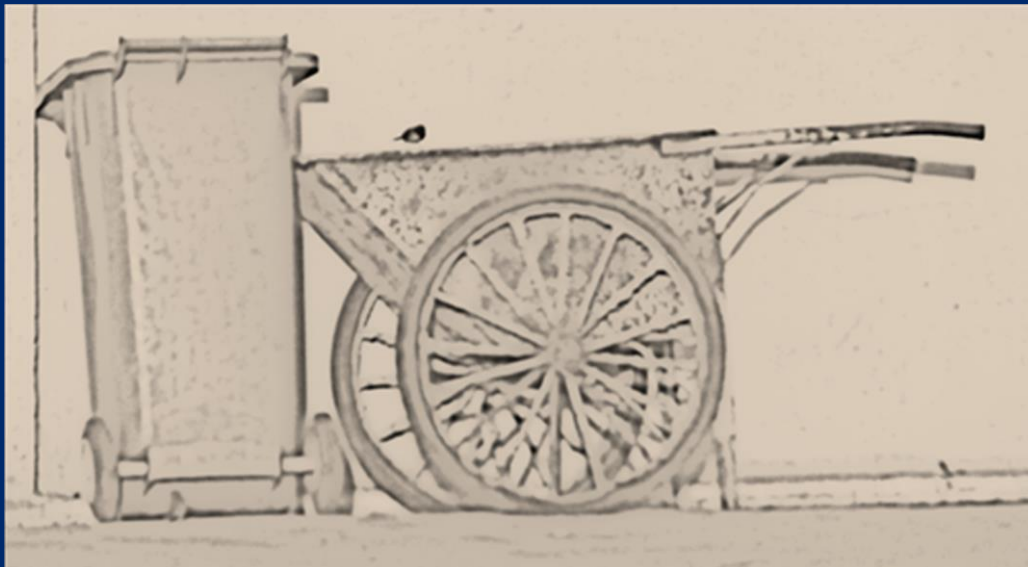


**TA-8566 REG: Mainstreaming Integrated Solid Waste Management in Asia -
Solid Waste Management Team (46248-001)**

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**Prefeasibility Study – Conventional Waste-to-
Energy Project****Quezon City, Philippines****December 2016**

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Contents

Disclaimers.....	i
List of Abbreviations	1
Executive Summary	2
1. Introduction.....	3
2. Project Description	4
2.1. Project Rationale.....	4
2.2. Project Objective.....	4
2.3. Scope of Work Required by RETA 8566	4
3. Context	5
3.1. Policy Context (objectives of PPP structure).....	5
3.2. Technical Context.....	5
3.3. Institutional Context	6
4. Waste Audit Findings	7
4.1. Methodology	7
4.2. Details behind certain results	7
4.3. Impact of Waste Audit Conclusions on WtE Sizing.....	8
5. Viability.....	9
5.1. Revenue Potential.....	9
5.2. Site Control Issues	9
5.3. Fly Ash Disposal.....	10
5.4. Financial metrics.....	10
6. Quezon City Credit for Tipping Fee Obligations.....	11
6.1. Review of Quezon City Credit Analysis for WtE contractual obligations	11
6.2. Termination Fee Estimate	15
6.3. Legal Borrowing and Debt Capacity Calculations (under BLGF approval)	16
7. Risks	17
7.1. Sensitivity Analysis	17
7.2. Key Risks	17
8. PPP Commercial Structure.....	21
8.1. Principles Used.....	21
8.2. Proposed PPP Model.....	21
9. Implementation Plan.....	22
9.1. Next Steps	22
Annex 1: Financial model.....	23
Annex 2: Value for Money Analysis.....	2
Annex 3: Waste Audit Results	2

List of Abbreviations

ADB.	Asian Development Bank
ACY.	Alexander Chua Yaw Transport Corp
BOT	Build-Operate-Transfer
BLGF.	Bureau of Local Government Finance
CAPEX.	Capital Expenditure
DSC.	Debt service capacity
EPC.	Engineering, Procurement, and Construction
FIT.	Feed-in tariff
FX.	Forex
IPM.	IPM Construction & Development Corporation
IRA.	Internal Revenue Allotment
LEG.	LEG Hauling Services Corporation
LGU.	Local Government Units
MMDA.	Metropolitan Manila Development Authority
MOOE.	Maintenance and Other Operating Expenses
MSW	Municipal Solid Waste
NCR.	National Capital Region
OMNI.	Omni Hauling Services Corporation
OPEX.	Operational Expenditure
PFS.	Pre-feasibility Study
Php.	Philippines Peso
PPP.	Public Private Partnership
PS.	Personal Services
PV.	Present Value
RETA.	Regional Technical Assistance
RoE.	Return on Equity
QC.	Quezon City
QCEPWMD	Quezon City Environmental Protection & Waste Management Department
Tpd.	Tonnes per day
WTA.	Waste Tonnage Audit
WtE.	Waste to Energy
USB.	Unsolicited Bid

Executive Summary

Quezon City has designated Waste to Energy as its primary means of future waste management and disposal. Under most calculations, the Payatas landfill has only several years of active life left as the main landfill for Quezon City, therefore implementation of the first WtE project needs to be on a fast track. Therefore the prefeasibility study suggests that a great deal of conservatism should be exercised when deciding the technology and commercial / legal structure i.e. using proven technology and commercial structures.

The primary direct liability of the city under a PPP contractual structure falls under its tipping fee obligation. The solution provided is costed very conservatively so that expectations are managed on a high side basis for such liabilities. This is done in part to account for the proclivity of the city to follow the unsolicited bid joint venture “partner selection” process for the first WtE project in which price competition and/or upside electricity revenue sharing potential is muted. The PFS’s assumption of proven conventional technology does provide a good platform for a competitive tender albeit within a very tight time frame.

In additions to providing guidance on proven technology, the prefeasibility study comments on unusual structural elements for this type of PPP contract that need to be recognized and thought through carefully by the city. These include:

- (1) Risks associated with eligibility and estimation of feed-in tariff for electricity sales under the current biomass categorization
- (2) The estimation and treatment of regular MMDA payments for waste disposal services
- (3) Security behind monthly tipping fee payment which are understood to come from general revenue sources given the paltry solid waste revenues
- (4) Addressing the very large termination fee contingent liability obligation with the assumption based on historical precedent that central government support is unlikely.

Another element of the conservatism of the prefeasibility study is the assumed 1000 tpd sizing of the first stage of the project to be roughly in line with the quantities calculated under Waste Audit commissioned under this prefeasibility study. A modest Phase 1 size allows Quezon City to avoid paying directly or indirectly for excess unused capacity in the short to medium term and provides greater flexibility for the timing and technology choices for the next 700 tpd assumed (and the amount can be adjusted to reflect real demand after allowing for any “leakage” of waste to other disposal options.

1. Introduction

The purpose of this pre-feasibility report under Asian Development Bank RETA 8566 is to summarize and preliminarily assess key commercial and technical issues for a proposed Waste-to-Energy plant which would be limited to disposal of waste collected within the boundaries of Quezon City and would be limited to broadly proven technology. This report should be read together with the already completed Solid Waste Action Plan which features a proposed terms sheet and bid parameters. While it should be noted that the plan proposed in the report is a backup plan to another WtE project development methodology being undertaken by Quezon city, if this back-up plan was ultimately pursued then this study could act as pre-cursor to a Final Full Feasibility Study along with fully developed Prequalification and Bidding Documents inclusive of a Draft Detailed Contract.

2. Project Description

2.1. Project Rationale

Quezon City is projected to run out of waste disposal capacity at the Payatas landfill within 3 to 5 years and sees a Waste-to-Energy facility as its most viable means of waste disposal thereafter. This creates a strong argument for a project alternative, which minimizes less proven innovative features by using conventional technology, and an international standard commercial contract risk allocation structure. Such alternatives increase the chance of accelerated project development cycles to financial close and construction completion – taking into account the urgent need for at least one long term secure solid waste development asset for the city.

2.2. Project Objective

The project's objective is to be the primary means of Waste Disposal in Quezon City. Electricity sales are a secondary objective -- intended as a by-product revenue which would reduce the needed tipping fee component of the project revenue stream.

2.3. Scope of Work Required by RETA 8566

RETA 8566 requires that this Prefeasibility Study covers both technical and commercial aspects for this Public-Private-Partnership project which has been identified in the Integrated Solid Waste Management Strategy. This must include a financial analysis of the private investor's investment costs, revenue streams and gap in funding (if any).

3. Context

3.1. Policy Context (objectives of PPP structure)

Quezon City is following both international and Philippines precedent by fully outsourcing a Waste-to-Energy plant development and operation to a privately owned company using a BOT structure. As Quezon City already outsources operating concessions for all waste collection contracts and operations of the Payatas landfill, the concept of public-private-partnership is already deeply rooted in its solid waste management service delivery structure. Furthermore, the City has also contracted out a small scale landfill biogas development and related electricity sales to a private operator.

3.2. Technical Context

An evaluation of the moving grate incineration, fluidized bed incineration and gasification technologies was carried out. Apart from environmental, engineering and cost criteria, specific considerations are placed on feed-stock types, energy desired, end use requirement, pollution control standards, economic performance and other locally specific factors.

Closing non-sanitary dumpsites and promoting waste recovery are the main MSW management strategies of the Philippines. Payatas Landfill is the existing waste disposal site for QC currently receiving about 1,700 tpd of MSW from the city. It is well-engineered and expected to be closed down by February 2019 if there is no extension or modification, such as extending into other precincts or raising the height of the mounds. Based on the discussion with the Quezon City Environmental Protection & Waste Management Department (QCEPWMD) in August 2016, the City Government, is considering proposals from WTE companies or other interested investors, such as the French Government and Japan's Ministry of Environment to develop the Payatas Landfill into a WTE facility.

As the treatment capacity of gasification is normally limited to about 450 tpd, and the commercial operation of gasification technology does not have a sound track record yet due to technical and economic difficulties, the incineration technologies which are able to stably process over 1,700 tpd of MSW shall be more appropriate to be considered by the City Government.

Air emission control could be a main challenge of introducing incineration technologies to QC. The Philippines have issued the Clean Air Act of 1999 (Republic Act No. 8749), which prohibits incineration that emits poisonous and toxic fumes. Upon discussing with QCEPWMD, it was clarified that incineration technologies could be accepted as long as the proposed technology complies with the stringent air emission standard in the Clean Air Act. In response to the standard, effective flue gas treatment systems shall be applied. Fluidized bed incinerators normally generate 15-25% more fly ash than moving grate reactors, which causes higher flue gas emission, and thus, making compliance with the standards in the Clean Air Act more challenging. Moreover, about 25% of coal could be used by the technology as supplementary fuel, which may worsen its environmental impact. Also, extensive pre-treatment will be needed for fluidized bed incinerator which adds up capital and operation cost, whilst minimum pre-treatment procedures, if any, is required by moving grate incinerators as long as the gross heating value is sufficient.

Quezon City Waste-to-Energy Prefeasibility Study

As a result, moving grate incineration appears to be a suitable WTE solution for QCEPWMD. The advantages of moving grate incineration are summarized as follows:

- Quezon City has an MSW disposal amount of about 1,700 tpd, where moving grate technology is capable of processing such large tonnage of waste with reliable performance;
- The waste of Quezon City has elevated moisture content and heterogeneous composition. Moving grate technology shows the highest capability to tolerate the fluctuation of MSW characteristics, with robust performance when handling mixed MSW, whereas operation of the other two technologies require pre-treatment of MSW;
- Moving grate incineration have a strong track record during the past decades, while there is a concern for operation failure of the gasification technology due to the unpleasant experience in Germany; and
- Moving grate incineration has a better environmental performance than fluidized bed technology with widely available pollution control technologies.

3.3. Institutional Context

The City Environmental Protection and Waste Management Department acts as a solid waste management policy development agent and manages contract award and execution of solid waste management services. The contract monitoring function for Waste-to-Energy plants is likely to be more involved given the need for regular availability tests, scheduled and unscheduled maintenance and the need to monitor specified contractual environmental tests.

4. Waste Audit Findings

4.1. Methodology

Quezon City is composed of 12 Districts, and each district is served by a contracted waste hauler collecting waste from different sources within the district, disposing waste to the IPM owned and operated landfill in Payatas. A meeting with the Garbage Collection Section of the Environment Protection and Waste Management Department of Quezon City together with the owner of the Truck Scale used for the WTA was held, which lead to the following agreements on the phases of the audit:

- Phase 1 – weighing of empty trucks of all contractors for 3 days at two contractors per day. This activity was done on October 4, 5 and 6.
- Phase 2 – weighing of loaded trucks with the following schedule per contractor.
 - LEG/District 1 – Oct 10 and 12
 - ACY/District 2 – Oct 11 and 13
 - OMNI/District 3 – Oct 19 and 21
 - IPM/District 4 – Oct 20 and 22
 - 316Metro/District 5 – Oct 24 and 26
 - Halrey/District 6 – Oct 25 and 27

In the 2nd phase, the truck scale was operated on a 24-hr basis until all the measurements were completed.

The truck scale is located along Payatas road with a weighing platform which can accommodate even a trailer truck. The digital recorder printer is in an adjacent office manned by a trained truck scale operator.

4.2. Details behind certain results

Annex 3 presents the summaries of the audit while the Tables present the raw data for the audit on a per contractor basis. In the 1st Table of Annex 3, the total waste hauled by 6 contractors in all districts for 2 days is 3,372 tons or 1,686 tons per day.

As there are private haulers in the city (who are not contracted by the City) disposing the collected waste to Payatas landfill, it was necessary to estimate the average net weights of all truck types shown in the 2nd Table of Annex 3. In this table, the average net weight for a Mini Dump Truck is 2 tons, a Forward Dump Truck is 3 tons and a 10-wheeler Dump Truck is 4 tons.

Using these values, the contributions of the private haulers in Table 2 and of the Barangays operating their own hauling services in Table 3 were estimated. From Table 2, the private haulers collect solid waste and dispose this at the Payatas landfill at the rate of 434 tons per day. From Table 3, the daily collection from Barangays Holy Spirit and Pasong Tamo is 11.4 tons.

The overall daily total waste collected in Quezon City is quantified in the audit as 2,131.4 tons. This value should be rounded off to an estimation of 2,100 tons/day as the WTA was conducted during the rainy season.

The result was presented to the EPWMD staff from the Plans and Programs section together with the Garbage Collection section, and all agreed that the results are appropriate and acceptable.

4.3. Impact of Waste Audit Conclusions on WtE Sizing

The waste tonnage audit conducted within the city for waste going to the Payatas landfill indicated that the six contractors bring approximately 1,700 tonnes per day to the site, private independent haulers bring an additional 400 tonnes per day, the barangays bring a further 11 tonnes per day which sums up to the total of approximately 2,100 tons per day.

The Quezon City initial decision was to size the waste to energy plant for 1,700 tonnes per day, however an unsolicited proposal has adopted 3,000 tonnes per day, indicating that waste from outside the city would have to be utilized.

This Pre-feasibility study is based on a common module size of 1,000 tonnes per day. This is considered appropriate as this will be the first waste to energy facility in the Philippines and there are few such facilities operating on waste which has such a high moisture content in the wet season. Another 700 tonne-per-day module could be constructed if the first module is proved successful, so that all available waste can be effectively utilized. The ongoing focus on waste minimisation and other recycling activities would be a key factor to determine whether there will be enough waste to provide for the second module.

Depending on many factors, up to 30% of this total input would be converted to ash, which has to be disposed in a landfill. Despite some ash can be recycled, all ash is assumed to be disposed to the landfill as a conservative assumption. Therefore, there is a need for ongoing landfill capacity, and as such, the Payatas site should remain open and possibly expanded as required, subject to environmental approvals and purchase of neighbouring properties.

Significant increases in waste minimisation and recycling interventions are expected in the near future, reducing the likely medium term tonnage available. Furthermore, the 400 tonnes per day attributed to independent private haulers cannot be guaranteed to come to the waste to energy facility in the future. These independent haulers may in the future take waste to some other facility if the gate fee is higher at the Quezon City waste to energy plant. While it is unlikely that another facility would be constructed within Quezon City, lower gate fee facilities may be developed in neighbouring cities, and therefore, this 400 tonnes per day from independent contractors cannot be guaranteed as a future waste supply to the Quezon City waste to energy facility.

5. Viability

5.1. Revenue Potential

5.1.1 Electricity Sales

This project would be classified as part of the biomass category within Renewable Energy Act RA 9513, and eligible for a feed-in tariff should there be available allocated capacity at the time when project completion is reached. Presently, there is an unsubscribed balance of 150 MW within the biomass category in the Philippines.

While the present feed-in tariff for the referenced biomass category is PhP 6.63/kWh, the applicable rate for this project is only set upon project completion date. This tariff rate will be reset in January 2017 and every two years thereafter. For clarification, the available rate at the time of project completion will be the permanent feed-in tariff for the project.

To reflect uncertainties associated with at least two future adjustments of the biomass category feed-in tariff, the financial model conservatively assumes a reduction of 10% below the current rate.

