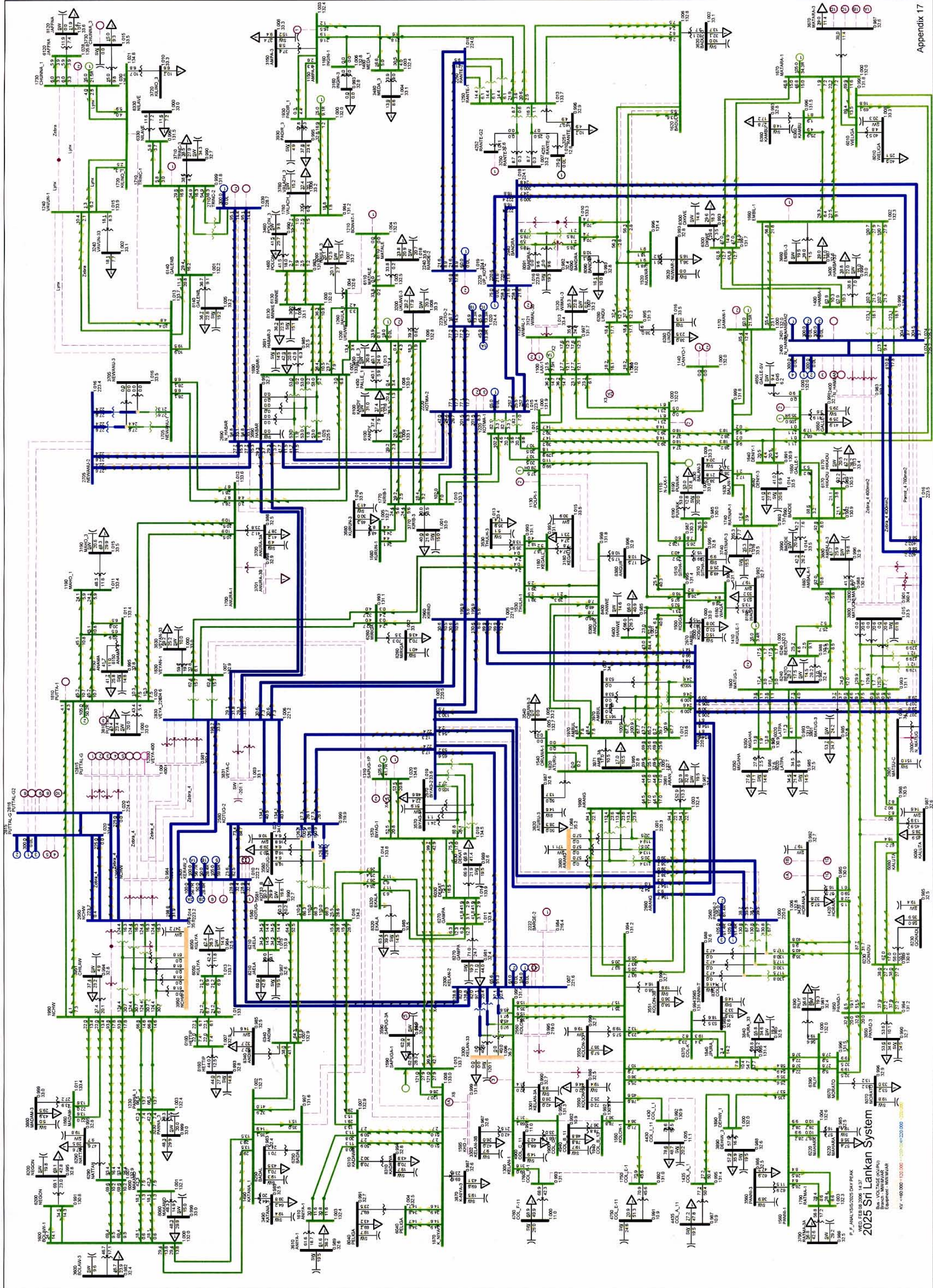
