{\mbox{\scriptsize fe}}$: Waiting time of the foreign container vessels.

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

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 peaos/vessel.

*R :5%

							(continued))
	T ^{rg}		UN ^{fgn}	UN ^{fgb}	Х	g	C	£
	(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	O O	0	0
2013	558.8	477	105	105	Ò	O	0	0
2014	586.7	477	105	105	0	C	0	0
2015	614.8	477	105	105	C	0	0	0
2016	643	477	105	105	0	0	0	Ö
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	Ō	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	4 77	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:

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

 $\mathbf{C}^{\mathbf{g}}$: Volume of the foreign trade conventional cargoes to be treated , on the existing Cebu Baseport.

			(CONTINUCL)			
	US ^{rgo} (tons/	Ub ^{rgo} (hours/	т	ıſg	W	C ^{fg}
	vessel)	vessel)		hours)	WC ^{fg} (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
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).

(continued)

Legend on the symbols adopted in this sub-table:

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

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

WCfg: 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.

* Wfc : 160,000 peaos/vessel.

*R :5%

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

		••
100	ntinu	0.71
LU.	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	CUI

					(commaca	<u> </u>	
	HC ^{fc} (million pesos)			HC ^{fg} (million pesos)		Benefit 4 (million pesos)	
1 1							
	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	Ō	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	Ö	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:

HCrc: Handling cost foreign trade containcrized cargoes to be reduced.

$$HC_{tc} = X_{tc} * C_{tcp}$$

 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:

* Cfcb : 42,589 pesos/hour.

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

Appendix Table3.1.4-1 Benefit 2: Reduction Benefit of transportation cost of the cargoes and navigation cost of RoRo ferries

	TtcR	UT ^{tcR}	X	Α	В	Benefit2
	(1000	(tons/	(1000	(million	(million	(million
	tons)	vessel)	vessels)	pesos)	pesos)	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	<u>11</u> 5.2	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.

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

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

B : Difference in the navigation cost of RoRo ferries.

Benefit 2 = A + B

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

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

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

* UNR : 153,560 pesos / RoRo ferry / day.

* DT : 0.5 days.