5.1.2 MMDA Subsidies

The Metropolitan Manila Development Authority (MMDA) currently provides a tipping fee of PhP 600/tonne for the waste disposal services of Payatas landfill. In discussions with MMDA, the Waste-to-Energy Facility would receive the same subsidy. Therefore, this Prefeasibility Study treats MMDA tipping fee as an annual revenue for the project

5.1.3 Tipping Fee Paid by Quezon City

Quezon City's tipping fee obligation would be structured into two components:

- Per normal international standards, WtE project economics depend on City payments for waste disposal, electricity sales, MMDA subsidies and other revenue sources would not be enough to support a viable project.
- As will be discussed in more length in the Policy and Reform paper, there is no present means of MMDA tipping fee subsidies being legally committed to a WtE investor nor is there a contract between MMDA and Quezon City that could be considered reliable from a long term bankability perspective. Therefore, Quezon City would need to be obligated for both MMDA and its own tipping fees, meaning that if MMDA subsidies were late or not paid, then Quezon City would need to be responsible for covering the missing amount.

While financial projections assume that the current PhP 600 / tonne subsidy for waste disposal would continue, there are no contractual protections in place for this. Conversely, it is possible that MMDA could decide to raise the waste disposal subsidy for WtEs to above the current rate, given the argument that it has been previously driven by landfill costs only.

5.1.4 Other Revenues

Revenues primary from separation of valuable items and recyclables while legally in the property of the WtE Investor are considered too small to include in the WtE revenue projections.

5.2. Site Control Issues

Quezon City does not control any site that is suitable for Waste-to-Energy and expects prospective developers to bring their own land. The prefeasibility study assumes that land can be obtained at a proximate location to Payatas landfill, which is the preference but not the requirement of Quezon City. Project sites located well outside city boundaries might as well be accepted by the city. However, the resulting extra associated costs, particularly for waste collection transport, would need to be factored into the project analysis.

5.3. Fly Ash Disposal

It is assumed that Payatas landfill capacity would remain open for the long term mainly to receive the fly ash from the Waste to Energy plant, so that the WtE Developer would not be required to construct a new fly ash landfill.

5.4. Financial metrics

The Project’s financial metrics are depicted below. The crucial financial metric in any private sector participation is the expected Return on Equity (RoE). The project was modelled with the required RoE and minimum debt service coverage ratios as objectives and then calculated what the annual revenues for the operator then should be offsetting the CAPEX, OPEX and the equity return.

A tipping fee of PhP 1.600/tonne is required (in addition to the subsidy of PhP600/tonne) resulting in a RoE of 17% and a minimum debt service coverage ratio of 1.2x. The RoE is justified in light of the uncertainties in the feed in electricity tariff.

Note that the tipping fee accounts for 44% of total revenues as the main revenue earner is the injected power into to the grid at a feed-in tariff (FIT) of PhP 5.97/kWh which represents a 10% reduction in the current Renewable Energy Tariff rate of PhP 6.63/kWh for the biomass category in which WtE is placed – to account for possible downward revisions during at least 2 rate reviews to occur during the project development and construction period.

Table 5-1 Project Financial Metrics

INPUT		OUTPUT	
CAPEX (PhP million)	13,144	Tipping fee (Php/ton)	1,600
OPEX (PhP million)	15.3	Return on Equity	17%
Feed in Tariff (Php/kWh)	5.97	Minimum DSCR	1.2
Subsidy (Php/ton)	600		

6. Quezon City Credit for Tipping Fee Obligations

6.1. Review of Quezon City Credit Analysis for WtE contractual obligations

6.1.1 Revenues

Quezon City was given an excellent assessment score by the Department of Finance's Bureau of Local Government Finance, to become one of the best performing local governments in the country and the only city in Metro Manila to receive an outstanding rating for its revenue generating efforts. It also has consistently topped the NCR cities in terms of income, posting a yearly average total Income of PhP13.25 billion over the three-year period between 2013 and 2015. It raised PhP14.8 billion revenues in 2015 and expects to generate PhP16.1 billion in 2016 based on its approved 2016 Annual Budget. Revenues increased at an average of 11% every year during the study period (Table 6-1).

Table 6-1 Revenue Profile. 2013-2016 (in million pesos)

Sources of Income	Actual			Estimates*	Average growth rate	Percentage Distribution (Average)
	2013	2014	2015	2016		
Real Property Tax	1,458	1,629	1,719	1,865	9%	12%
Business tax	5,642	6,061	7,063	7,664	11%	47%
Local Taxes (other than RPT and Business)	850	979	1,067	1,157	11%	7%
General Income	646	833	825	895	12%	6%
Internal Revenue Allotment	2,815	3,157	3,229	3,503	8%	23%
Other General Income (except IRA and Grants)	396	444	934	1,013	44%	5%
Gains	4	1	2	3	70%	0%
Total Revenues	11,811	13,102	14,838	16,100	11%	100%

*Based on 2016 Budget

Figure 6.1 shows the distribution of average revenues across different specific sources. Of the PhP10.2 billion generated locally, business tax was the major source, accounting for 61% of total local revenues and 47% of total general revenues. During the same period, the national government fund transfers or Internal Revenue Allotment (IRA) accounted for 23%. Clearly, the city does not depend on its share from the national government's revenues to finance most of its operational and capital expenditures. Generating more local revenues is largely consistent with the revenue profile of most progressive cities in the recent years. National data indicate that city governments across the country have been making increased use of the authority to declare additional local charges and fees as allowed in the Local Government Code, and improving local tax collection, resulting in high ratio of local revenues against IRA.

Quezon City Waste-to-Energy Prefeasibility Study

Further examination of the structure of revenue sources, however, reveals that Garbage Fee has not significantly changed (PhP104 million in 2013 and 2014, and PhP108 million in 2015), due largely to judicial order prohibition on levy of residential waste collection fees.

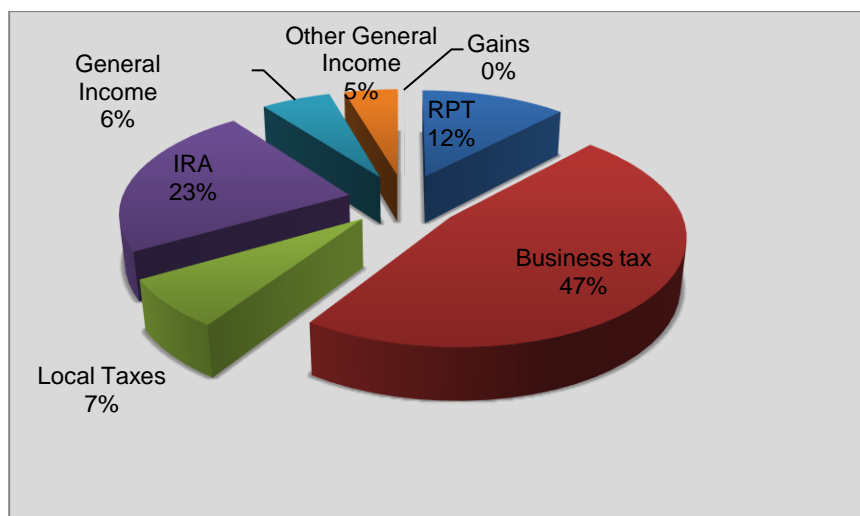


Figure 6-1 Historical Revenue Source Distribution, 2013-2015

6.1.2 Expenditures

QC disbursed yearly an average of PhP1.8 billion for Personal Services (PS), PhP4.3 billion for Maintenance and Other Operating Expenses (MOOE) and PhP1.3 billion to subsidize other economic enterprises and national governments during the years 2013 through 2015. Of the total average yearly disbursements of PhP7.4 billion, 58% was spent for MOOE while 24% went to PS. This is a positive sign because PS are almost all fixed expenses while MOOE are mostly variable components that can be lowered through better public financial management. Moreover, PS was well within the allowed amount set by the Local Government Code (not more than 45% of Income of the preceding year).

Financial Expenses, which were generally bank charges and documentary expenses, were kept at the minimum of PhP1 to PhP2 million, registering 0% of total expenditures. It has also not budgeted any financial expense for 2016, clearly showing that QC has no existing financial obligations. Figure 6.2 validates such sharing.

All expense categories demonstrate increasing trend (Table 6.2). Overall, total expenses grew at an average of 36% per annum, higher than the average increase in Revenues of only 11%, indicating that Operating Surplus in the future will not grow commensurately with the growth in revenues.

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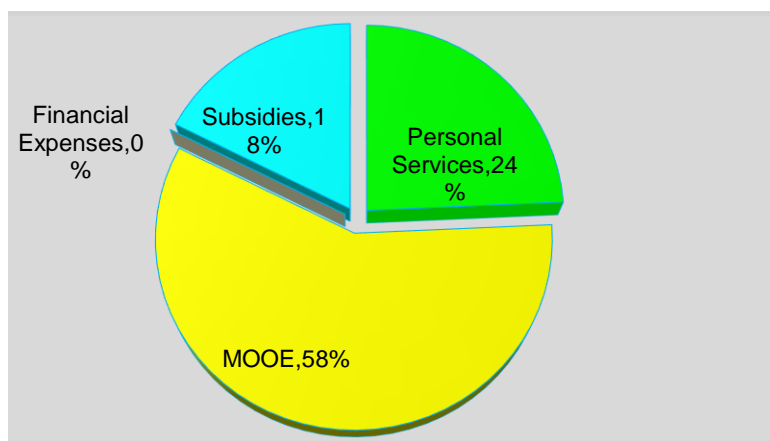


Figure 6-2 Historical Expenditures Distribution, 2013 – 2015

Table 6-2 Expenditure Profile, 2013 – 2016 (in million Pesos)

Expenditures	Actual			Estimates*	Average growth rate
	2013	2014	2015	2016	
Personal Services	2,019	1,941	1,449	3,862	46%
Maintenance and Other Operating Expenses	4,526	5,397	3,011	7,543	42%
Total Operating Expenses	6,545	7,339	4,460	11,405	43%
Financial Expenses	1	1	2	2	6%
Subsidy to other Funds	1,121	1,371	1,427	1,909	20%
Total Expenses	7,667	8,711	5,889	13,316	36%

*Based on 2016 Budget

Quezon City Waste-to-Energy Prefeasibility Study

6.1.3 Net Surplus

QC unfailingly generated Net Surplus over the study period. It even increased at a staggering 104% growth rate in 2015 over 2014, as operating expenses declined considerably while Revenues, on one hand, increased. Net Surplus represented 34% and 60% of total Revenues in 2014 and 2015, respectively. The 2016 budget year, however, estimates that Surplus will be modest at Php2.8 billion or 17% of projected Revenues. Table 6.3 tabulates the Net Surplus for 2013-2016 while Figure 6.3 plots the trend.

Table 6-3 Net Surplus. 2013-2016 (in million pesos)

	2013	2014	2015	2016
Revenues	11,811	13,102	14,838	16,100
Expenses	7,667	8,711	5,889	13,316
Surplus	4,144	4,391	8,949	2,784

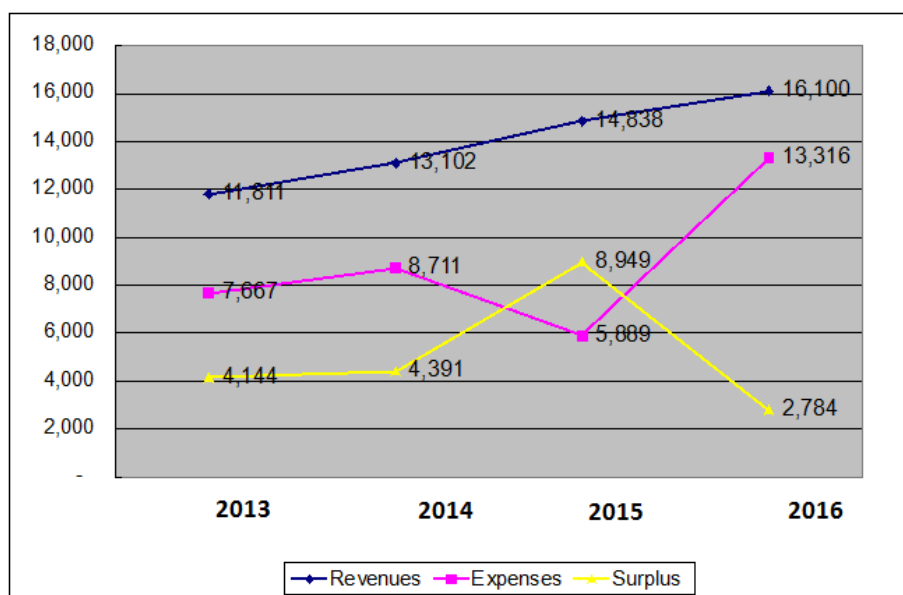


Figure 6.3. Historical Trends, 2013-2015 and 2016 Estimates

6.1.4 Financial Projections

Uninterrupted growth projections of the city's revenues will result in an accumulated surplus of Php21.1 billion for the next five years (2016-2020). The yearly amount (Table 6.4) can be a steady source of funds for the City's solid waste management program. This projection is based on the average growth rate of 11% in Revenues and the budgetary increase of 9% for expenditures. If historical trend is to be used for the expenditures, which is 36% average growth rate, it will result in substantial decline in Net Surplus. While the city is expecting surplus year on year, the City has to judiciously monitor the sharp increase in MOOE and PS.

Figure 6.4 provides the trend for all the projected revenues in the next five years. Visibly, Business Tax will still be the primary source of funds.

Quezon City Waste-to-Energy Prefeasibility Study

Table 6-4 Income Projections (2016- 2020) Amounts in million pesos

Incomes	2016	2017	2018	2019	2020
Real Property Tax	1,865	2,068	2,293	2,543	2,820
Business tax	7,664	8,499	9,425	10,451	11,590
Local Taxes	1,157	1,283	1,423	1,578	1,750
Internal Revenue Allotment	3,503	3,885	4,308	4,777	5,298
General Income	895	992	1,100	1,220	1,353
Other General Income	1,013	1,123	1,246	1,382	1,532
Gains	3	3	3	4	4
Total Income	16,100	17,854	19,799	21,956	24,348
Expenditures					
Personal Services	3,862	4,191	4,547	4,934	5,354
Maintenance and Other Operating Expenses	7,543	8,185	8,881	9,636	10,455
Financial Expenses	2	2	2	2	2
Subsidies	1,909	2,071	2,247	2,438	2,646
Total Expenses	13,316	14,448	15,677	17,010	18,457
Net Surplus	2,784	3,406	4,122	4,945	5,891

6.2. Termination Fee Estimate

While the Solid Waste Action Plan Terms Sheet does not provide precise formula for WtE Contract Quezon City Default Event Termination Fee, for the purposes of the Prefeasibility Report, we build on international practice for calculating the compensation on termination in case of off-taker default: outstanding debt, remaining equity (depreciated on a linear basis and the PV of revenues foregone during a maximum period of five years). The maximum termination fee obligation occurs at the start of operation and estimated at US\$536m or PhP 24,720m.

Quezon City Waste-to-Energy Prefeasibility Study

Table 6-5 Termination Fee Estimate

Items	PhP million
Equity	5,915.0
Debt	13,801.7
PV 5 years revenues @ ROE	5,003.0
Total	24,719.7

6.3. Legal Borrowing and Debt Capacity Calculations (under BLGF approval)

As the Solid Waste Action Plan suggests that Quezon City should set aside borrowing capacity authority for maximum termination fee obligations under the WtE contract, Quezon City's present borrowing capacity is calculated. Note that the City has no present debt outstanding nor any immediate announced plans to incur debt.

The Bureau of Local Government Finance (BLGF) issues the Maximum Borrowing and Debt Service Capacity Certificate, which is a legal requirement by all financing institutions before any new LGU borrowing. The table below correspondingly uses the method being adopted by BLGF in computing the city's borrowing and debt service capacities.¹ The calculations assume a 20-year loan period at 5% annual interest rate.

Table 6-6 Estimated Borrowing Capacity (based on BLGF's calculations) in million pesos

Items	PhP million
Estimated borrowing capacity, 20 years @ 5% interest	37,105
Estimated maximum termination fee obligation	24,720
Estimated debt service capacity (DSC)	2,977
Estimated annual payment for 20 years @ 5% interest	1,982

Should the city decide to borrow the maximum termination fee of PhP24.7 billion, it has both the debt service and borrowing capacities, adhering to the existing policy limits set by the BLGF (see Table 6-6).

¹ BLGF calculates net debt service (payments of interest and principal) in any given year as not to exceed 20% of the annual average "regular" income¹ minus annual amortizations on existing debts, while the maximum borrowing capacity is estimated by multiplying the net debt service capacity by the annuity factor corresponding to the maturity period and interest rate of a proposed borrowing.

7. Risks

7.1. Sensitivity Analysis

The purpose of the sensitivity analysis is to deepen our understanding of how realistic and robust the calculated annual revenues payment to the operator is. To this end, we test the sensitivities of key variables on the Return on Equity set at 17% in the base case. We apply sensitivities of CAPEX and OPEX of plus and minus 20% to assess minimum and maximum boundaries of the annual payment. The results are presented below.