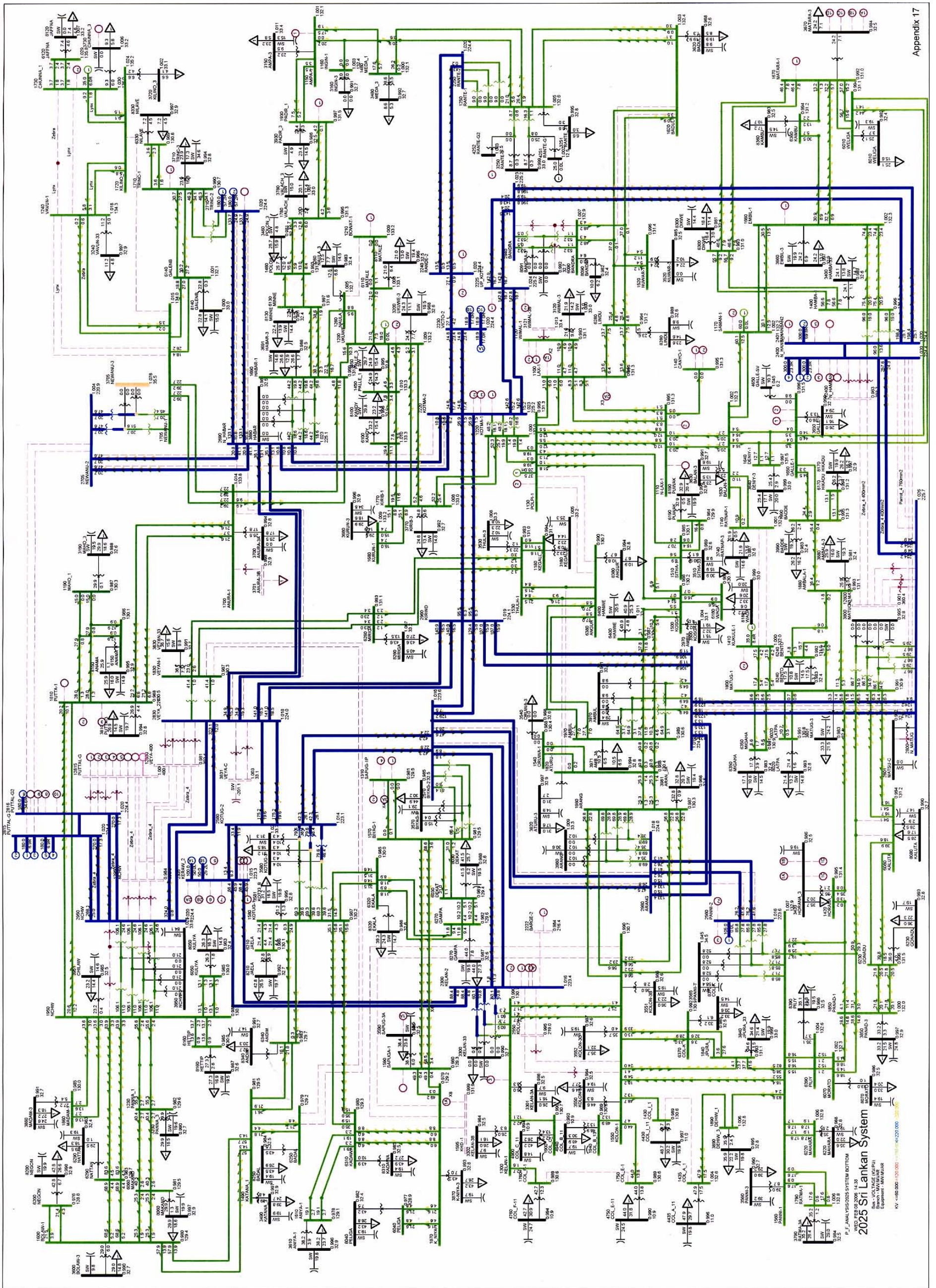