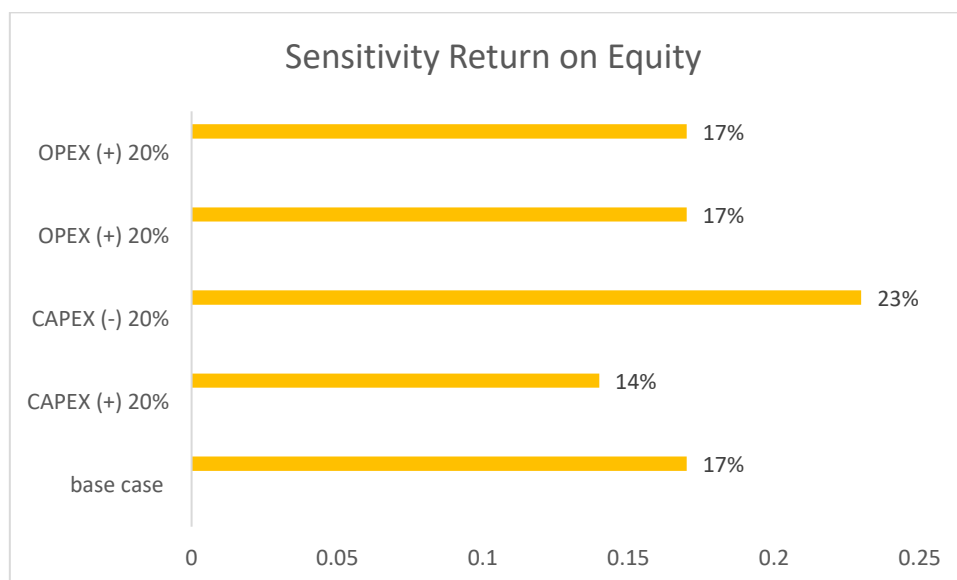


Figure 7-1 Sensitivity Return on Equity

The RoE is highly sensitive to variations in CAPEX levels which is understandable given the base case estimate of PhP 13,444 million. Variations in OPEX levels have a low or negligible impact on the RoE.

7.2. Key Risks

The nature of any Public-Private-Partnership structure is to allocate risks to those with the most competence to bear them. For a WtE plant, the Engineering Procurement Construction Contractor bears many of the construction related risks. While the Waste-to-Energy project model is in many aspects in line with standard Build-Operate-Transfer model, a Philippine based WtE project carries more operating revenue risks than normal given that for electricity revenue, neither successful application for biomass category feed-in tariff status nor the biomass category rate can be assured until the project completion date. The following table lays out many of the most important risks for a business of this type and provides a suggested allocation:

Quezon City Waste-to-Energy Prefeasibility Study

7.2.1. Risk Matrix Covering Waste to Energy Concession Risks

Table 7-1 Construction Period Risks

Category	Description	Allocation	Mitigation
Project Completion Delay Risk	Delay Past Commercial Operations Start Date	Sponsors EPC	Sponsor Equity Liquidated Damages up to a cap
Cost Over-run Risk	Project Costs Exceed Project Budget	EPC Sponsors	Performance up to Expenditure capped by maximum project liability Limited Contingent Equity
Physical Completion Risk up to Tested Availability Minimum Level	Shortfall below Guaranteed Performance	EPC	Liquidated Damages for shortfall
Foreign Exchange devaluation and inflation on constructions costs	FX devaluation and Inflation	EPC	
Natural Force Majeure – Physical Loss	EPC price increase variation	Commercial Insurance	Physical Insurance Loss
Natural Force Majeure – Delay Risk	EPC price increase variation	Commercial Insurance	Delay in Start-up Insurance

Quezon City Waste-to-Energy Prefeasibility Study

Table 7-2 Operating Period Risks

Category	Description	Allocation	Mitigation
Availability of Plant	Plant Meeting Tested Availability	Private Operator	Liquidated Damages Penalties as Deduction from Operating Fee. Accumulation of [] days of Performance Shortfall within quarter year period triggers a Project Company contract default and give the City the right to terminate contract
Minor and Major Maintenance Risk	Private operator must replace equipment that was not in its budget	Sponsors and/or Operator	Sponsors / Private operator is responsible for correctly estimating reliability and life of equipment in its budget
Domestic inflation risk	Operating cost increase due to inflation	City	Tipping Fee will be adjusted yearly based on official inflation rate
Feed in Electricity Tariff Application	Eligibility for Fixed Tariff under Renewable Energy Law.	Project Company	Risk is material as there is limited allocation of feed in tariff for biomass category and the Company would be involved in a first past the post competition for allocation based on project completion not financial close. Without allocation, project would have to sell electricity under short term bilateral contracts
Feed in Electricity Tariff Rate	Rate is set only if allocation is obtained and only at that time.	Project Company	Biomass category tariff will be adjusted in early 2017 and every 2 years thereafter.
Waste Volume and Tipping Fee		City	City makes a minimum volume deliver or pay commitment at a fixed tipping fee
Calorific Value of Waste Content	Impacts amount of Electricity Generation	Project Company	Company must study waste audit and undertake own waste

Quezon City Waste-to-Energy Prefeasibility Study

			audit
Cost Overrun on Operations and Maintenance	Project Costs Exceed Project Budget	Project Company	Operating portion of tariff subject only to inflation rate adjustment
Natural Force Majeure	Private operator must procure commercial insurance for own risks	Commercial Insurance	Physical Loss Insurance to cover equipment losses and Loss of Revenue Insurance Private is relieved of Performance obligations for time of relevant force majeure
Currency Risk	Foreign Exchange Devaluation for US\$ capital cost recovery portion of tariff	City	
Capital Control and Profit Repatriation	(Foreign Investors Only)	City	Should only be introduced if City prequalifies a foreign investor for final bid.

Table 7-3 Risks Common to both Construction and Operating Period

Category	Description	Allocation	Mitigation
Political Force Majeure			
Interest Rate Risk	Floating Interest Rate Increase		Lending banks could provide for fixed rate lending mechanism for the most of the debt

8. PPP Commercial Structure

8.1. Principles Used

Quezon City would only undertake this project on an outsourced basis to qualified private investors. As no local projects of this type have been implemented, it is likely that a local-foreign joint venture to ensure that firms with experience of similar overseas projects would be participating.

Because Quezon City is presently engaged in studying a submitted Unsolicited Bid using a different commercial and technical structure than assumed in this report, it is not appropriate to be carrying out a parallel market sounding exercise. However, this should not be regarded as essential, given that the structure used for this prefeasibility closely tracks other successful WtE transactions in both developing and developed countries.

8.2. Proposed PPP Model

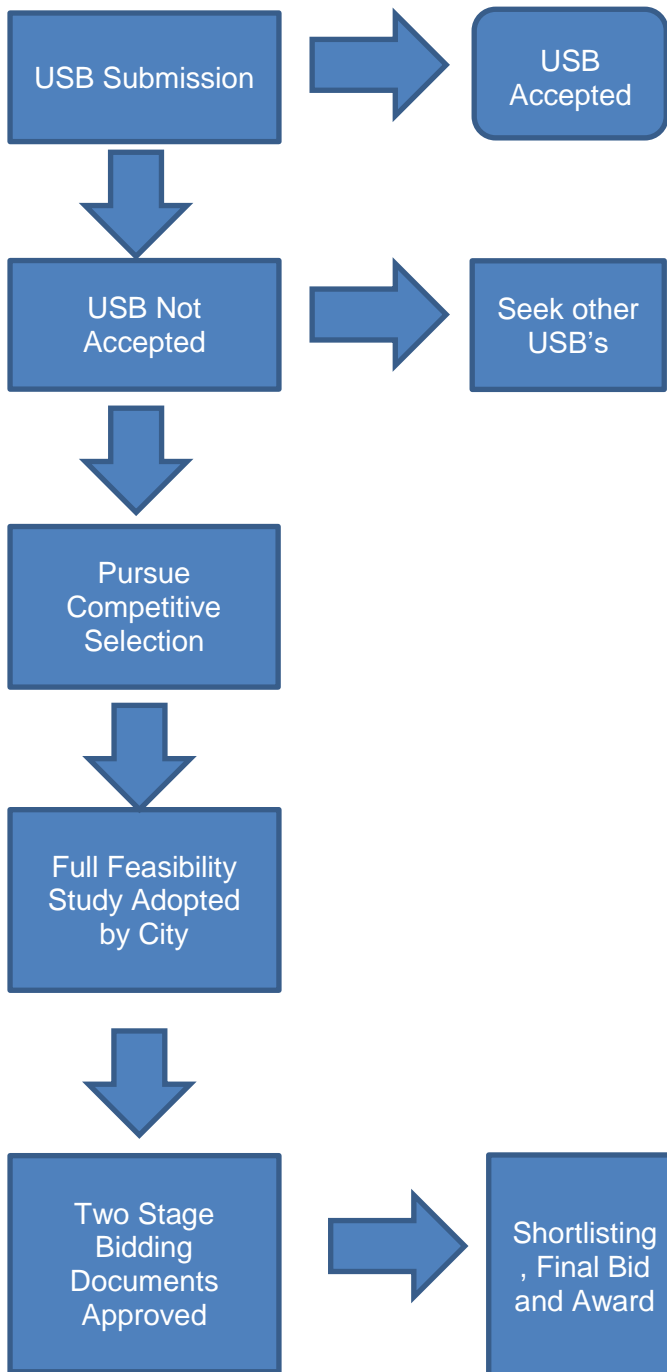
Under the above principle, only Build-Own-Operate or Build-Own-Operate-Transfer models for Public-Private-Partnership would be applicable. Developers have little stake in transfer provisions in 25-30 years' time, but approval standards in the Philippines are more rigorous for the former, so a Build-Own-Operate-Transfer model is proposed.

9. Implementation Plan

9.1. Next Steps

Project Approval will be under LGU Code and Quezon City PPP law as the current Quezon City policy is to use this legal framework. The national PPP office has demonstrated willingness to provide support to Quezon City regardless of whether it uses this approach or alternatively works under the national PPP law provisions.

In the event that the Quezon City government were to transition from a USB to a competitive tender under its own PPP law, the following flow chart would illustrate the concept of the general process.



Annex 1: Financial model

A: Macro economic

No.	Item	Unit	Value
1.	Corporate Income Tax	%	30%
2.	Inflation CPI	%	3.8%
3.	USD/PhP	PhP	46.1
4.	Escalation Revenues	%	0.0%
5.	Escalation OPEX	%	3.8%
6.	Operating Days Per Year	#	365

B: Project time table

Item	Unit	Value
Construction period	Years	3
Year -2	%/total construction	10%
Year -1	%/total construction	40%
Year 0	%/total construction	50%
Concession term	years	25

C: CAPEX

No.	CAPEX Items	USD	PhP (million)
1.	Land costs	2,850,000	131.3
2.	Waste Reception, Incineration and Heat Recovery System	75,200,000	3,463.7
3.	Flue Gas Treatment and Ash Handling System	23,500,000	1,082.4
4.	Leachate Treatment System	14,100,000	649.4
5.	Building E&M, Process Control and Monitoring System	21,150,000	974.2
6.	Civil, Building Structural and External Works	58,750,000	2,706.0
7.	Others (incl. Preliminaries, Detailed Design, Construction Supervision etc.)	23,500,000	1,082.4
8.	Project development costs	10,952,500	
9.	Contingencies	18,800,000	865.9
10.	Interest during construction	36,573,968	
11.	CAPEX total	285,376,468	13,144.4

No.	Items	USD	PhP (million)
12.	E&M	200,925,000	9254.6
13.	civil works and other	227,139,701	10462.1
14.	Total	642,097,052	29,575.0
	sensitivity	1.5	
	Electrical/Mechanical	years depreciation	20
	Civil works	years depreciation	50
	Annual depreciation E&M	US\$	10,046,250
	Annual depreciation civil works	US\$	4,542,794
	Annual depreciation E&M	PhP	462,730,275
	Annual depreciation civil works	PhP	209,241,093

Quezon City Waste-to-Energy Prefeasibility Study

D: OPEX

No.	Items	USD/ton
1.	Chemical and consumables	4.1
2.	Operational staff	6.1
3.	Maintenance and overhauls	14.2
4.	Treatment of leachate and ashes	8.1
5.	Utilities	4.1
6.	Others	4.1
7.	Total	48.6
	sensitivity	1.2

E: Revenues

No.	Revenues	Unit	Value
1.	Feed in Tariff	PhP/kWh	5.97
2.	Tipping fee	PhP/ton	3700
3.	additional revenues on top of tipping fees	%/tipping fees	5%
4.	Plant capacity phase 1 (operating yr 1-5)	tons/day	1,000
5.	Plant capacity phase 1 (operating yr 1-5)	tons/year	365,000
6.	Additional capacity (operating yr 6-25)	tons/day	700
7.	Additional capacity (operating yr 6-25)	tons/year	255,500
8.	Plant capacity phase 2 (operating yr 6-25)	tons/year	620,500
9.	Power production per ton	kWh/ton	300
10.	Power production phase 1 (operating yr 1-5)	kWh/ano	109,500,000
11.	Power production phase 2 (operating yr 5-25)	kWh/ano	186,150,000

F: Funding

No.	Item	Unit	
	Funding		
1.	Required Return on Equity	%	15%
2.	gearing ratio debt	%	70%
3.	gearing ratio equity	%	30%
4.	net working capital/% total revenues	%	10%
	Senior debt		
5.	Interest rate	%	7%
6.	Loan tenor	Years	15
7.	Grace period interest payment	Years	0
8.	dividend payout ratio available cash	%	1
9.	WACC	%	9%

Quezon City Waste-to-Energy Prefeasibility Study

Income Statement (PhP)

Income Statement		Year												
		-3	-2	-1	0	1	2	3	4	5	10	15	20	25
1	Revenues					2,071,740,000	2,071,740,000	2,071,740,000	2,071,740,000	2,071,740,000	3,064,357,500	3,064,357,500	3,064,357,500	3,064,357,500
1.1	Power sales					653,715,000	653,715,000	653,715,000	653,715,000	653,715,000	653,715,000	653,715,000	653,715,000	653,715,000
	power production/year/k Wh					109,500,000	109,500,000	109,500,000	109,500,000	109,500,000	186,150,000	186,150,000	186,150,000	186,150,000
1.2	Tipping fees					1,350,500,000	1,350,500,000	1,350,500,000	1,350,500,000	1,350,500,000	2,295,850,000	2,295,850,000	2,295,850,000	2,295,850,000
	tons/year					365,000	365,000	365,000	365,000	365,000	620,500	620,500	620,500	620,500
1.3	Additional revenues					67,525,000	67,525,000	67,525,000	67,525,000	67,525,000	114,792,500	114,792,500	114,792,500	114,792,500
2	Operating expenditures					18,413,082	19,112,779	19,839,065	20,592,949	21,375,481	43,787,645	50,832,446	61,253,058	76,614,663
2.1	_Total O&M					18,413,082	19,112,779	19,839,065	20,592,949	21,375,481	43,787,645	50,832,446	61,253,058	76,614,663
3	Operating results (EBITDA)					2,053,326,918	2,052,627,221	2,051,900,935	2,051,147,051	2,050,364,519	3,020,569,855	3,013,525,054	3,003,104,442	2,987,742,837
4	Other costs					1,638,087,715	1,573,679,958	1,509,272,202	1,444,864,445	1,380,456,689	1,058,417,907	736,379,124	671,971,368	671,971,368
4.1	Depreciation costs civil works					209,241,093	209,241,093	209,241,093	209,241,093	209,241,093	209,241,093	209,241,093	209,241,093	209,241,093
4.2	Depreciation costs E&M					462,730,275	462,730,275	462,730,275	462,730,275	462,730,275	462,730,275	462,730,275	462,730,275	462,730,275
4.3	Interest bank loans					966,116,347	901,708,590	837,300,834	772,893,077	708,485,321	386,446,539	64,407,756	0	0
5	Net profit/loss before corporate income tax					415,239,203	478,947,263	542,628,734	606,282,606	669,907,830	1,962,151,948	2,277,145,930	2,331,133,075	2,315,771,470
6	Corporate income tax					0	0	0	0	200,972,349	588,645,584	683,143,779	699,339,922	694,731,441
7	Net profit/loss after corporate income tax					415,239,203	478,947,263	542,628,734	606,282,606	468,935,481	1,373,506,364	1,594,002,151	1,631,793,152	1,621,040,029

Quezon City Waste-to-Energy Prefeasibility Study

Sources and Application of Funds (PhP)

Sources and Application of Funds	Total	Year						
		-3	-2	-1	0	1	2	3
Cashflow operating actiities								
Net profit						415,239,203	478,947,263	542,628,734
Depreciation						671,971,368	671,971,368	671,971,368
Net working capital						207,174,000	207,174,000	207,174,000
Net cash flow operating activities		0	0	0	0	1,294,384,571	1,358,092,631	1,421,774,101
Cashflow investment activities								
Investment civil works	10,462,054,640	0	1,046,205,464	4,184,821,856	5,231,027,320			
Investments E/M	9,254,605,500	0	925,460,550	3,701,842,200	4,627,302,750			
Net cashflow investment activities		0	-1,971,666,014	-7,886,664,056	-9,858,330,070	0	0	0
Cashflow financing activities								
Loan disbursements		0	1,380,166,210	5,520,664,839	6,900,831,049			
Equity contributions		0	591,499,804	2,365,999,217	2,957,499,021			
Principal debt servicing		0	0	0	0			
Servicio deuda principal						920,110,807	920,110,807	920,110,807
Net cashfow financing activities		0	1,971,666,014	7,886,664,056	9,858,330,070	-920,110,807	-920,110,807	-920,110,807
Free cashflows		0	0	0	0	374,273,765	437,981,824	501,663,295
Free cashflow accumulated		0	0	0	0	374,273,765	812,255,589	1,313,918,883

Quezon City Waste-to-Energy Prefeasibility Study

Sources and Application of Funds (PhP) (Con't)

Sources and Application of Funds	Year					
	4	5	10	15	20	25
Cashflow operating actiities						
Net profit	606,282,606	468,935,481	1,373,506,364	1,594,002,151	1,631,793,152	1,621,040,029
Depreciation	671,971,368	671,971,368	671,971,368	671,971,368	671,971,368	671,971,368
Net working capital	207,174,000	207,174,000	306,435,750	306,435,750	306,435,750	306,435,750
Net cash flow operating activities	1,485,427,973	1,348,080,849	2,351,913,482	2,572,409,269	2,610,200,270	2,599,447,147
Cashflow investment activities						
Investment civil works						
Investments E/M						
Net cashflow investment activities	0	0	0	0	0	0
Cashflow financing activities						
Loan disbursements						
Equity contributions						
Principal debt servicing						
Servicio deuda principal	920,110,807	920,110,807	920,110,807	920,110,807	0	0
Net cashfow financing activities	-920,110,807	-920,110,807	-920,110,807	-920,110,807	0	0
Free cashflows	565,317,167	427,970,042	1,431,802,675	1,652,298,462	2,610,200,270	2,599,447,147
Free cashflow accumulated	1,879,236,050	2,307,206,093	9,026,182,956	16,858,118,966	29,924,252,948	42,940,416,414

Annex 2: Value for Money Analysis

Within the constraints of the current PFS, a quantitative VfM assessment was prepared and excluded other qualitative decision making variables such as Government funds availability, contract management and bidding capacities. The NPV of total revenues minus total life cycle costs (CAPEX and OPEX) gives an indication of the VfM in both procurement strategies. In the public procurement options, due to in-transparencies and in-inefficiencies of public entities in general, we assume both CAPEX and OPEX distortions presented below. VfM then equals the difference in NPV between both procurement strategies and we can observe below that the PPP procurement has a clear VfM advantage vis-a-vis the public procurement.