2025 Sri Lankan System
P.F. ANALYSIS (NOT PEAK)
WED FEB 08 2006 14:37
Bus - VOLTAGE (V/FU)
RATED CURRENT (A/MVA)
RATED VOLTAGE (KV)
KV = 66.000 - 120.000



2025 Sri Lankan System
P.F. ANALYSIS/DIV PEAK
Date: 04/05/2024
Engineer: MATHIAS



2025 Sri Lankan System
P.F. ANALYSIS-COES SYSTEM BOTTOM
WED FEB 03 2009 14:38
Sim-VOLTAGE (MV/PH)
Sim-POWER (MW/MVAR)
KV = 66.000-100.000

N-1 Checking based on 2025_Night_Peak

1. Branches and Tie Lines

| Monitored Elements | Base Flow | Maximum Flow | Impact | Rate | % | Contingency | Countermeasures |
|--|-----------|--------------|--------|------|--------|--|--|
| 1570 BIYAG-1 132.00 1590 SAPUGA-1 132.00 1 | 155.03 | 284.2 | 285.39 | 225 | 126.8% | OPEN LINE FROM BUS 1570 [BIYAG-1 132.00] TO BUS 1590 [SAPUGA-1 132.00] CKT 2 | switching off lines: Biyagama - Sapugaukanda |
| 1570 BIYAG-1 132.00 1590 SAPUGA-1 132.00 2 | 155.03 | 284.2 | 285.39 | 225 | 126.8% | OPEN LINE FROM BUS 1570 [BIYAG-1 132.00] TO BUS 1590 [SAPUGA-1 132.00] CKT 1 | switching off lines: Biyagama - Sapugaukanda |
| 1950 NCHW 132.00 6290 NATTAN 132.00 1 | 149.16 | 244.26 | 250.33 | 225 | 111.3% | OPEN LINE FROM BUS 1950 [NCHW 132.00] CKT 2 | switching off lines: N.Chilaw - Nattandiya |
| 1950 NCHW 132.00 6290 NATTAN 132.00 2 | 149.16 | 244.26 | 250.33 | 225 | 111.3% | OPEN LINE FROM BUS 1950 [NCHW 132.00] CKT 1 | switching off lines: N.Chilaw - Nattandiya |
| 1640 DENY-1 132.00 5641 DENY-T1 132.00 1 | 42.16 | 82.32 | 87.59 | 80 | 109.5% | OPEN LINE FROM BUS 1640 [DENY-1 132.00] TO BUS 5642 [DENY-T2 132.00] CKT 2 | switching over is effective |
| 1640 DENY-1 132.00 5642 DENY-T2 132.00 2 | 42.16 | 82.32 | 87.59 | 80 | 109.5% | OPEN LINE FROM BUS 1640 [DENY-1 132.00] TO BUS 5641 [DENY-T1 132.00] CKT 1 | switching over is effective |
| 1710 TRINC-1 132.00 6140 GALENB 132.00 1 | 65.84 | 103.83 | 107.76 | 100 | 107.8% | OPEN LINE FROM BUS 1710 [TRINC-1 132.00] TO BUS 6140 [GALENB 132.00] CKT 2 | switching over is effective |
| 1710 TRINC-1 132.00 6140 GALENB 132.00 2 | 65.84 | 103.83 | 107.76 | 100 | 107.8% | OPEN LINE FROM BUS 1710 [TRINC-1 132.00] TO BUS 6140 [GALENB 132.00] CKT 1 | switching over is effective |
| 2580 KOTUG-2 220.00 5581 KOTU-DU1 220.00 | 201.53 | | 265.12 | 250 | 106.0% | OPEN Transformer Unit2 | switching over is effective |
| 2580 KOTUG-2 220.00 5582 KOTU-DU2 220.00 | 201.53 | | 265.12 | 250 | 106.0% | OPEN Transformer Unit3 | switching over is effective |
| 1130 POLPI-1 132.00 6380 ANGUR 132.00 1 | 63.49 | 92.87 | 93.85 | 100 | 93.9% | OPEN LINE FROM BUS 1130 [POLPI-1 132.00] TO BUS 6380 [ANGUR 132.00] CKT 2 | - |
| 1130 POLPI-1 132.00 6380 ANGUR 132.00 2 | 63.49 | 92.87 | 93.85 | 100 | 93.9% | OPEN LINE FROM BUS 1130 [POLPI-1 132.00] TO BUS 6380 [ANGUR 132.00] CKT 1 | - |
| 1100 LAX-1 132.00 1120 WIMAL-1 132.00 1 | 44.23 | 88.24 | 90.19 | 100 | 90.2% | OPEN LINE FROM BUS 1100 [LAX-1 132.00] TO BUS 1120 [WIMAL-1 132.00] CKT 2 | - |
| 1100 LAX-1 132.00 1120 WIMAL-1 132.00 2 | 44.23 | 88.24 | 90.19 | 100 | 90.2% | OPEN LINE FROM BUS 1100 [LAX-1 132.00] TO BUS 1120 [WIMAL-1 132.00] CKT 1 | - |
| 1680 KURUN-1 132.00 1770 KIRIB-1 132.00 1 | 41.19 | 82.64 | 89.39 | 100 | 89.4% | OPEN LINE FROM BUS 1680 [KURUN-1 132.00] TO BUS 1770 [KIRIB-1 132.00] CKT 2 | - |
| 1680 KURUN-1 132.00 1770 KIRIB-1 132.00 2 | 41.19 | 82.64 | 89.39 | 100 | 89.4% | OPEN LINE FROM BUS 1680 [KURUN-1 132.00] TO BUS 1770 [KIRIB-1 132.00] CKT 1 | - |

2. Voltage
220kV

| Bus | Voltage | Contingency | Countermeasures |
|---------|---------|-------------|-----------------|
| Nothing | | | |

132kV

| Bus | Voltage | Contingency | Countermeasures |
|---------|---------|-------------|-----------------|
| Nothing | | | |