Value for Money PPP vs Public Procurement <i>NPV cashflow to project and discounted with WACC</i>	
CAPEX distortion in public sector procurement	50%
OPEX distortion in public sector procurement	20%
NPV (PhP million) PPP procurement	-5,867
NPV (phP million) public procurement	-12,760

Annex 3: Waste Audit Results

6 Contracted Haulers Waste Tonnage

CONTRACTOR	DISTRICT	TYPE OF TRUCK														
		Mini Dump Truck				TOTAL	6 Wheeler Tipping Truck				TOTAL	10 Wheeler Tipping Truck				TOTAL
		BIO	N/B	MIXED	RESIDUAL	NET WASTE	BIO	N/B	MIXED	RESIDUAL	NET WASTE	BIO	N/B	MIXED	RESIDUAL	NET WASTE
LEG	I	15,580	26,120	34,325		76,025	31,225	45,100	20,665		96,990	137,895	189,675	186,545		514,115
ACY	II	38,010	82,630	9,965		130,605	57,075	146,400	89,733		293,208	21,195	31,370	64,540		117,105
OMNI	III	37,310	21,140	16,160		74,610	53,995	52,200	34,430		140,625	71,655	142,400	70,050		284,105
IPM	IV						58,690	78,280	120,440	1,700	259,110	99,250	98,630	236,750	11,490	446,120
316 METRO	V	55,450	71,925	36,295		163,670	74,025	92,405	71,335		237,765	5,750	12,715	10,265		28,730
HALREY	VI	70,600	89,647	43,780		204,027	83,690	99,303	72,074		255,067	20,970	7,310	21,790		50,070
TOTAL		216,950	291,462	140,525		648,937	358,700	513,688	408,677	1,700	1,282,765	356,715	482,100	589,940	11,490	1,440,245

1. Six contracted haulers total is 1,686 ton/day, excluding private waste and some barangays
2. Private Haulers total is 434 ton/day
3. Barangay total is 11 ton/day
4. Overall Daily Total: 2,131 tons/day

Quezon City Waste-to-Energy Prefeasibility Study

Total Waste Tonnage – Contractor Waste Categories

	Mini Dump Truck			6 Wheeler Tipping Truck			10 Wheeler Tipping Truck		
	TOTAL WASTE	TRUCK COLLECTION	TOTAL AVERAGE	TOTAL WASTE	TRUCK COLLECTION	TOTAL AVERAGE	TOTAL WASTE	TRUCK COLLECTION	TOTAL AVERAGE
LEG									
BIO	15,580	14	1,113	31,225	14	2,230	137,895	35	3,940
NON-BIO	26,120	14	1,866	45,100	14	3,221	189,675	35	5,419
MIXED	34,325	14	2,452	20,665	14	1,476	186,545	35	5,330
RESIDUAL									
ACY									
BIO	38,010	22	1,728	57,075	28	2,038	21,195	8	2,649
NON-BIO	82,630	22	3,756	146,400	28	5,229	31,370	8	3,921
MIXED	9,965	22	453	89,733	28	3,205	64,540	8	8,068
RESIDUAL									
OMNI									
BIO	37,310	14	2,665	53,995	16	3,375	71,655	29	2,471
NON-BIO	21,140	14	1,510	52,200	16	3,263	142,400	29	4,910
MIXED	16,160	14	1,154	34,430	16	2,152	70,050	29	2,416
RESIDUAL									

Quezon City Waste-to-Energy Prefeasibility Study

	Mini Dump Truck			6 Wheeler Tipping Truck			10 Wheeler Tipping Truck		
	TOTAL WASTE	TRUCK COLLECTION	TOTAL AVERAGE	TOTAL WASTE	TRUCK COLLECTION	TOTAL AVERAGE	TOTAL WASTE	TRUCK COLLECTION	TOTAL AVERAGE
IPM									
BIO				58,690	31	1,893	99,250	39	2,545
NON-BIO				78,280	31	2,525	98,630	39	2,529
MIXED				120,440	31	3,885	236,750	39	6,071
RESIDUAL				1,700	31	55	11,490	39	295
316 METRO									
BIO	55,450	24	2,310	74,025	24	3,084	5,750	2	2,875
NON-BIO	71,925	24	2,997	92,405	24	3,850	12,715	2	6,358
MIXED	36,295	24	1,512	71,335	24	2,972	10,265	2	5,133
RESIDUAL									
HALREY									
BIO	70,600	30	2,353	83,690	23	3,639	20,970	4	5,243
NON-BIO	89,647	30	2,988	99,303	23	4,318	7,310	4	1,828
MIXED	43,780	30	1,459	72,074	23	3,134	21,790	4	5,448
RESIDUAL									

Quezon City Waste-to-Energy Prefeasibility Study

Total Waste Tonnage – Contractor Waste Sources

LEG HAULING SERVICES CORPORATION (DISTRICT I)				
COLLECTION	MDT	FDT / MC	DT	TOTAL WASTE
AREA	TOTAL WASTE	TOTAL WASTE	TOTAL WASTE	TONNAGE
BARANGAY	37,725	75,985	325,585	439,295
MAIN	18,645	15,415	172,575	206,635
SMS	19,655	5,590	15,955	41,200
TOTAL				687,130
ACY - ALEXANDER CHUA YAW TRANSPORT CORP. (DISTRICT II)				
BARANGAY	121,905	203,365	70,210	395,480
MAIN	8,700	78,463	46,895	134,058
SMS		11,380		11,380
TOTAL				540,918
OMNI HAULING SERVICES CORPORATION (DISTRICT III)				
BARANGAY	50,890	96,410	177,280	324,580
MAIN	16,840	39,790	93,885	150,515
SMS	6,880	4,425	12,940	24,245
TOTAL				499,340
IPM CONSTRUCTION & DEVELOPMENT CORPORATION (DISTRICT IV)				
BARANGAY		137,425	207,490	344,915
MAIN		83,155	198,160	281,315
SMS		38,530	40,470	79,000
TOTAL				705,230
316 METRO TRANSPORT (DISTRICT V)				
BARANGAY	115,450	162,275	18,465	296,190
MAIN	38,650	75,490	10,265	124,405
SMS	9,570			9,570
TOTAL				430,165
HALREY CONSTRUCTION INC. (DISTRICT VI)				
BARANGAY	155,305	173,100	28,280	356,685
MAIN	33,140	76,645	21,790	131,575
SMS	11,820			11,820
TOTAL				500,080

Quezon City Waste-to-Energy Prefeasibility Study

Barangay Collections

Daily Garbage Weight Contributions of Bgy Holy Spirit

BARANGAY HOLY SPIRIT				
Plate Number	Type of Truck	Frequency*	Weight/Truck**	Total Weight, T
SJJ 364	DT	2 Trips/day	4	8
SEP 503	DT	2 Trips/day	4	8
No Plate	MDT	2 Trips/day	2	4
SFW 972	DT	2 Trips/day	4	8
SHG 137	FDT	2 Trips/day	3	6
SHJ 258	FDT	2 Trips/day	3	6
SJN 869	FDT	2 Trips/day	3	6
SJJ 153	DT	2 Trips/day	4	8
No Plate	MDT	2 Trips/day	2	4
TOTAL WEIGHT, T				58

Garbage collection is daily except Sunday

Based on average net weights of trucks weighed at the Truck Scale

Daily Garbage Weight Contributions of BGY Pasong Tamo

BARANGAY PASONG TAMO				
ABB 5928	MDT	3 Trips/day	2	6
AAT 2959	FDT	3 Trips/day	3	9
AAT 1931	FDT	3 Trips/day	3	9
TOTAL WEIGHT, T				24

Collection Schedule is Monday, Wednesday and Friday per week

Hence the average daily weight of waste contributed by Bgy PS is 3.4 T

Quezon City Waste-to-Energy Prefeasibility Study

List of Private Haulers in QC and Their Daily Garbage Weight Contribution

COMPANY	PLATE NUMBER	TYPE OF UNIT	FREQUENCY	WT/TRUCK, T*
202 HAULER	URG-887/02	10 Wheeler	Daily	4
202 HAULER	URG-887/	10 Wheeler	Daily	4
202 HAULER	TJR479/03	10 Wheeler	Daily	4
202 HAULER	TJR479/	10 Wheeler	Daily	4
202 HAULER	TGR-479/	10 Wheeler	Daily	4
202 HAULER	TCH-175/3	10 Wheeler	Daily	4
202 HAULER	TCH-175t02	10 Wheeler	Daily	4
202 HAULER	TCH-175/01	10 Wheeler	Daily	4
202 HAULER	TCH-175/	10 Wheeler	Daily	4
ACE TAPAR	UPE-292t03	6 Wheeler	Daily	3
ACETAPAR	UPE-638/03	6 Wheeler	Daily	3
ACETAPAR	UPE-38/06	6 Wheeler	Daily	3
BAGAYAWA	wEV-307/05	10 Wheeler	Daily	4
BAGAYAWA	wGG447/06	10 Wheeler	Daily	4
BAGAYAWA	xIZ.441t)g	10 Wheeler	Daily	4
BAGAYAWA	wGH-281t07	'10 Wheeler	Daily	4
BONAYOG	RCN-998/02	10 Wheeler	Daily	4
BONAYOG	usT-356/03	'10 Wheeler	Daily	4
BONAYOG	wsN-356/03	10 Wheeler	Daily	4
BONAYOG	wsN-512/01	'10 Wheeler	Daily	4
CHE	zMG-521t01	10 Wheeler	Daily	4
CHE	zGM-521t01	10 Wheeler	Daily	4
DE GUZMAN	RDW-802/	Mini	Daily	2
DE GUZMAN	Plo-736/01	6 Wheeler	Daily	3
DE GUZMAN	ABK-1734t02	10 Wheeler	Daily	4
ECOWASTE	UMD-173/01	'10 Wheeler	Daily	4
INFINIRy	RDP-769/03	'10 Wheeler	Daily	4
INFINITY	wMQ458/04	10 Wheeler	Daily	4
INFINITY	rHF-754102	10 Wheeler	Daily	4
INFINITY	AA2-030109/05	10 Wheeler	Daily	4
IPMCDC	cPx-792t70	'10 Wheeler	Daily	4
IPMCDC	RLR-788/303	'10 Wheeler	Daily	4
IPMCDC	RLN-446/286	10 Wheeler	Daily	4
IPMCDC	RFK-553/148	10 Wheeler	Daily	4
IPMCDC	RKE-96/232	'10 Wheeler	Daily	4
IPMCDC	wTS-985/80	'10 Wheeler	Daily	4
IPMCDC	RFX-377/'149	10 Wheeler	Daily	4
IPMCDC	RNL-446/286	10 Wheeler	Daily	4
IPMCDC	PLN446/286	10 Wheeler	Daily	4
LIXIERO	TGJ-481/01	'10 Wheeler	Daily	4
MCCOY	RDF-990/05	10 Wheeler	Daily	4

Quezon City Waste-to-Energy Prefeasibility Study

COMPANY	PLATE NUMBER	TYPE OF UNIT	FREQUENCY	WT/TRUCK, T*
MCCOY	RDM-809/06	10 Wheeler	Daily	4
MCCOY	RH2-656/08	6 Wheeler	Daily	3
MCCOY	wNF-927 t141	10 Wheeler	Daily	4
MCCOY	uPG686/42	10 Wheeler	Daily	4
MCCOY	uPG.686/01	10 Wheeler	Daily	4
MGHS	RHW-582/20	10 Wheeler	Daily	4
MGHS	PTN-606/16	10 Wheeler	Daily	4
MGHS	PEN-576/02	10 Wheeler	Daily	4
MGHS	TGN-305/14	10 Wheeler	Daily	4
MGHS	PMJ-606/16	10 Wheeler	Daily	4
MGHS	PRD-996/06	10 Wheeler	Daily	4
MGHS	PTN-930/10	10 Wheeler	Daily	4
MGHS	TDF-295t12	10 Wheeler	Daily	4
MGHS	TEE-305/'t4	10 Wheeler	Daily	4
MGHS	wJK-514/15	10 Wheeler	Daily	4
MGHS	wBx-813/01	10 Wheeler	Daily	4
MGHS	THD-265/08	10 Wheeler	Daily	4
MGHS	TEW-321/18	10 Wheeler	Daily	4
MGHS	rGN-724t'11	10 Wheeler	Daily	4
MGHS	wcz-760t03	10 Wheeler	Daily	4
MGHS	UMG-593/13	'10 Wheeler	Daily	4
MGHS	PKR430/17	10 Wheeler	Daily	4
MGHS	UGS-359/09	10 Wheeler	Daily	4
MGHS	TAN-1 17105	10 Wheeler	Daily	4
OHS	wHB-524107	10 Wheeler	Daily	4
OHS	wHM-524t07	10 Wheeler	Daily	4
OHS	wH8-524/805	'10 Wheeler	Daily	4
OHS	wEP-832/805	'10 Wheeler	Daily	4
OHS	wHB-277 t807	10 Wheeler	Daily	4
ORATE	ICB-921104	10 Wheeler	Daily	4
PLM	TDX-101/05	10 Wheeler	Daily	4
PLM	PLC-803/179	10 Wheeler	Daily	4
PLM	NNJ-519/182	10 Wheeler	Daily	4
PLM	cLB-175t15	6 Wheeler	Daily	3
PRINCESS	UMU-787/09	10 Wheeler	Daily	4
PRINCESS	wGM-648/01	10 Wheeler	Daily	4
PRINCESS	uuK-717/08	10 Wheeler	Daily	4
PRINCESS	UNK-717/08	10 Wheeler	Daily	4
RBA	URN-344/08	10 Wheeler	Daily	4
RBA	uF2-672t08	'10 Wheeler	Daily	4
RBA	wNU-740/802	6 Wheeler	Daily	3
RBA	RBA672i08	'10 Wheeler	Daily	4

Quezon City Waste-to-Energy Prefeasibility Study

COMPANY	PLATE NUMBER	TYPE OF UNIT	FREQUENCY	WT/TRUCK, T*
RBA	xKD-689/807	10 Wheeler	Daily	4
RBA	URN-344/88	10 Wheeler	Daily	4
RBA	TAN-550/804	10 Wheeler	Daily	4
RBA	URN-344/805	10 Wheeler	Daily	4
RBA	UBV-793/803	10 Wheeler	Daily	4
RBA	URN-344/8'	10 Wheeler	Daily	4
RBA	RFP-722t806	10 Wheeler	Daily	4
RBA	UBV-793/801	10 Wheeler	Daily	4
RBA	uF2-672t801	10 Wheeler	Daily	4
VALMADRID	TTN-906/149	10 Wheeler	Daily	4
VALMADRID	xEU-366/153	10 Wheeler	Daily	4
VALMADRID	xDt-118t154	10 Wheeler	Daily	4
VALMADRID	wrK-562t152	10 Wheeler	Daily	4
VALMADRID	TDG-296 148	10 Wheeler	Daily	4
VALMADRID	csl-349/151	10 Wheeler	Daily	4
VLOPEZ	ROF442l	'10 Wheeler	Daily	4
VLOPEZ	RAF442t	'10 Wheeler	Daily	4
WINSON	RDS-438/002	10 Wheeler	Daily	4
WINSON	wMQ-219/001	10 Wheeler	Daily	4
ZHENRY	AMA-1702/09	10 Wheeler	Daily	4
ZHENRY	wFR-268/01	6 Wheeler	Daily	3
ZHENRY	RCU-932/02	10 Wheeler	Daily	4
ZHENRY	RCN-941/03	10 Wheeler	Daily	4
ZHENRY	RNC-941/03	10 Wheeler	Daily	4
ZHENRY	RMU-863/04	10 Wheeler	Daily	4
ZHENRY	ACN-4598	10 Wheeler	Daily	4
ZHENRY	RJV-577/08	10 Wheeler	Daily	4
ZNMED	2FU4471001	10 Wheeler	Daily	4
TOTAL DAILY WEIGHT				434

*Based on average net weight of all trucks and their corresponding type weighed at the Truck Scale

Quezon City Waste-to-Energy Prefeasibility Study

Dump Truck Weighing - District I

(LEG hauling Service Corporation MDT)

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
1	RGR - 891	MDT	48	MARLON	B-45	BIO	3490	5945	2455	Oct. 10, 2016
					B-01	NB		5945	2455	Oct. 12, 2016
2	ZGK - 511	MDT	49	IVAN			3380			NOT REPORTED
3	XKW - 760	MDT	51	LIZRIEL	SCOG	BIO	3510	6640	3130	Oct. 10, 2016
					B-26	BIO		4745	1235	Oct. 10, 2016
4	XKW-660	MDT	52	REAGAN	CLEAN-UP	BIO	3570	4335	765	Oct. 10, 2016
5	RGB-702	MDT	53	LEORENZ	B-43	BIO	3535	6135	2600	Oct. 10, 2016
					B-27	MIXED		5655	2120	Oct. 12, 2016
6	WNT-605	MDT	54	IVAN	M-12	NON-BIO	3415	5775	2360	Oct. 10, 2016
						MIXED		12690	9275	Oct. 10, 2016
7	RJH - 136	MDT	55	ROBERT		MIXED	3540	5340	1800	Oct. 10, 2016
					B-20	NON-BIO		4675	1135	Oct. 10, 2016
					S-04	NON-BIO		6100	2560	Oct. 12, 2016
					B-23	NON-BIO		5795	2255	Oct. 12, 2016
					S-09	MIXED		5100	1560	Oct. 12, 2016
					S-07	MIXED		6965	3425	Oct. 12, 2016
8	RJV - 273	MDT	56	BRIONES	B-28	BIO	3810	6210	2400	Oct. 10, 2016
9	RJC - 767	MDT	57	JOHN DAVID	M-11	MIXED	3575	4120	545	Oct. 10, 2016
					Q-1-S-06	MIXED		4050	475	Oct. 10, 2016
					S-03	NON-BIO		5950	2375	Oct. 12, 2016
					M-12	MIXED		5170	1595	Oct. 12, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
10	WNT - 624	MDT	58	ANGELBERT	B-31	NON-BIO	3450	6495	3045	Oct. 10, 2016
11	RJR-783	MDT	59	MARK	B-44	NON-BIO	3615	4870	1255	Oct. 10, 2016
					B-29	NON-BIO		5555	1940	Oct. 12, 2016
					M-10	MIXED		4530	915	Oct. 12, 2016
12	XCN - 690	MDT	62	RODEL	S-09	MIXED	3655	6500	2845	Oct. 10, 2016
					Q1-S-04	MIXED		5155	1500	Oct. 10, 2016
						MIXED		6740	3085	Oct. 10, 2016
					B-46	NON-BIO		5345	1690	Oct. 12, 2016
13	ZHG - 734	MDT	64	NELSON	B-01	MIXED	3550	6035	2485	Oct. 10, 2016
					B-28	MIXED		5435	1885	Oct. 10, 2016
				MINA	S-06	NON-BIO		4715	1165	Oct. 12, 2016
14	ZDS - 759	MDT	70	MARIANITO	Q1-S03	BIO	3540	6535	2995	Oct. 10, 2016
						NON-BIO		5290	1750	Oct. 10, 2016
					B-31	NON-BIO		5675	2135	Oct. 12, 2016
					M-11 Replacement	MIXED		4355	815	Oct. 12, 2016
								Total	76,025	

BIODEGRADABLE	15,580	BARANGAY	37,725
NON-BIODEGRADABLE	26,120	MAIN	18,645
MIXED	34,325	SMS	19,655

Quezon City Waste-to-Energy Prefeasibility Study

LEG hauling Service Corporation (FDT)

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
1	RJK - 809	FDT	36	GARY	B-10	NON-BIO	4750	9000	4250	Oct. 10, 2016
						NON-BIO		7525	2775	Oct. 12, 2016
						MIXED		6950	2200	Oct. 13, 2016
2	WBJ-794	FDT	37	ARTIAGA	S-05	BIO	5460	7115	1655	Oct. 12, 2016
					B-49	NON-BIO		8515	3055	Oct. 12, 2016
3	RKF - 903	FDT	38	LAMBERTO	M-18	BIO	4710	8580	3870	Oct. 10, 2016
					B-22	MIXED		8135	3425	Oct. 10, 2016
						NON-BIO		7390	2680	Oct. 12, 2016
4	UMM - 219	FDT	39	CONCORDIO	B-17	NON-BIO	5300	9005	3705	Oct. 12, 2016
5	PYO - 849	FDT	40	EFREN	B-27	BIO	4500	9325	4825	Oct. 10, 2016
6	WHB-412	MC	41	ROMEO	B-02	NON-BIO	5640	9415	3775	Oct. 10, 2016
					B-12	NON-BIO		7575	1935	Oct. 12, 2016
					B-39	MIXED		8115	2475	Oct. 12, 2016
7	NOK - 427	FDT	42	PAULINO	B-34	BIO	4635	8530	3895	Oct. 10, 2016
					SPLITTING	NON-BIO		6935	2300	Oct. 10, 2016
					B-10	NON-BIO		7400	2765	Oct. 12, 2016
8	RJB - 627	FDT	43	YVES	S-05	BIO	4670	5510	840	Oct. 10, 2016
						NON-BIO		6600	1930	Oct. 10, 2016
					M-09	MIXED		7970	3300	Oct. 12, 2016
9	WBJ - 783	FDT	44	RONNIE	B-25	BIO	5195	8900	3705	Oct. 10, 2016
					B-28 Replacement	NON-BIO		7285	2090	Oct. 12, 2016
10	RJC - 115	FDT	45	J.R.	B-32	NON-BIO	4815	6415	1600	Oct. 12, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					M-09	MIXED		5355	540	Oct. 12, 2016
11	PXO - 872	FDT	46	ROLAND	B-34 Splitting	BIO	4810	7725	2915	Oct. 10, 2016
					B-34 Splitting	NON-BIO		7180	2370	Oct. 12, 2016
12	FJA - 867	FDT	67	JOSEPH	B-30	BIO	5010	8230	3220	Oct. 10, 2016
					B-02	NON-BIO		7470	2460	Oct. 12, 2016
					M-08	MIXED		7515	2505	Oct. 12, 2016
						NON-BIO		7900	2890	Oct. 19, 2016
13	UMD - 463	FDT	69	GIGIE	Q1-S-02	MIXED	5210	6230	1020	Oct. 10, 2016
						BIO		7660	2450	Oct. 10, 2016
					M-07	MIXED		7290	2080	Oct. 10, 2016
					S-02	NON-BIO		7285	2075	Oct. 12, 2016
					B-44	NON-BIO		7655	2445	Oct. 12, 2016
14	PSI - 783	FDT	74	EDWIN	B-04	BIO	4920	8770	3850	Oct. 10, 2016
					M-18	MIXED		8040	3120	Oct. 12, 2016
									96,990	

BIODEGRADABLE	31,225	BARANGAY	75,985
NON-BIODEGRADABLE	45,100	MAIN	15,415
MIXED	20,665	SMS	5,590

Quezon City Waste-to-Energy Prefeasibility Study

LEG hauling Service Corporation (DT)

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
1	XAT - 899-B	DT	01	INOCENSIO		NON-BIO	10575	17280	6705	Oct. 10, 2016
					B-04	NON-BIO		14855	4280	Oct. 12, 2016
2	TTZ - 173	DT	02	WENDELL	M-05	MIXED	11080	17140	6060	Oct. 10, 2016
					B-47	BIO		15435	4355	Oct. 10, 2016
					M-06	NON-BIO		17765	6685	Oct. 12, 2016
					B-36	NON-BIO		14870	3790	Oct. 12, 2016
						NON-BIO		14635	3555	Oct. 12, 2016
3	WSE - 854	DT	05	ALFREDO	M-02	MIXED	10500	15420	4920	Oct. 10, 2016
					B-39	NON-BIO		15930	5430	Oct. 10, 2016
					B-18	NON-BIO		14670	4170	Oct. 12, 2016
					B-41	NON-BIO		14870	4370	Oct. 12, 2016
4	TBU - 867	DT	06	ALBERT	M-01	MIXED	11000	17060	6060	Oct. 10, 2016
					M-13-14	MIXED		15165	4165	Oct. 10, 2016
					B-14	NON-BIO		16105	5105	Oct. 12, 2016
					M-24	MIXED		14025	3025	Oct. 12, 2016
5	TLH - 615	DT	07	REYNALDO	B-09	NON-BIO	10975	15885	4910	Oct. 10, 2016
					M-29	MIXED		14690	3715	Oct. 10, 2016
					B-33	NON-BIO		15795	4820	Oct. 12, 2016
					M-13-14	MIXED		15135	4160	Oct. 12, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
6	WDM - 617	DT	08	ELMER	B-33	BIO	10960	15900	4940	Oct. 10, 2016
					M-22	MIXED		16825	5865	Oct. 10, 2016
					B-25	BIO		14790	3830	Oct. 12, 2016
					M-29	MIXED		15165	4205	Oct. 12, 2016
7	NSL - 908	DT	11	RICARDO	B-21	BIO	11070	16375	5305	Oct. 10, 2016
					M-19	MIXED		14680	3610	Oct. 10, 2016
					M-03	NON-BIO		14495	3425	Oct. 12, 2016
					M-23	MIXED		16030	4960	Oct. 12, 2016
8	UHF - 315	DT	16	BIENVENIDO		BIO	10905	16860	5955	Oct. 10, 2016
					B-24	NON-BIO		14770	3865	Oct. 12, 2016
					M-20-21	MIXED		14575	3670	Oct. 12, 2016
9	RHF - 887	DT	17	ELMER	B-06	NON-BIO	12075	16820	4745	Oct. 12, 2016
					B-42	NON-BIO		16495	4420	Oct. 12, 2016
10	RJR - 296	DT	18	CRISTOPHER	M-06	MIXED	11445	18410	6965	Oct. 10, 2016
					B-46	MIXED		17455	6010	Oct. 10, 2016
					B-11	NON-BIO		17540	6095	Oct. 12, 2016
					M-20-21	MIXED		14755	3310	Oct. 10, 2016
						NON-BIO		14880	3435	Oct. 12, 2016
11	UUD - 899	DT	21	CRISPIN	B-11	BIO	11705	17555	5850	Oct. 10, 2016
					B-38	MIXED		16450	4745	Oct. 10, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					B-07	NON-BIO		17540	5835	Oct. 12, 2016
12	XJM - 982	DT	23	EDUARDO	B-15	MIXED	11260	15180	3920	Oct. 10, 2016
					M-27	MIXED		13780	2520	Oct. 10, 2016
13	USA - 815	DT	24	ARNALDO	S-08	BIO	10620	17030	6410	Oct. 10, 2016
					M-28-30	MIXED		14550	3930	Oct. 10, 2016
14	CTV - 398	DT	25	JESUS	B-13	BIO	12335	15845	3510	Oct. 10, 2016
					S-01	MIXED		15000	2665	Oct. 12, 2016
					M-19	MIXED		16360	4025	Oct. 12, 2016
						MIXED		16305	3970	Oct. 13, 2016
15	WNZ - 515	DT	26	JERRY	B-24	BIO	10950	15550	4600	Oct. 10, 2016
					M-24	MIXED		14290	3340	Oct. 10, 2016
					M-01	NON-BIO		17190	6240	Oct. 12, 2016
					M-16	MIXED		14360	3410	Oct. 12, 2016
16	PMB - 919	DT	27	DAREEN	B-29	BIO	11295	20075	8780	Oct. 10, 2016
					B-40	BIO		17875	6580	Oct. 10, 2016
					B-03	NON-BIO		15665	4370	Oct. 12, 2016
					B-37	NON-BIO		19610	8315	Oct. 12, 2016
17	USN - 510	DT	28	EUGENIO	B-23	BIO	10925	15990	5065	Oct. 10, 2016
					B-22	NON-BIO		15300	4375	Oct. 12, 2016
18	TRE - 939	DT	29	LUCARIO	B-07	NON-BIO	10815	17205	6390	Oct. 10, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
						MIXED		15930	5115	Oct. 11, 2016
					M-05	NON-BIO		14960	4145	Oct. 12, 2016
					B-38	NON-BIO		15880	5065	Oct. 12, 2016
19	UMG - 490	DT	30	JUANITO	B-08	NON-BIO	11095	16150	5055	Oct. 10, 2016
					M-23	BIO		17475	6380	Oct. 10, 2016
					S-08	MIXED		16185	5090	Oct. 12, 2016
						MIXED		18035	6940	Oct. 13, 2016
20	URG - 766	DT	34	SAMUEL	B-12	BIO	11285	16940	5655	Oct. 10, 2016
					M-25	MIXED		14600	3315	Oct. 10, 2016
					M-04	MIXED		16075	4790	Oct. 12, 2016
					M-25	MIXED		14970	3685	Oct. 12, 2016
21	WSK - 648	DT	60	NORBERTO			11120			NOT REPORTED
22	PTW - 245	DT	61	MICHAEL	B-20	NON-BIO	11540	14710	3170	Oct. 12, 2016
					B-40	MIXED		15775	4235	Oct. 12, 2016
23	NMZ - 391	DT	63	RAFAEL		NON-BIO	11195	16075	4880	Oct. 10, 2016
					B-47	NON-BIO		15200	4005	Oct. 12, 2016
24	CKP - 141	DT	66	BERNARDINO	S-01	BIO	11160	12950	1790	Oct. 10, 2016
					M-15	MIXED		14645	3485	Oct. 10, 2016
					M-02	NON-BIO		17285	6125	Oct. 12, 2016
					M-22	MIXED		16625	5465	Oct. 12, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks	
25	BAA - 709	DT	68	JEFFERSON	B-03	BIO	11010	17375	6365	Oct. 10, 2016	
						M-31	MIXED		15805	4795	Oct. 10, 2016
						B-30	NON-BIO		19500	8490	Oct. 12, 2016
26	TNA - 372	DT	72	DOMINGO	B-14	BIO	10845	16880	6035	Oct. 10, 2016	
						M-16	MIXED		14470	3625	Oct. 10, 2016
						B-16	NON-BIO		13970	3125	Oct. 12, 2016
						M-27	MIXED		14390	3545	Oct. 12, 2016
27	PLV-416	DT	13	NORWEL	M-03	MIXED	10140	14410	4270	Oct. 10, 2016	
						BIO		15765	5625	Oct. 10, 2016	
						B-35	NON-BIO		14765	4625	Oct. 12, 2016
28	CSD-626	DT	03	REGATO	M-04	MIXED	11635	15415	3780	Oct. 10, 2016	
						B-36	MIXED		16070	4435	Oct. 10, 2016
29	WNS-154	DT	09	JOY	B-35	BIO	10520	14870	4350	Oct. 10, 2016	
						MIXED		12690	2170	Oct. 11, 2016	
						M-15	MIXED		13855	3335	Oct. 12, 2016
30	WNS-124	DT	35	ROMANO	B-48	BIO	11300	17005	5705	Oct. 10, 2016	
						BIO		16540	5240	Oct. 10, 2016	
						B-13	NON-BIO		15770	4470	Oct. 12, 2016
						B-48	NON-BIO		15010	3710	Oct. 12, 2016
31	WTD-815	DT	22	OSCAR	M-26	BIO	10430	16255	5825	Oct. 10, 2016	

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					B-17	MIXED		13930	3500	Oct. 10, 2016
					B-08	NON-BIO		13750	3320	Oct. 12, 2016
					M-28-30	MIXED		14305	3875	Oct. 12, 2016
32	RJP-191	DT	20	JASON	B-34	BIO	12710	18050	5340	Oct. 10, 2016
					M-07	MIXED		13585	875	Oct. 12, 2016
33	NHB-744	DT	04	JAYSON	B-18	BIO	11140	15585	4445	Oct. 10, 2016
34	WNS-224	DT	31	JIGS	B-32	BIO	10445	15810	5365	Oct. 10, 2016
					B-05	NON-BIO		14965	5365	Oct. 12, 2016
					M-26	MIXED		13440	2995	Oct. 12, 2016
35	RTX-594	DT	33	CERILLO	B-41	BIO	13925	18520	4595	Oct. 10, 2016
					B-15	NON-BIO		18215	4290	Oct. 12, 2016
					B-43	NON-BIO		18430	4505	Oct. 12, 2016
									514,115	