N-1 Checking based on 2025_Day_Peak

3. Branches and Tie Lines

| Monitored Elements | Base Flow | Maximum Flow | Impact Rate | % | Contingency | Countermeasures |
|---|-----------|--------------|-------------|-----|---|--|
| 1590 SAPUGA-1 132.00 1870 K NIYA-1 132.00 1 | 123.61 | 224.22 | 223.35 | 165 | 135.4% OPEN LINE FROM BUS 1590 [SAPUGA-1 132.00] TO BUS 1870 [K NIYA-1 132.00] CKT 2 | switching off lines: Sapugaskanda - Kelaniya |
| 1590 SAPUGA-1 132.00 1870 K NIYA-1 132.00 2 | 123.61 | 224.22 | 223.35 | 165 | 135.4% OPEN LINE FROM BUS 1590 [SAPUGA-1 132.00] TO BUS 1870 [K NIYA-1 132.00] CKT 1 | switching off lines: Sapugaskanda - Kelaniya |
| 1110 N-LAX-1 132.00 1130 POLPI-1 132.00 1 | 41.98 | 56.05 | 56.05 | 45 | 124.6% OPEN LINE FROM BUS 1110 [N-LAX-1 132.00] TO BUS 1130 [POLPI-1 132.00] CKT 2 | switching off lines: Laxapana - N_Laxapana |
| 1110 N-LAX-1 132.00 1130 POLPI-1 132.00 2 | 41.98 | 56.05 | 56.05 | 45 | 124.6% OPEN LINE FROM BUS 1110 [N-LAX-1 132.00] TO BUS 1130 [POLPI-1 132.00] CKT 1 | switching off lines: Laxapana - N_Laxapana |
| 1710 TRINC-1 132.00 6140 GALENB 132.00 1 | 34.28 | 53.99 | 54.27 | 45 | 120.6% OPEN LINE FROM BUS 1710 [TRINC-1 132.00] TO BUS 6140 [GALENB 132.00] CKT 2 | switching off lines: Trincomalee - Galenbindunnuwewa |
| 1710 TRINC-1 132.00 6140 GALENB 132.00 2 | 34.28 | 53.99 | 54.27 | 45 | 120.6% OPEN LINE FROM BUS 1710 [TRINC-1 132.00] TO BUS 6140 [GALENB 132.00] CKT 1 | switching off lines: Trincomalee - Galenbindunnuwewa |
| 1570 BIYAG-1 132.00 1590 SAPUGA-1 132.00 1 | 108.05 | 197.46 | 195.86 | 165 | 118.7% OPEN LINE FROM BUS 1570 [BIYAG-1 132.00] TO BUS 1590 [SAPUGA-1 132.00] CKT 2 | switching off lines: Sapugaskanda - Biyagama |
| 1570 BIYAG-1 132.00 1590 SAPUGA-1 132.00 2 | 108.05 | 197.46 | 195.86 | 165 | 118.7% OPEN LINE FROM BUS 1570 [BIYAG-1 132.00] TO BUS 1590 [SAPUGA-1 132.00] CKT 1 | switching off lines: Sapugaskanda - Biyagama |
| 1680 KURUN-1 132.00 1770 KIRIB-1 132.00 1 | 25 | 49.77 | 49.34 | 45 | 109.6% OPEN LINE FROM BUS 1680 [KURUN-1 132.00] TO BUS 1770 [KIRIB-1 132.00] CKT 2 | switching over is effective |
| 1680 KURUN-1 132.00 1770 KIRIB-1 132.00 2 | 25 | 49.77 | 49.34 | 45 | 109.6% OPEN LINE FROM BUS 1680 [KURUN-1 132.00] TO BUS 1770 [KIRIB-1 132.00] CKT 1 | switching over is effective |
| 1640 DENY-1 132.00 5641 DENY-T1 132.00 1 | 20.96 | 42.02 | 42.81 | 40 | 107.0% OPEN LINE FROM BUS 1640 [DENY-1 132.00] TO BUS 5642 [DENY-T2 132.00] CKT 2 | switching over is effective |
| 1640 DENY-1 132.00 5642 DENY-T2 132.00 2 | 20.96 | 42.02 | 42.81 | 40 | 107.0% OPEN LINE FROM BUS 1640 [DENY-1 132.00] TO BUS 5641 [DENY-T1 132.00] CKT 1 | switching over is effective |
| 2580 KOTUG-2 220.00 5581 KOTU-DU1 220.00 | 180.48 | 266.43 | 266.43 | 250 | 106.6% OPEN LINE FROM BUS 1580 [KOTUG-1 132.00] TO BUS 5582 [KOTU-DU2 220.00] CKT 1 | switching over is effective |
| 2580 KOTUG-2 220.00 5582 KOTU-DU2 220.00 | 180.48 | 266.43 | 266.43 | 250 | 106.6% OPEN LINE FROM BUS 1580 [KOTUG-1 132.00] TO BUS 5581 [KOTU-DU1 220.00] CKT 1 | switching over is effective |
| 2580 KOTUG-2 220.00 5583 KOTU-DU3 220.00 | 180.48 | 266.43 | 266.43 | 250 | 106.6% OPEN LINE FROM BUS 1580 [KOTUG-1 132.00] TO BUS 5581 [KOTU-DU1 220.00] CKT 1 | switching over is effective |
| 1130 POLPI-1 132.00 1510 SITHA-1 132.00 1 | 129.94 | 175.23 | 175.23 | 165 | 106.2% OPEN LINE FROM BUS 1130 [POLPI-1 132.00] TO BUS 5502 [KOSG-IT2 132.00] CKT 1 | switching over is effective |
| 1670 MATARA-1 132.00 6010 WELIGA 132.00 1 | 90.67 | 165.69 | 165.69 | 165 | 100.4% OPEN LINE FROM BUS 1670 [MATARA-1 132.00] TO BUS 6010 [WELIGA 132.00] CKT 2 | switching over is effective |
| 1670 MATARA-1 132.00 6010 WELIGA 132.00 2 | 90.67 | 165.69 | 165.69 | 165 | 100.4% OPEN LINE FROM BUS 1670 [MATARA-1 132.00] TO BUS 6010 [WELIGA 132.00] CKT 1 | switching over is effective |
| 1650 GALLE-1 132.00 1990 BADDE 132.00 1 | 88.69 | 161.63 | 164.01 | 165 | 99.4% | - |