BIODEGRADABLE	137,895	BARANGAY	325,585
NON-BIODEGRADABLE	189,675	MAIN	172,575
MIXED	186,545	SMS	15,955

Quezon City Waste-to-Energy Prefeasibility Study

Dump Truck Weighing - District II

Alexander Chua Yaw Transport Corporation (MDT)

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
1	UJZ - 150	MDT	150	DONALD	B-70	BIO	3255	5945	2690	Oct. 11, 2016
					B-131	NON-BIO		5455	2200	Oct. 13, 2016
					B-144	NON-BIO		4505	1250	Oct. 13, 2016
2	PGI - 200	MDT	200	CHRISTOPHER	B-42	BIO	3460	7735	4275	Oct. 11, 2016
					B-150	NON-BIO		6980	3520	Oct. 13, 2016
					B-94	NON-BIO		5885	2425	Oct. 13, 2016
3	CSZ - 230	MDT	230	MERIC	B-128	NON-BIO	3495	6555	3060	Oct. 13, 2016
					B-168	NON-BIO		4305	810	Oct. 13, 2016
4	RHL - 244	MDT	244	RENE	B-47	BIO	3570	6355	2785	Oct. 11, 2016
					B-149	NON-BIO		5755	2185	Oct. 13, 2016
					B-162	NON-BIO		5225	1655	Oct. 13, 2016
5	RJG - 273	MDT	273	HERMINIO	B-169	NON-BIO	3350	5845	2495	Oct. 13, 2016
					B-109	NON-BIO		6545	3195	Oct. 13, 2016
6	NID - 292	MDT	292	ALVIN	B-55	BIO	3625	7745	4120	Oct. 11, 2016
					B-134	NON-BIO		6785	3160	Oct. 13, 2016
					B-138	NON-BIO		6310	2685	Oct. 13, 2016
7	RFM - 376	MDT	376	ARCHIE	M-21	MIXED	3470	4935	1465	Oct. 11, 2016
					B-69	BIO		5170	1700	Oct. 22, 2016
8	REN - 486	MDT	486	VICTOR			3415			NOT REPORTED

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
9	USB - 493	MDT	493	BERLITO	B-156	NON-BIO	3130	5435	2305	Oct. 13, 2016
					B-101	NON-BIO		6035	2905	Oct. 13, 2016
10	ZTG - 543	MDT	543	DANILO	B-45	BIO		4990	1860	Oct. 11, 2016
					B-98	NON-BIO		4465	4465	Oct. 13, 2016
11	RHG - 583	MDT	583	FRED	M-22	MIXED	3245	4280	1035	Oct. 11, 2016
					B-116	NON-BIO		5025	1780	Oct. 13, 2016
					B-117	NON-BIO		5075	1830	Oct. 13, 2016
12	RJG - 625	MDT	625	RIVERO	3B-64	BIO	3295	6085	2790	Oct. 11, 2016
					B-127	NON-BIO		5470	2175	Oct. 13, 2016
					B-139	NON-BIO		5825	2530	Oct. 13, 2016
					M-21	MIXED		4715	1420	Oct. 13, 2016
					B-125	NON-BIO		5430	2135	Oct. 21, 2016
13	NIU - 684	MDT	684	ALBERTO	B-124	NON-BIO	3610	6400	2790	Oct. 13, 2016
					B-119	NON-BIO		4420	810	Oct. 13, 2016
					M-22	MIXED		4185	575	Oct. 13, 2016
14	RDB - 743	MDT	743	FERDINAND	B-59	BIO	3690	6920	3230	Oct. 11, 2016
					B-129	NON-BIO		7505	3815	Oct. 13, 2016
					B-163	MIXED		6655	2965	Oct. 13, 2016
15	RKJ - 839	MDT	839	ARNOLD	B-130	NON-BIO	3305	5560	2255	Oct. 13, 2016
16	RGJ - 846	MDT	846	PILAPIL	B-50	BIO	3465	6825	3360	Oct. 11, 2016
					B-107	NON-BIO		6550	3085	Oct. 13, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks	
17	RGR - 850	MDT	850	EMIL	B-51	BIO	3530	5825	2295	Oct. 11, 2016	
					B-122	NON-BIO		5155	1625	Oct. 13, 2016	
					M-23	MIXED		5535	2005	Oct. 13, 2016	
18	RJN - 862	MDT	862	MARLON	B-132	NON-BIO	3530	6055	2525	Oct. 13, 2016	
					B-145	NON-BIO		4855	1325	Oct. 13, 2016	
19	RJN - 880	MDT	880	VICENTE	B56	BIO	3750	7625	3875	Oct. 11, 2016	
					B-133	NON-BIO		6180	2430	Oct. 13, 2016	
					B-142	NON-BIO		6390	2640	Oct. 13, 2016	
20	RFZ - 891	MDT	891	RICHARD	B-54	BIO	3485	6855	3370	Oct. 11, 2016	
					B-155	NON-BIO		5820	2335	Oct. 13, 2016	
					B-135	NON-BIO		5245	1760	Oct. 13, 2016	
21	XKW - 969	MDT	969	ROBERTO	B-68	BIO	3585	5245	1660	Oct. 11, 2016	
					B-160	NON-BIO		5785	2200	Oct. 13, 2016	
22	USF - 128	MDT	128	RANDY	M-01	MIXED	3755	4255	500	Oct. 11, 2016	
					B-92	NON-BIO		5780	2025	Oct. 13, 2016	
					B-99	NON-BIO		6000	2245	Oct. 13, 2016	
									130,605		
					BIODEGRADABLE		38,010			BARANGAY	121,905
					NON-BIODEGRADABLE		82,630			MAIN	8,700
					MIXED		9,965			SMS	

Quezon City Waste-to-Energy Prefeasibility Study

Alexander Chua Yaw Transport Corp. (FDT)

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
1	XMD - 893	FDT	893	C.J.	S-02	BIO	4565	7130	2565	Oct. 11, 2016
					M-24	MIXED		5415	850	Oct. 11, 2016
					B-154	NON-BIO		7580	3015	Oct. 13, 2016
					M-25	MIXED		5660	1095	Oct. 13, 2016
2	WCJ - 132	FDT	132	JOAQUIN	QII-S-04	MIXED	5130	6300	1170	Oct. 11, 2016
					M-07	MIXED		6005	875	Oct. 11, 2016
					B-121	NON-BIO		10290	5160	Oct. 13, 2016
					B-112	NON-BIO		9195	4065	Oct. 21, 2016
3	GJL - 232	FDT	232	ERWIN			5555			NOT REPORTED
4	RBC - 247	FDT	247	JUNDER	B-66	BIO	4860	9440	4580	Oct. 11, 2016
					B-16	NON-BIO		9940	5080	Oct. 13, 2016
					B-141	NON-BIO		6595	1735	Oct. 13, 2016
5	RGA - 271	FDT	271	REY	QII-M-02	MIXED	4410	6005	1595	Oct. 13, 2016
					B-108	NON-BIO		9300	4890	Oct. 13, 2016
					M-19	MIXED		8210	3800	Oct. 13, 2016
6	RMK - 341	FDT	341	ROLANDO	B-62	BIO	5970	12165	6195	Oct. 11, 2016
					B-126	NON-BIO		11460	5490	Oct. 13, 2016
					B-146	NON-BIO		9840	3870	Oct. 13, 2016
7	RJN - 344	FDT	344	JAYSON	M-10	MIXED	4500	6920	2420	Oct. 11, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					B-157	NON-BIO		8235	3735	Oct. 13, 2016
					B-143	NON-BIO		7935	3435	Oct. 13, 2016
8	RCX - 355	FDT	355	DARWIN	B-168	NON-BIO	5605	9910	4305	Oct. 13, 2016
9	RKB - 363	FDT	363	HILARIO	QII-B-49	BIO	5335	9425	4090	Oct. 11, 2016
					M-15	MIXED		8405	3070	Oct. 11, 2016
					B-152	NON-BIO		9440	4105	Oct. 13, 2016
					B-137	MIXED		7350	2015	Oct. 13, 2016
10	XLS - 394	FDT	394	ALFREDO	QII-B-65	BIO	5380	8990	3610	Oct. 11, 2016
					M-17	MIXED		8565	3185	Oct. 11, 2016
					B-151	NON-BIO		8765	3385	Oct. 13, 2016
11	RMT - 421	FDT	421	JESS	B-52	BIO	5630	11370	5740	Oct. 11, 2016
					QII-M-03	MIXED		7790	2160	Oct. 13, 2016
					B-140	NON-BIO		9805	4175	Oct. 13, 2016
					M-10	MIXED		7870	2240	Oct. 13, 2016
12	WFC - 451	FDT	451	JOEL	M-02	MIXED	5200	6768	1568	Oct. 11, 2016
					B-46	MIXED		10365	5165	Oct. 11, 2016
					B-123	NON-BIO		10125	4925	Oct. 13, 2016
					B-60	BIO		10850	5650	Oct. 22, 2016
13	ZKK - 455	FDT	455	JOEL	M-20	MIXED	5145	8105	2960	Oct. 11, 2016
					B-106	NON-BIO		10845	5700	Oct. 13, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					M-20	MIXED		7620	2475	Oct. 13, 2016
14	RJF - 503	FDT	503	ANGELITO	S-05	MIXED	4925	6600	1675	Oct. 11, 2016
					B-158	NON-BIO		9420	4495	Oct. 13, 2016
					B-114	NON-BIO		9320	4395	Oct. 13, 2016
15	UCB - 590	FDT	590	ROGELIO	M-23	MIXED	4380	5295	915	Oct. 11, 2016
					B-91	NON-BIO		8700	4320	Oct. 13, 2016
					B-41	BIO		7445	3065	Oct. 22, 2016
						MIXED		5535	1155	Oct. 14, 2016
16	WHB - 602	FDT	602	MARLON	B-71	BIO	5350	9495	4145	Oct. 11, 2016
					B-167	NON-BIO		10305	4955	Oct. 13, 2016
					B-110	NON-BIO		10775	5425	Oct. 13, 2016
17	XNA - 603	FDT	603	NARCISO	M-11	MIXED	5070	8505	3435	Oct. 11, 2016
					B-20	NON-BIO		9650	4580	Oct. 13, 2016
					M-11	MIXED		7905	2835	Oct. 13, 2016
18	NOA - 611	FDT	611	JESUS	S-03	NON-BIO	4960	7245	2285	Oct. 11, 2016
					B-05	NON-BIO		9025	4065	Oct. 13, 2016
					S-03	NON-BIO		6950	1990	Oct. 14, 2016
19	RFE - 643	FDT	643	ROHAL	M-18	MIXED	5190	9155	3965	Oct. 11, 2016
					M-18	MIXED		8450	3260	Oct. 13, 2016
					B-93	NON-BIO		11780	6590	Oct. 21, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
20	RMR - 647	FDT	647	BALDOMAR	B-18	BIO	4395	8005	3610	Oct. 11, 2016
21	WEB - 851	FDT	851	JOEMAR	B-53	BIO	4835	10980	6145	Oct. 11, 2016
					B-104	NON-BIO		9450	4615	Oct. 13, 2016
					M-24	NON-BIO		5890	1055	Oct. 13, 2016
22	RMP - 851-A	FDT	851-A	FREDDIE	QII-B-63	BIO	4875	8455	3580	Oct. 11, 2016
					B-147	NON-BIO		6875	2000	Oct. 13, 2016
					M-08	NON-BIO		7850	2975	Oct. 13, 2016
23	RJK - 857	FDT	857	JOVITH	B-61	BIO	5200	9300	4100	Oct. 11, 2016
					B-100	NON-BIO		10550	5350	Oct. 13, 2016
					M-15	MIXED		9260	4060	Oct. 13, 2016
					B-113	NON-BIO		8615	3415	Oct. 21, 2016
24	WCD - 971	FDT	971	ALFREDO	QII-M-04	MIXED	5055	7210	2155	Oct. 13, 2016
					B-136	NON-BIO		7285	2230	Oct. 13, 2016
25	WIG - 942	FDT	942	MACHINAY	M-15	MIXED	5120	9155	4035	Oct. 11, 2016
					M-19	MIXED		7400	2280	Oct. 11, 2016
					B-166	NON-BIO		9235	4115	Oct. 13, 2016
					B-165	NON-BIO		8980	3860	Oct. 13, 2016
					M-17	MIXED		8390	3270	Oct. 13, 2016
26	AAB - 1336	FDT	1336	ROPERTO	M-18	MIXED	6075	9915	3840	Oct. 11, 2016
					M159	NON-BIO		10105	4030	Oct. 13, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					B-102	MIXED		8565	2490	Oct. 13, 2016
27	AAZ-4047	FDT	4047	JAYPEE	M-04	MIXED	5620	7730	2110	Oct. 11, 2016
					M-01	MIXED		5925	305	Oct. 13, 2016
					S-02	MIXED		7315	1695	Oct. 13, 2016
					M-07	MIXED		6665	1045	Oct. 13, 2016
28	RJS - 774	FDT	744	SUNDAY	M-03	MIXED	4970	7135	2165	Oct. 11, 2016
					M-25	MIXED		6250	1280	Oct. 11, 2016
					B--153	NON-BIO		9890	4920	Oct. 13, 2016
					B-158-149	NON-BIO		7755	2785	Oct. 13, 2016
									293,208	

BIODEGRADABLE	57,075	BARANGAY	203,365
NON-BIODEGRADABLE	146,400	MAIN	78,463
MIXED	89,733	SMS	11380

Quezon City Waste-to-Energy Prefeasibility Study

Alexander Chua Yaw Transport Corp. (DT)

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
1	UHZ - 213	DT	213	MOLINES	M-12-13	MIXED	11155	14860	3705	Oct. 13, 2016
						BIO		15370	4215	Oct. 22, 2016
2	TTZ - 268	DT	268	DECHOS	M-06	MIXED	10290	15165	4875	Oct. 11, 2016
					B-57	BIO		17165	6875	Oct. 11, 2016
					M-14	MIXED		15280	4990	Oct. 11, 2016
					M-06	MIXED		15360	5070	Oct. 13, 2016
					B-118	NON-BIO		15160	4870	Oct. 13, 2016
					M-14	MIXED		16325	6035	Oct. 13, 2016
3	UGG - 441	DT	441	MARCO	M-05	MIXED	10985	14810	3825	Oct. 11, 2016
					M-09-M-16	MIXED		15050	4065	Oct. 11, 2016
					B-103	NON-BIO		16875	5890	Oct. 13, 2016
					M-9-16	MIXED		15435	4450	Oct. 13, 2016
4	TNZ -569	DT	569	ERCISTIO	B-95-96	NON-BIO	10370	15570	5200	Oct. 13, 2016
					B-43	BIO		14325	3955	Oct. 22, 2016
5	WFF - 775	DT	775	FELIZAR	B-44	MIXED	11250	17770	6520	Oct. 11, 2016
					M-05	MIXED		14935	3685	Oct. 13, 2016
					B-97	NON-BIO		15890	4640	Oct. 13, 2016
6	TDT - 839	DT	839	RUEL	B-67	BIO	10875	17025	6150	Oct. 11, 2016
						NON-BIO		17795	6920	Oct. 14, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
7	UKF - 870	DT	870	AMADO	B-111	NON-BIO	11090	17235	6145	Oct. 13, 2016
					M-08	MIXED		13415	2325	Oct. 22, 2016
8	UMP-582	DT	582	MATTENINO	M-12-13	MIXED	10960	14830	3870	Oct. 11, 2016
					B-148	NON-BIO		17870	6910	Oct. 13, 2016
					B-121	NON-BIO		12880	1920	Oct. 13, 2016
									117,105	

BIODEGRADABLE	21,195	BARANGAY	70,210
NON-BIODEGRADABLE	31,370	MAIN	46,895
MIXED	64,540	SMS	

Quezon City Waste-to-Energy Prefeasibility Study

Dump Truck Weighing - District III

OMNI Hauling Services Corporation (MDT)