4. Voltage
220kV

| Bus | Voltage | Contingency | Countermeasures |
|---------|---------|-------------|-----------------|
| Nothing | | | |

132kV

| Bus | Voltage | Contingency | Countermeasures |
|---------|---------|-------------|-----------------|
| Nothing | | | |

Generation Dispatch Schedule

| Site | 2010 | | | 2015 | | | 2020 | | | 2025 | | | Year COM | Retirement Year |
|--------------------------|--------------|------|------|------|------|------|-------|------|------|------|------|------|--|-----------------|
| | NP | DP | OP | NP | DP | OP | NP | DP | OP | NP | DP | OP | | |
| | Old Laxapana | 50 | 25 | 25 | 50 | 25 | 0 | 50 | 25 | 0 | 50 | 25 | | |
| New Laxapana | 100 | 50 | 50 | 100 | 50 | 0 | 100 | 50 | 0 | 100 | 50 | 0 | | |
| Wimalasreन्द्रa | 25 | 0 | 0 | 25 | 25 | 0 | 25 | 25 | 0 | 0 | 0 | 0 | | |
| Polpitiya | 75 | 37.5 | 37.5 | 75 | 37.5 | 0 | 75 | 37.5 | 0 | 75 | 37.5 | 37.5 | | |
| Canyon | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | | |
| Amrpara | 75 | 0 | 0 | 75 | 75 | 0 | 75 | 0 | 0 | 75 | 0 | 0 | | |
| Samanalaweewa | 120 | 60 | 60 | 120 | 60 | 60 | 120 | 60 | 60 | 120 | 60 | 60 | | |
| Ukuwela | 19 | 0 | 0 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | | |
| Bowaterna | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | | |
| Kelanitissa_GT7 | 115 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 2013 |
| Sapugaskanda Diesel_1-4 | 72 | 72 | 72 | | | | | | | | | | | 2023 |
| Sapugaskanda Diesel_5-12 | 36 | 36 | 0 | 36 | 36 | 0 | 0 | 0 | 0 | | | | | |
| Sapugaskanda Diesel_GT | | | | | | | | | | 105 | 105 | 0 | 2024 | |
| Kukule | 70 | 35 | 35 | 70 | 35 | 35 | 70 | 35 | 35 | 70 | 35 | 35 | | |
| Lakdhanavi CEB | | | | | | | | | | | | | 2024 | |
| Lakdhanavi IPP | 22.5 | 0 | 0 | | | | | | | | | | | 2013 |
| Asia Power (KHD) | 51 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 2018 |
| Galle | 105 | 105 | 0 | 105 | 0 | 0 | 105 | 105 | 0 | 210 | 105 | 0 | 2009(105MW), 2021(105MW) | |
| ACE Embilipitiya | 100 | 0 | 0 | | | | | | | | | | | 2015 |
| CEB Matara | | | | | | | | | | 105 | 105 | 0 | | |
| Trincomalee_GT | 35 | 35 | 35 | 35 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 2024 | |
| Chunnakam | 35 | 35 | 35 | 35 | 35 | 0 | 70 | 70 | 0 | 70 | 35 | 35 | 2010(105MW), 2020(105MW) | |
| Heladanavi IPP | 100 | 100 | 0 | | | | | | | | | | | 2015 |
| Heladanavi CEB | | | | | | | | | | | | | | |
| Padditripplu | 75 | 75 | 0 | 75 | 0 | 0 | 105 | 0 | 0 | 210 | 105 | 0 | 2020(105MW), 2022(105MW) | |
| Kotmale | 130 | 65 | 65 | 130 | 65 | 65 | 130 | 65 | 65 | 130 | 65 | 0 | 2010 | |
| Colombo Power (Barge) | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 2015 |
| Upper Kotmale | | | | 150 | 75 | 0 | 150 | 75 | 0 | 150 | 75 | 0 | | |
| Victoria | 34.1 | 48 | 91.2 | 83.4 | 89 | 28.5 | 114.2 | 32.4 | 53.6 | 47.4 | 138 | 56.7 | | |
| Randenigala | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 0 | | |
| CEB Kelanitissa_CCGT | 165 | 165 | 165 | 165 | 165 | 0 | 165 | 0 | 0 | 165 | 165 | 0 | | |
| AES Kelanitissa | 163 | 163 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 2024 |
| Kerawalapitiya_CCGT | 300 | 300 | 300 | 300 | 300 | 150 | 300 | 300 | 150 | 300 | 300 | 150 | 2008(200MW), 2009(100MW) | |
| Kerawalapitiya_GT | 210 | 105 | 0 | 210 | 105 | 0 | 210 | 105 | 0 | 315 | 105 | 0 | 2009(105MW), 2010(105MW), 2022(105MW) | |
| Pannipitiya | | | | | | | | | | 315 | 315 | 105 | 2023(210MW), 2024(100MW) | |
| ACE Horana | 20 | 20 | 20 | | | | | | | | | | | 2013 |
| ACE Matara | 0 | 0 | 0 | | | | | | | | | | 2010(35MW), 2020(35MW) | 2012 |
| Chunakam CEB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Rantembe | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | | |
| Purulam_Coal | | | | 600 | 600 | 550 | 1200 | 900 | 720 | 1800 | 900 | 1080 | 2011(600MW), 2012/2020/2021/2022/2023(300MW) | |
| Trincomalee_Coal | | | | 0 | 0 | 0 | 600 | 600 | 360 | 600 | 300 | 360 | 2017/2018/2019(300MW) | |
| Hambantota_Coal | | | | 900 | 600 | 550 | 1200 | 900 | 720 | 2100 | 1800 | 1200 | 2013/2014/2015/2016/2024(300MW), 2011(600MW) | |