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
1	RFF - 457	MDT	08	NOEL	B-46	NON-BIO	3605	5545	1940	Oct. 19, 2016
					M-10	MIXED		5645	2040	Oct. 19, 2016
					B-08	BIO		6505	2900	Oct. 21, 2016
2	RDB - 639	MDT	83	XAVIER			3065			Oct. 19, 2016
3	RDH - 675	MDT	85	JAVIER	M-07	MIXED	3245	5205	1960	Oct. 19, 2016
					B-05	BIO		5850	2605	Oct. 21, 2016
					B-38	BIO		5505	2260	Oct. 21, 2016
4	RDT - 405	MDT	91	CIRILLO	B-29	NON-BIO	3095	4740	1645	Oct. 19, 2016
					B-49	NON-BIO		5200	2105	Oct. 19, 2016
					S-07/S-08	BIO		5135	2040	Oct. 19, 2016
					B-17	BIO		5435	2340	Oct. 21, 2016
5	RDT - 255	MDT	103	ALBERTO	B-26	BIO	3010	6465	3455	Oct. 21, 2016
6	RGN - 258	MDT	M03	ALDROUS			3130			Oct. 19, 2016
7	RGN - 295	MDT	M04	ROMEO	B-23	NON-BIO	3040	4985	1945	Oct. 19, 2016
					B-16	BIO		5440	2400	Oct. 21, 2016
					B-36	BIO		5000	1960	Oct. 21, 2016
8	RGN - 306	MDT	M05	JOEL	S-05	MIXED	3070	4565	1495	Oct. 19, 2016
					B-11	BIO		5860	2790	Oct. 21, 2016
					M-10	MIXED		4975	1905	Oct. 21, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
9	RGH - 935	MDT	M07	CARLO JAY	B-25	BIO	3150	6330	3180	Oct. 19, 2016
					M-07	BIO		4435	1285	Oct. 21, 2016
					S-07/08	MIXED		5090	1940	Oct. 21, 2016
10	RGH - 427	MDT	M10	JACKIE	B-24	NON-BIO	3520	5700	2180	Oct. 19, 2016
					M-08	NON-BIO		4940	1420	Oct. 19, 2016
					B-21	BIO		6470	2950	Oct. 21, 2016
					B-37	BIO		5130	1610	Oct. 21, 2016
11	XGF - 895	MDT	M11	RAMIL	M-04	NON-BIO	3520	5700	2180	Oct. 19, 2016
12	RNB - 140	MDT	M12	JOSEPH	B-42	NON-BIO	3535	5650	2115	Oct. 19, 2016
					M-04	MIXED		5985	2450	Oct. 21, 2016
13	RNG - 711	MDT	M15	RENATO	S-01/02	NON-BIO	3410	4045	635	Oct. 19, 2016
					B-53	NON-BIO		6055	2645	Oct. 19, 2016
					B-10	BIO		6265	2855	Oct. 21, 2016
					S-02	MIXED		4180	770	Oct. 21, 2016
14	RNG - 991	MDT	M16	ARTEMIO	B-05	NON-BIO	3700	6030	2330	Oct. 19, 2016
					M-05	MIXED		6205	2505	Oct. 19, 2016
					B-01	BIO		6380	2680	Oct. 21, 2016
					M-08	MIXED		4795	1095	Oct. 21, 2016
									74,610	

Quezon City Waste-to-Energy Prefeasibility Study

BIODEGRADABLE	37,310	BARANGAY	50,890
NON-BIODEGRADABLE	21,140	MAIN	16,840
MIXED	16,160	SMS	6,880
RESIDUAL			

Quezon City Waste-to-Energy Prefeasibility Study

OMNI Hauling Services Corporation (FDT)

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
1	XFP - 751	FDT	02	EDUARDO	B-20	NON-BIO	5010	7785	2775	Oct. 19, 2016
2	RDH - 705	FDT	87	ROLANDO	B-27	NON-BIO	4780	7380	2600	Oct. 19, 2016
					M-20	NON-BIO		7470	2690	Oct. 19, 2016
					B-14	BIO		7330	2550	Oct. 21, 2016
					M-06	MIXED		6985	2205	Oct. 21, 2016
3	RDL - 322	FDT	88	VAL	B-16	NON-BIO	3945	6365	2420	Oct. 19, 2016
					M-21	MIXED		5550	1605	Oct. 19, 2016
4	RCV - 525	FDT	89	NEL	B-22	NON-BIO	4630	5850	1220	Oct. 19, 2016
					B-51	NON-BIO		7705	3075	Oct. 19, 2016
					B-39	BIO		8095	3465	Oct. 21, 2016
					B-15	BIO		7825	3195	Oct. 21, 2016
5	RFY - 145	FDT	601	ARTEMIO	B-01	NON-BIO	4500	7050	2550	Oct. 19, 2016
					M-23	MIXED	6760	6760	2260	Oct. 19, 2016
					B-23	BIO		7410	2910	Oct. 21, 2016
					M-23	MIXED		7490	2990	Oct. 21, 2016
6	RKZ - 275	FDT	602	RICHARD	B-17	NON-BIO	4535	5975	1440	Oct. 19, 2016
					M-12	MIXED		7875	3340	Oct. 19, 2016
					B-22	BIO		8215	3680	Oct. 21, 2016
					M-12	MIXED		7940	3405	Oct. 21, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
7	RKZ - 385	FDT	603	EDUARDO	B-32	NON-BIO	4740	7295	2555	Oct. 19, 2016
					B-24	BIO		8540	3800	Oct. 21, 2016
					M-16	BIO		6930	2190	Oct. 21, 2016
8	RKG - 260	FDT	604	OLYMPIO	B-19	NON-BIO	4490	8145	3655	Oct. 19, 2016
					B-48	NON-BIO		7865	3375	Oct. 19, 2016
					B-34	BIO		8110	3620	Oct. 21, 2016
9	RDJ - 641	FDT	605	EDMER	B-03	NON-BIO	4400	7830	3430	Oct. 19, 2016
					M-24	MIXED		7005	2605	Oct. 19, 2016
					B-19	BIO		7255	2855	Oct. 21, 2016
10	RDS - 792	FDT	607	ARIEL			4485			Oct. 19, 2016
11	RDZ - 274	FDT	608	GEORGE	B-25	NON-BIO	4970	8745	3775	Oct. 19, 2016
					B-52	NON-BIO		7115	2145	Oct. 19, 2016
12	RGC - 627	FDT	611	JONATHAN	B-21	NON-BIO	4945	7185	2240	Oct. 19, 2016
					M-06	NON-BIO		7460	2515	Oct. 19, 2016
					B-13	BIO		8270	3325	Oct. 21, 2016
					M-05	BIO		7385	2440	Oct. 21, 2016
13	XPL - 712	FDT	614	JEFFERSON	S-06	MIXED	5435	7260	1825	Oct. 19, 2016
					B-44	MIXED		7390	1955	Oct. 19, 2016
					S-06	BIO		7340	1905	Oct. 21, 2016
					M-21	MIXED		7315	1880	Oct. 21, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
14	RNE - 210	FDT	617	JAY	B-26	NON-BIO	5000	8355	3355	Oct. 19, 2016
					B-38	NON-BIO		6835	1835	Oct. 19, 2016
					M-16	MIXED		7160	2160	Oct. 19, 2016
					B-32	BIO		8070	3070	Oct. 21, 2016
					M-17	MIXED		7435	2435	Oct. 21, 2016
					B-18	BIO		6695	1695	Oct. 21, 2016
15	RNG - 309	FDT	618	ISIDRO	B-31	NON-BIO	4525	6135	1610	Oct. 19, 2016
					M-17	MIXED		7115	2590	Oct. 19, 2016
				TOTO	B-27	BIO	7750	3225	Oct. 21, 2016	
16	RNK - 580	FDT	620	JOHN	B-13	NON-BIO	4500	7440	2940	Oct. 19, 2016
					B-25	BIO		7850	3350	Oct. 21, 2016
					B-40	BIO		8375	3875	Oct. 21, 2016
					S-05	MIXED		5195	695	Oct. 21, 2016
					M-20	MIXED		6980	2480	Oct. 21, 2016
					B-20	BIO		7345	2845	Oct. 24, 2016
									140,625	

Quezon City Waste-to-Energy Prefeasibility Study

BIODEGRADABLE	53,995	BARANGAY	96,410
NON-BIODEGRADABLE	52,200	MAIN	39,790
MIXED	34,430	SMS	4,425
RESIDUAL			

Quezon City Waste-to-Energy Prefeasibility Study

OMNI Hauling Services Corporation (DT)

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
1	WHM - 412	DT	08	ANDREW	B-09	NON-BIO	10040	13945	3905	Oct. 19, 2016
					B-07	BIO		16980	6940	Oct. 21, 2016
					M-11	BIO		12610	2570	Oct. 21, 2016
2	WHM - 924	DT	11	ANGELITO	B-35	NON-BIO	10815	14835	4020	Oct. 19, 2016
					B-28	BIO		16260	5445	Oct. 21, 2016
3	WGG - 834	DT	12	ERMILANDO	B-06	NON-BIO	10715	15210	4495	Oct. 19, 2016
					B-43	NON-BIO		14330	3615	Oct. 19, 2016
					B-33	BIO		16525	5810	Oct. 21, 2016
4	CRJ - 130	DT	14	BRYN	B-28	NON-BIO	11130	14105	2975	Oct. 19, 2016
					M-13	MIXED		15425	4295	Oct. 19, 2016
					M-13	MIXED		14430	3300	Oct. 21, 2016
5	WHM - 923	DT	15	SULPICIO	M-01	NON-BIO	10785	14500	3715	Oct. 19, 2016
					B-39	NON-BIO		15105	4320	Oct. 19, 2016
					M-18	BIO		13045	2260	Oct. 21, 2016
6	TDW - 351	DT	24	EDGAR	B-45	NON-BIO	10065	15560	5495	Oct. 19, 2016
7	TNA - 770	DT	25	NELSON	B-14	NON-BIO	10150	16000	5850	Oct. 19, 2016
					S-03	MIXED		12725	2575	Oct. 21, 2016
8	TMT - 753	DT	26	NIXON	M-03	NON-BIO	10365	14200	3835	Oct. 19, 2016
					B-41	NON-BIO		13955	3590	Oct. 19, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					M-03	MIXED		14865	4500	Oct. 21, 2016
9	TGR - 625	DT	28	JOSEPH	B-11	NON-BIO	10185	16045	5860	Oct. 19, 2016
					M-24	MIXED		13210	3025	Oct. 21, 2016
10	TDN - 833	DT	32	ELMER	S-03	MIXED	9750	12615	2865	Oct. 19, 2016
					M-18	MIXED		13270	3520	Oct. 19, 2016
11	USN - 600	DT	36	JESUS	B-10	NON-BIO	10900	15965	5065	Oct. 19, 2016
12	WML - 631	DT	38	ARTHUR	B-50	NON-BIO	10905	15775	4870	Oct. 19, 2016
					M-02	MIXED		15840	4935	Oct. 21, 2016
13	CNW - 449	DT	51	RYAN	M-11	BIO	11800	15915	4115	Oct. 19, 2016
					B-47	NON-BIO		15235	3435	Oct. 19, 2016
					M-11	MIXED		14225	2425	Oct. 19, 2016
						MIXED		14700	2900	Oct. 20, 2016
14	CNW - 459	DT	52	JONATHAN	B-12	NON-BIO	11635	16465	4830	Oct. 19, 2016
					B-09	BIO		17685	6050	Oct. 21, 2016
15	CNW - 469	DT	53	JIMMY	B-04	NON-BIO	11815	18585	6770	Oct. 19, 2016
					B-37	NON-BIO		15950	4135	Oct. 19, 2016
					M-09	NON-BIO		13795	1980	Oct. 19, 2016
					B-31	BIO		17920	6105	Oct. 21, 2016
					M-09	MIXED		14185	2370	Oct. 21, 2016
					M-04	MIXED		18560	6745	Oct. 21, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
16	WML - 641	DT	54	RAMEL	M-01	MIXED	11150	16330	5180	Oct. 19, 2016
17	CSU - 225	DT	56	NESTOR	B-15	NON-BIO	11195	15650	4455	Oct. 21, 2016
18	CSU - 448	DT	57	JOSELITO	B-33	NON-BIO	11055	14655	3600	Oct. 19, 2016
					B-36	NON-BIO		15780	4725	Oct. 19, 2016
					M-15	MIXED		16750	5695	Oct. 21, 2016
19	XDL - 665	DT	58	BERNABE	B-30	NON-BIO	11605	15580	3975	Oct. 19, 2016
					M-19	MIXED		14920	3315	Oct. 19, 2016
					M-19	MIXED		15590	3985	Oct. 21, 2016
20	XFP - 886	DT	71	SALVADOR	B-34	NON-BIO	10330	13455	3125	Oct. 19, 2016
					M-22	NON-BIO		13770	3440	Oct. 19, 2016
					M-22	MIXED		12975	2645	Oct. 21, 2016
21	XFP - 876	DT	72	JONATHAN	B-18	NON-BIO	10850	16505	5655	Oct. 19, 2016
					B-12	BIO		15725	4875	Oct. 21, 2016
22	XEP - 134	DT	73	JOSEPH	B-30	BIO	11350	17675	6325	Oct. 21, 2016
23	XEP - 135	DT	75	ALBERT	B-08	NON-BIO	10735	14700	3965	Oct. 19, 2016
					M-14	NON-BIO		13220	2485	Oct. 19, 2016
					B-02	BIO		17300	6565	Oct. 21, 2016
					M-14	MIXED		13500	2765	Oct. 21, 2016
24	WNN - 228	DT	77	ADOLFO	B-02	BIO	11060	16250	5190	Oct. 19, 2016
25	CRJ - 171	DT	78	JOSEPH	S-04	NON-BIO	9870	14360	4490	Oct. 19, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					S-04	MIXED		12880	3010	Oct. 21, 2016
26	ULP - 430	DT	808	JEFFROY	M-02	NON-BIO	10765	15695	4930	Oct. 19, 2016
					M-15	NON-BIO		16620	5855	Oct. 19, 2016
27	PNR - 149	DT	810	REY	B-06	BIO	11460	16010	4550	Oct. 21, 2016
28	WEP - 992	DT	811	VICENTE	B-07	NON-BIO	10265	15460	5195	Oct. 19, 2016
					B-40	NON-BIO		14010	3745	Oct. 19, 2016
					B-29	BIO		15120	4855	Oct. 21, 2016
29	WEP - 962	DT	804	ELMER			11000			Oct. 19, 2016
									284,105	

BIODEGRADABLE	71,655	BARANGAY	177,280
NON-BIODEGRADABLE	142,400	MAIN	93,885
MIXED	70,050	SMS	12,940
RESIDUAL			

Quezon City Waste-to-Energy Prefeasibility Study

Dump Truck Weighing - District IV

IPM Construction & Development Corporation (MC)

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks		
1	XJK - 289	MC	07	MARLON	S-01	NON-BIO	5760	8430	2670	Oct. 20, 2016		
					B-56	NON-BIO		7315	1555	Oct. 20, 2016		
					S-01	BIO		8110	2350	Oct. 22, 2016		
					B-47-B	BIO		7075	1315	Oct. 22, 2016		
2	CTM - 502	MC	11	LEVY	REQUEST (CON)	NON-BIO	6080	7580	1500	Oct. 20, 2016		
						RESIDUAL		6750	670	Oct. 20, 2016		
						LEMARK	S-04 (Request)	MIXED		7440	1360	Oct. 22, 2016
							S-04 (Request)	MIXED		7035	955	Oct. 22, 2016
3	RBJ - 762	MC	21	LEVY	B-100	NON-BIO	5950	9110	3160	Oct. 20, 2016		
					S-12	MIXED		8890	2940	Oct. 20, 2016		
					B-83	MIXED		8930	2980	Oct. 22, 2016		
4	RBJ - 946	MC	24	RELLY	B-86/87	NON-BIO	6440	8710	2270	Oct. 20, 2016		
					S-11	MIXED		7180	740	Oct. 22, 2016		
					B-55	MIXED		8255	1815	Oct. 22, 2016		
5	RCC - 179	MC	37	EVENSON	B-69-B	BIO	6625	9735	3110	Oct. 22, 2016		
						M-17	MIXED		9425	2800	Oct. 22, 2016	
							NON-BIO		12305	5680	Oct. 21, 2016	
6	RER - 706	MC	41	ROBERTO	B-62	MIXED	6525	9270	2745	Oct. 20, 2016		