新設水力発電計画地点の建設工事費用の見直し

LTGEP2005-2019 で示された新規水力開発候補地点の建設工事費用の見直しは、6章で Moragolla 地点について記述してきた。新規水力開発候補地点のうち、Gin Ganga 地点、Uma Oya 地点は、Moragolla 地点と同様に PreF/S 調査レベルの段階であるため、本件調査において建設工事費用を最新の情報を加味して見直す必要性はあると認識しているが、本件調査報告書本文には記載していない。本件調査では、建設工事費の見直しよりも、これら2地点は発電計画の変更の方が重要性が高いことを強調するためである。

しかしながら、CEB 内部におけるマスタープランのレビューおよびその計画変更において、建設工事費用の側面の比較検討が行われることも否定できない。このため、本件調査で実施した、2地点の建設工事費用見直し結果を参考情報として記述する。

(1) 建設工事費用の見直し方法

建設工事費の見直しは、水力発電最適化調査（2004年2月、JICA）の中で記述された Broadland 地点の建設工事費用の積算を基準に、マスタープラン調査（1989年、CEB）で算出された建設工事費用との関係も考慮した。両地点ともに、参照する Broadland 地点よりも大規模な発電計画であるため、建設工事費用算出の前提（施工法、単価）が異なる可能性もあるが特段の考慮は実施していない。

(2) 建設工事費見直し結果

建設工事費の見直しによって、それぞれ工事費は増加するが、従来の1992年ベースの建設工事費用のエスカレーションと比較すると減少する。これは、物価上昇のエスカレーションが実態ベースに比べて過大な結果を与えていることを意味する。また、ローカル費用は為替の変動の影響を受け、Foreign のコスト上昇に比べて大きなものになっている。

Gin Ganga 地点の建設工事費用 (Basic Cost) 単位：millionUS\$

| コスト算出年 | Foreign | Local | Total |
|--------|-------------|---------------|----------------|
| 1992年 | 76.38 | 16.47 | 92.85 |
| 2003年 | 83.21 | 24.43 | 107.64 |
| 差額 (%) | 6.83(+8.4%) | 7.96 (+48.3%) | 14.79 (+15.9%) |

注：Basic Cost の Local は、プロジェクト費用に 0.9 を乗じている。

Uma Oya 地点の建設工事費用 (Basic Cost) 単位：millionUS\$

| コスト算出年 | Foreign | Local | Total |
|--------|--------------|---------------|----------------|
| 1992年 | 233.94 | 53.61 | 287.55 |
| 2003年 | 244.66 | 82.11 | 326.77 |
| 差額 (%) | 10.72(+4.6%) | 28.5 (+53.2%) | 39.22 (+13.6%) |

注：Basic Cost の Local は、プロジェクト費用に 0.9 を乗じている。

LEGEPに記載されている水力候補電源のプロジェクト費用は、下表のとおりとなり、いずれの地点も建中利子を含んだ建設単価は、従来のものより安価になっている。

| Plant | Source | Capacity (MW) | Construction Cost (mnUS\$) | | Cost Basis | Exchange Rate (Rs/US\$) | New Exchange Rate (Rs/US\$) |
|------------|--------|---------------|----------------------------|-------|------------|-------------------------|-----------------------------|
| | | | Foreign | Local | | | |
| Gin Ganga | [1] | 49 | 83.21 | 24.43 | Sep.2003 | 96 | 99.64 |
| Broadlands | [2] | 35 | 68.19 | 19.04 | Sep.2003 | 96 | 99.64 |
| Uma Oya | [3] | 150 | 246.66 | 82.11 | Sep.2003 | 96 | 99.64 |
| Moragolla | [4] | 27 | 58.69 | 15.89 | Sep.2003 | 96 | 99.64 |

Source of information:

[1]** Masterplan project report GING074

[2] Hydro Power Optimization Study,February 2004

[3]** CECE Pre-feasibility Study July 1991

[4]** Masterplan project MAHW263

* updated in June 1992,Refer Page 10-2 of Kukule Feasibility Study Report(Vol-1)

** updated in this study, Refer Hydro Power Opimization Study,February 2004

| Plant | Pure Capital Cost **(US\$/kW) | | | Constr. Period | IDC@10% (% of pure costs) | Cost Input WASP IV **(US\$/kW) | | Total Cost **(US\$/kW) |
|------------|-------------------------------|-------|--------|----------------|---------------------------|--------------------------------|----------|------------------------|
| | Foreign | Local | Total | | | Foreign | Incl.IDC | |
| Gin Ganga | 1905.4 | 570.2 | 2475.7 | 5 | 23.78 | 2358.5 | 705.8 | 3064.4 |
| Broadlands | 2027.0 | 576.7 | 2603.7 | 4 | 18.53 | 2402.6 | 683.6 | 3086.2 |
| Uma Oya | 1761.1 | 597.5 | 2358.6 | 5 | 23.78 | 2179.9 | 739.6 | 2919.5 |
| Moragolla | 2438.9 | 673.2 | 3112.1 | 4 | 18.53 | 2890.8 | 797.9 | 3688.7 |

September.2003
1US\$=96Rs.

Ginganga Cost Estimation

| Description | Unit | Quantity | Orice (US\$) | | Amount (US\$) |
|---------------------------------------|--------------------------------|-------------|-------------------|-------------------|--------------------|
| | | | Foreign | Local | |
| A Preparatory Work | | | | | |
| Total Prepartoty Work | | | 1,710,000 | 4,366,000 | 6,076,000 |
| B Environmental Mitigation | | | | | |
| Total Environmental Mitigation | | | 1,106,000 | 368,000 | 1,474,000 |
| C Civil Works | | | 36,837,000 | 12,277,000 | 49,114,000 |
| 1 Care of River Total | | | 844,000 | 281,000 | 1,125,000 |
| 2 Dam Total | | | 15,345,000 | 5,115,000 | 20,460,000 |
| 3 Intake Total | | | 621,000 | 207,000 | 828,000 |
| 4 Headrace Tunnel Total | | | 14,233,000 | 4,744,000 | 18,977,000 |
| 5 Surge Chamber Total | | | 1,400,000 | 467,000 | 1,867,000 |
| 6 Penstock Total | | | 353,000 | 117,000 | 470,000 |
| 7 Powerhouse Total | | | 1,918,000 | 639,000 | 2,557,000 |
| 8 Tailrace Total | | | 2,123,000 | 707,000 | 2,830,000 |
| D Hydro-Mechanical Works | | | 4,866,000 | 541,000 | 5,407,000 |
| E Electro-Mechanical Work | | | 22,073,000 | 2,453,000 | 24,526,000 |
| F 132kV Transmission Line | km | 23.0 | 2,342,000 | 586,000 | 2,928,000 |
| Grand Total (A to F) | | | 68,934,000 | 20,591,000 | 89,525,000 |
| Administration | 2% of Direct Cost | | | 1,791,000 | 1,791,000 |
| Engineering Service | 13% of Direct Cost | | 8,961,000 | 2,677,000 | 11,638,000 |
| Contingency | 10%:Prep.Env.Civil 5% H | | 5,319,000 | 1,990,000 | 7,309,000 |
| Land Acquisition | | | | 100,000 | 100,000 |
| Grand Total | | | 83,214,000 | 27,149,000 | 110,363,000 |

September.2003
1US\$=96Rs.

Uma Oya Cost Estimation

| Description | Unit | Quantity | Orice (US\$) | | Amount (US\$) |
|--|-------------------------|-------------|--------------------|-------------------|--------------------|
| | | | Foreign | Local | |
| A Preparatory Work Total Prepartoty Work | | | 10,317,000 | 19,529,000 | 29,846,000 |
| B Environmental Mitigation Total Environmental Mitigation | | | 3,737,000 | 1,246,000 | 4,983,000 |
| C Civil Works | | | 124,562,000 | 41,522,000 | 166,084,000 |
| 1 Care of River Total | | | 1,161,000 | 387,000 | 1,548,000 |
| 2 Dam Total | | | 85,679,000 | 28,560,000 | 114,239,000 |
| 3 Intake Total | | | 2,410,000 | 803,000 | 3,213,000 |
| 4 Headrace Tunnel Total | | | 23,672,000 | 7,890,000 | 31,562,000 |
| 5 Surge Chamber Total | | | 1,951,000 | 651,000 | 2,602,000 |
| 6 Penstock Total | | | 3,411,000 | 1,138,000 | 4,549,000 |
| 7 Powerhouse Total | | | 5,173,000 | 1,725,000 | 6,898,000 |
| 8 Aecess tunnel Total | | | 1,105,000 | 368,000 | 1,473,000 |
| D Hydro-Mechanical Works | | | 5,691,200 | 633,000 | 6,324,000 |
| E Electro-Mechanical Work | | | 58,148,000 | 6,461,000 | 64,609,000 |
| F 132kV Transmission Line | km | 10.0 | 1,018,000 | 255,000 | 1,273,000 |
| Grand Total (A to F) | | | 203,473,200 | 69,646,000 | 273,119,000 |
| Adminstration | 2% of Direct Cost | | | 5,463,000 | 5,463,000 |
| Engineering Service | 13% of Direct Cost | | 26,452,000 | 9,054,000 | 35,506,000 |
| Contingency | 10%:Prep.Env.Civil 5% H | | 16,731,000 | 6,971,000 | 23,702,000 |
| Land Acquisition | | | | 100,000 | 100,000 |
| Grand Total | | | 246,657,000 | 91,233,000 | 337,890,000 |

September.2003
1US\$=96Rs.

Moragolla Cost Estimation

| Description | | Unit | Quantity | Orice (US\$) | | Amount (US\$) |
|-------------|---------------------------------------|-------------------------|----------|-------------------|-------------------|-------------------|
| | | | | Foreign | Local | |
| A | Preparatory Work | | | | | |
| | Total Preparatory Work | | | 1,995,000 | 3,055,000 | 5,050,000 |
| B | Environmental Mitigation | | | | | |
| | Total Environmental Mitigation | | | 660,000 | 220,000 | 880,000 |
| C | Civil Works | | | 21,986,000 | 7,329,000 | 29,315,000 |
| | 1 Care of River | | | | | |
| | Total | | | 578,000 | 192,000 | 770,000 |
| | 2 Dam | | | | | |
| | Total | | | 8,632,000 | 2,878,000 | 11,510,000 |
| | 3 Intake | | | | | |
| | Total | | | 344,000 | 115,000 | 459,000 |
| | 4 Headrace Tunnel | | | | | |
| | Total | | | 7,172,000 | 2,391,000 | 9,563,000 |
| | 5 Surge Chamber | | | | | |
| | Total | | | 932,000 | 311,000 | 1,243,000 |
| | 6 Penstock | | | | | |
| | Total | | | 206,000 | 69,000 | 275,000 |
| | 7 Powerhouse | | | | | |
| | Total | | | 1,999,000 | 666,000 | 2,665,000 |
| | 8 Tailrace | | | | | |
| | Total | | | 2,123,000 | 707,000 | 2,830,000 |
| D | Hydro-Mechanical Works | | | 10,915,000 | 1,213,000 | 12,128,000 |
| E | Electro-Mechanical Work | | | 12,907,000 | 1,434,000 | 14,341,000 |
| F | 132kV Transmission Line | km | 2.2 | 288,000 | 72,000 | 360,000 |
| | Grand Total (A to F) | | | 48,751,000 | 13,323,000 | 62,073,999 |
| | Adminstration | 2% of Direct Cost | | | 1,242,000 | 1,242,000 |
| | Engineering Service | 13% of Direct Cost | | 6,336,000 | 1,732,000 | 8,068,000 |
| | Contingency | 10%:Prep.Env.Civil 5% H | | 3,604,000 | 1,262,000 | 4,866,000 |
| | Land Acquisition | | | | 100,000 | 100,000 |
| | Grand Total | | | 58,691,000 | 17,659,000 | 76,350,000 |