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					M-16	MIXED		9030	2505	Oct. 20, 2016
7	REX - 784	MC	46	ENRIQUE	B-50-B	BIO	5840	8290	2450	Oct. 22, 2016
					B-71	MIXED		7750	1910	Oct. 22, 2016
8	RMX - 606	FDT	48	JOVANNE	B-54	NON-BIO	4895	6385	1490	Oct. 20, 2016
					S-18	MIXED		5830	935	Oct. 20, 2016
				JOEL	B-45	BIO		6875	1980	Oct. 22, 2016
					S-18	MIXED		5190	295	Oct. 22, 2016
9	RFL - 545	MC	53	DANTE	B-88-A	NON-BIO	5940	9970	4030	Oct. 20, 2016
					M-34	MIXED		9415	3475	Oct. 22, 2016
10	RNH - 797	MDT	58	VIC	SERVICE	BACK-UP	4615			
11	RGH - 584	MC	66	HENRY	B-60	NON-BIO	6115	8610	2495	Oct. 20, 2016
					M-36/37	MIXED		9610	3495	Oct. 20, 2016
					B-51	BIO		8345	2230	Oct. 22, 2016
					S-12	MIXED		7390	1275	Oct. 22, 2016
12	RGD - 144	MC	68	BERNARDINO	S-16	MIXED	6140	6540	400	Oct. 20, 2016
					B-102	NON-BIO		8810	2670	Oct. 20, 2016
					BULKY WASTE	MIXED		7295	1155	Oct. 22, 2016
13	RGN - 256	MC	73	JOSEPH	M-31	MIXED	6170	7990	1820	Oct. 20., 2016
						MIXED		8170	2000	Oct. 22, 2016
					M-33	MIXED		9580	3410	Oct. 22, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
14	RJD - 749	MC	91	ALVIN	B-95	NON-BIO	5905	8485	2580	Oct. 20, 2016
					M-34	MIXED		10405	4500	Oct. 20, 2016
					B-30	BIO		7985	2080	Oct. 22, 2016
15	RJN - 603	MC	97	ARIEL	B-48	BIO	6505	8135	1630	Oct. 22, 2016
					M-36/37	MIXED		10000	3495	Oct. 22, 2016
						MIXED		8930	2425	Oct. 21, 2016
						NON-BIO		9495	2990	Oct. 21, 2016
16	RJN - 984	MC	98	NENITO	S-04	NON-BIO	6900	8900	2000	Oct. 20, 2016
					S-13	RESIDUAL		7930	1030	Oct. 20, 2016
					S-04	BIO		8550	1650	Oct. 22, 2016
					S-13	MIXED		7375	7375	Oct. 22, 2016
17	RJN - 464	MC	99	JOSE	B-91	NON-BIO	6420	8980	2560	Oct. 20, 2016
					B-90	NON-BIO		10315	3895	Oct. 20, 2016
					B-76-B	BIO		8685	2265	Oct. 22, 2016
					B-82	BIO		10190	3770	Oct. 22, 2016
18	RJB - 531	MC	100	PEDRO	S-10	NON-BIO	6530	8405	1875	Oct. 20, 2016
					B-80	NON-BIO		9790	3260	Oct. 20, 2016
					S-10	MIXED		8305	1775	Oct. 22, 2016
					B-85	BIO		9815	3285	Oct. 22, 2016
19	RJM - 864	MC	102	ALBERT	B-57	NON-BIO	6485	8310	1825	Oct. 20, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					M-37	MIXED		10865	4380	Oct. 22, 2016
20	RJK - 561	MC	103	JONATHAN	B-77-A	NON-BIO	5905	10390	4485	Oct. 20, 2016
					S-17	MIXED		6115	210	Oct. 20, 2016
					B-66	BIO		9765	3860	Oct. 22, 2016
					S-17	MIXED		6675	770	Oct. 22, 2016
21	RJB - 301	MC	104	JAIME	S-05	BIO	5700	6755	1055	Oct. 20, 2016
						MIXED		6720	1020	Oct. 22, 2016
22	RMB - 667	MC	128	RONELO	B-67	BIO	6080	10915	4835	Oct. 20, 2016
						MIXED		7390	1310	Oct. 22, 2016
					M-16	MIXED		8465	2385	Oct. 25, 2016
						MIXED		9165	3085	Oct. 23, 2016
23	RNA - 503	MC	147	COLARINO	S-11	NON-BIO	6730	8060	1330	Oct. 20, 2016
					B-65	NON-BIO		12295	5565	Oct. 20, 2016
24	RNA - 553	MC	148	RUFINO	M-23	MIXED	5965	10050	4085	Oct. 20, 2016
					B-63-B	BIO		10255	4290	Oct. 22, 2016
					M-23	MIXED		9505	3540	Oct. 22, 2016
25	AAT - 4882	MC	178	MIGUELITO	REQUEST	BIO	6165	9430	3265	Oct. 20, 2016
					M-26	MIXED		7290	1125	Oct. 20, 2016
						MIXED		11290	5125	Oct. 21, 2016
					B-10 Request	BIO		8935	2770	Oct. 22, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
						MIXED		12430	6265	Oct. 23, 2016
26	030109	MC	205	NOEL	S-03	NON-BIO	5410	6520	1110	Oct. 20, 2016
					B-81	NON-BIO		7050	1640	Oct. 20, 2016
					M-22	MIXED		8795	3385	Oct. 20, 2016
					S-03	MIXED		7635	2225	Oct. 22, 2016
27	13294	MC	219	EDMUND	B-75/76	NON-BIO	6080	9960	3880	Oct. 20, 2016
					B-64	BIO		10095	4015	Oct. 22, 2016
28	8201	MC	227	ALRIC	B-79	NON-BIO	6240	8500	2260	Oct. 20, 2016
					B-99/101	NON-BIO		8640	2400	Oct. 20, 2016
					B-68	BIO		8245	2005	Oct. 22, 2016
					B-84	BIO		9940	3700	Oct. 22, 2016
29	ACO - 1602	MC	228	DANILO	B-59	NON-BIO	6640	9375	2735	Oct. 20, 2016
					M-27	MIXED		7540	900	Oct. 20, 2016
						MIXED		11540	4900	Oct. 21, 2016
30	7160	MC	229	CRISPIN	B-52	NON-BIO	5470	9840	4370	Oct. 20, 2016
					M-33	MIXED		9165	3695	Oct. 20, 2016
					B-43	BIO		9515	4045	Oct. 22, 2016
					M-27	MIXED		10905	5435	Oct. 22, 2016
31	RNW-200	FDT	63	REY	S-06	MIXED	4530	5880	410	Oct. 20, 2016
						MIXED		5895	1365	Oct. 20, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					S-015	MIXED		6325	1795	Oct. 20, 2016
						MIXED		5715	1185	Oct. 22, 2016
									259,110	

BIODEGRADABLE	58,690	BARANGAY	137,425
NON-BIODEGRADABLE	78,280	MAIN	83,155
MIXED	120,440	SMS	38,530
RESIDUAL	1,700		

Quezon City Waste-to-Energy Prefeasibility Study

IPM Construction & Development Corporation (DT)

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
1	WEA - 955	DT	65	ALVAREZ	M-01	MIXED	11145	16815	5670	Oct. 20, 2016
					M-07	MIXED		14585	3440	Oct. 20, 2016
					M-01	MIXED		15850	4705	Oct. 22, 2016
					M-07	MIXED		15800	4655	Oct. 22, 2016
2	WJR - 780	DT	66	VICTORINO	B-97	NON-BIO	11585	15445	3860	Oct. 20, 2016
					M-28	MIXED		15655	4070	Oct. 20, 2016
					B-81	BIO		14855	3270	Oct. 22, 2016
					M-38	MIXED		14560	2975	Oct. 23, 2016
3	WSU - 594	DT	73	JIMMY	M-05	MIXED	11800	14820	3020	Oct. 20, 2016
					B-53	BIO		16040	4240	Oct. 25, 2016
4	CRZ - 473	DT	74	JONJON	B-67	NON-BIO	12385	15555	3170	Oct. 20, 2016
					B-58	BIO		17040	4655	Oct. 25, 2016
5	WTS - 616	DT	77	JOSE	M-03	MIXED	11770	16190	4420	Oct. 20, 2016
					M-09	MIXED		13435	1665	Oct. 20, 2016
					M-03	MIXED		16050	4280	Oct. 22, 2016
					M-09	MIXED		14885	3115	Oct. 22, 2016
6	WTE - 234	DT	78	RODEL	B-89	NON-BIO	11850	15645	3795	Oct. 20, 2016
						MIXED		14545	2695	Oct. 20, 2016
					M-11	NON-BIO		12460	610	Oct. 20, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
7	WTN - 154	DT	79	DANILLO	M-14	MIXED	11260	15340	4080	Oct. 20, 2016
					B-56	BIO		14440	3180	Oct. 22, 2016
					M-14	MIXED		14605	3345	Oct. 22, 2016
8	WTN - 194	DT	81	ISABELLO	B-88	NON-BIO	12320	15410	3090	Oct. 20, 2016
					M-31	MIXED		15180	2860	Oct. 20, 2016
					B-73-B	BIO		15925	3605	Oct. 22, 2016
9	XDA - 370	DT	82	JAY	B-53	NON-BIO	11270	15450	4180	Oct. 20, 2016
					BW	MIXED		12705	1435	Oct. 20, 2016
					B-44	BIO		15865	4595	Oct. 22, 2016
					S-21	MIXED		12245	975	Oct. 22, 2016
10	XBF-748	DT	86	DANILO	M-05	MIXED	11615	14870	3255	Oct. 22, 2016
					M-11	MIXED		14035	2420	Oct. 22, 2016
11	CSD - 325	DT	87	EDWIN	B-94/96	RESIDUAL	11340	15225	3885	Oct. 20, 2016
					B-79	BIO		15805	4465	Oct. 25, 2016
					M-20	MIXED		14715	3375	Oct. 22, 2016
12	CSE - 905	DT	88	RANDY	M-19	NON-BIO	11805	13860	2055	Oct. 20, 2016
					B-40	BIO		14355	2550	Oct. 22, 2016
					M-31	MIXED		14255	2450	Oct. 22, 2016
13	CSE - 964	DT	89	JAY	B-49	NON-BIO	11255	13800	2545	Oct. 20, 2016
					M-13	MIXED		15690	4435	Oct. 20, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					M-13	MIXED		17145	5890	Oct. 22, 2016
					BULKY WASTE	MIXED		13155	1900	Oct. 25, 2016
14	XFM - 652	DT	91	NELSON	B-64-A	NON-BIO	11560	15655	4095	Oct. 20, 2016
					BULKY WASTE	MIXED		13200	1640	Oct. 22, 2016
15	XCZ - 521	DT	92	LUPO	M-06	MIXED	11940	15760	3820	Oct. 20, 2016
					M-12	MIXED		14015	2075	Oct. 20, 2016
					M-06	MIXED		15900	3960	Oct. 22, 2016
					M-12	MIXED		13980	2040	Oct. 22, 2016
16	XFM - 642	DT	93	JOSEF	B-84/85	NON-BIO	11570	16645	5075	Oct. 20, 2016
					B-74	BIO		14765	3195	Oct. 22, 2016
					B-72	MIXED		16195	4625	Oct. 23, 2016
17	XAB - 472	DT	94	BENITO	S-02	NON-BIO	12545	15455	2910	Oct. 20, 2016
					S-19	RESIDUAL		16350	3805	Oct. 20, 2016
					S-19	MIXED		15605	3060	Oct. 22, 2016
						MIXED		15525	2980	Oct. 23, 2016
18	XBZ - 325	DT	95	ARNOLD	S-20	MIXED	11935	14220	2285	Oct. 20, 2016
					S-21	NON-BIO		13945	2010	Oct. 20, 2016
					S-20	MIXED		14065	2130	Oct. 22, 2016
19	XCT - 464	DT	97	JIMMY	B-77	NON-BIO	11630	15715	4085	Oct. 20, 2016
					M-30	MIXED		16835	5205	Oct. 20, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					B-65	BIO		15645	4015	Oct. 22, 2016
20	XDA - 835	DT	98	CHRISTOPHER	B-66	NON-BIO	11375	14545	3170	Oct. 20, 2016
					B-52	BIO		16870	5495	Oct. 22, 2016
						MIXED		18310	6935	Oct. 23, 2016
21	XAB - 412	DT	99	JOSE	B-90	NON-BIO	11830	15015	3185	Oct. 20, 2016
					REQUEST	MIXED		14130	2300	Oct. 20, 2016
					B-75	BIO		14950	3120	Oct. 22, 2016
22	XDL - 766	DT	104	JUAN FELIX	B-50	NON-BIO	12290	15385	3095	Oct. 20, 2016
					S-14	MIXED		15375	3085	Oct. 20, 2016
					B-69-B	BIO		15555	3265	Oct. 22, 2016
					S-14	MIXED		15410	3120	Oct. 22, 2016
23	XDX - 958	DT	106	ENRIQUE	B-80	NON-BIO	11095	12845	1750	Oct. 20, 2016
					M-07	BIO		13700	2605	Oct. 22, 2016
					M-22	MIXED		14615	3520	Oct. 22, 2016
24	XHB - 981	DT	112	REYNALDO	M-02	MIXED	11585	16405	4820	Oct. 20, 2016
					M-08	MIXED		17450	5865	Oct. 20, 2016
					M-02	BIO		17075	5490	Oct. 22, 2016
					M-08	MIXED		15145	3560	Oct. 22, 2016
25	XHK - 315	DT	115	DANTE	S-09	MIXED	11315	14635	3320	Oct. 20, 2016
					M-21	MIXED		16700	5385	Oct. 20, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					M-21	MIXED		16285	4970	Oct. 22, 2016
26	XFL - 640	DT	117	CATALINO	B-55	NON-BIO	11685	16975	5290	Oct. 20, 2016
					M-35	MIXED		16505	4820	Oct. 20, 2016
					B-46-B	BIO		16450	4765	Oct. 22, 2016
						MIXED		15660	3975	Oct. 23, 2016
27	XGD - 654	DT	118	AGUSTIN	S-08	MIXED	11585	13215	1630	Oct. 20, 2016
					B-76	NON-BIO		14750	3165	Oct. 20, 2016
					S-08	BIO		14180	2595	Oct. 22, 2016
28	RAX - 642	DT	119	MELVIN	S-02	MIX	12275	14835	2560	Oct. 22, 2016
					B-61	BIO		15685	3410	Oct. 22, 2016
29	RAS - 471	DT	121	EDGAR	B-92/93	NON-BIO	11470	15905	4435	Oct. 20, 2016
					M-20	MIXED		14765	3295	Oct. 20, 2016
					M-32	MIXED		14060	2590	Oct. 23, 2016
30	REM - 306	DT	129	SEVERINO	M-38	MIXED	11625	14825	3200	Oct. 20, 2016
					S-09	MIXED		15630	4005	Oct. 22, 2016
31	REM - 317	DT	134	DOMINGO	M-04	NON-BIO	12515	18305	5790	Oct. 20, 2016
					M-10	RESIDUAL		16315	3800	Oct. 20, 2016
					M-04	BIO		17320	4805	Oct. 22, 2016
					M-10	MIXED		16230	3715	Oct. 22, 2016
32	RFK - 594	DT	135	ROGER	B-69	NON-BIO	11815	14780	2965	Oct. 20, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					M-25	MIXED		14690	2875	Oct. 22, 2016
					B-57-60	MIXED		16160	4345	Oct. 22, 2016
					M-25	MIXED		14795	2980	Oct. 22, 2016
33	RFL - 782	DT	136	LORENZO	B-68	NON-BIO	11870	15225	3355	Oct. 20, 2016
					B-59	BIO		17450	5580	Oct. 25, 2016
					M-15	MIXED		15365	3495	Oct. 22, 2016
34	RGM - 752	DT	155	ROBERTO	B-71	NON-BIO	12110	14850	2740	Oct. 20, 2016
						MIXED		15365	3255	Oct. 21, 2016
					B-54	BIO		15160	3050	Oct. 22, 2016
35	RJH - 846	DT	165	GARRY	B-73	NON-BIO	11695	16745	4635	Oct. 20, 2016
				LORENCIO	BULKY WASTE	MIXED		12780	670	Oct. 20, 2016
					B-75	BIO		15290	3595	Oct. 22, 2016
					BULKY WASTE	MIXED		12515	820	Oct. 22, 2016
36	RJP - 324	DT	173	NORIE	M-15	MIXED	11460	16225	4765	Oct. 20, 2016
					B-82/83	NON-BIO		14665	3205	Oct. 20, 2016
					B-70	BIO		15970	4510	Oct. 22, 2016
					M-28	MIXED		14740	3280	Oct. 22, 2016
37	RJN - 659	DT	175	JUANITO	B-51	NON-BIO	11900	15160	3260	Oct. 20, 2016
					M-32	MIXED		14680	2780	Oct. 20, 2016
					B-42	BIO		15280	3380	Oct. 22, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					M-19	MIXED		14165	2265	Oct. 22, 2016
38	RKC - 596	DT	226	PROPETISO	B-58	NON-BIO	12425	15350	2925	Oct. 20, 2016
					M-18	MIXED		14695	2270	Oct. 20, 2016
					B-49-B	BIO		15190	2765	Oct. 22, 2016
					M-18	MIXED		15875	3450	Oct. 22, 2016
39	RKC -473	DT	233	CELITO	B-72	NON-BIO	11540	15725	4185	Oct. 20, 2016
					M-24/29	MIXED		15300	3760	Oct. 20, 2016
					B-62	BIO		14590	3050	Oct. 22, 2016
					M-24	MIXED		15660	4120	Oct. 23, 2016
									446,120	

BIODEGRADABLE	99,250	BARANGAY	207,490
NON-BIODEGRADABLE	98,630	MAIN	198,160
MIXED	236,750	SMS	40,470
RESIDUAL	11,490		

Quezon City Waste-to-Energy Prefeasibility Study

Dump Truck Weighing - District V

316 Metro Transport (MDT)

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
1	POE-529	MDT	01	INRI	B-10	N/B	3565	5600	2035	Oct. 24, 2016
					B-36-B	N/B		6825	3260	Oct. 24, 2016
					B-26	BIO		6800	3235	Oct. 26, 2016
					M-25	MIXED		6065	2500	Oct. 26, 2016
2	PIQ-721	MDT	02	JOSELITO	B-38	N/B	3340	6055	2715	Oct. 24, 2016
3	PIQ-652	MDT	03	EDWIN	B-45/46/47/48/49	BIO	3340	6185	2845	Oct. 26, 2016
4	PIQ-789	MDT	05	MOISES	B-37	N/B	3375	6555	3180	Oct. 24, 2016
					B-03	BIO		8160	4785	Oct. 26, 2016
					B-15	BIO		5880	2505	Oct. 26, 2016
5	NQE-905	MDT	07	DOMINGO	B-19	N/B	3500	6820	3320	Oct. 24, 2016
					M-26	MIXED		4355	855	Oct. 24, 2016
					B-44	BIO		5395	1895	Oct. 26, 2016
6	PYO-979	MDT	08	ANTONIO	B-07	N/B	3415	5330	1915	Oct. 24, 2016
					M-11/12	MIXED		5760	2345	Oct. 24, 2016
					B-04	BIO		5430	2015	Oct. 26, 2016
7	PSO-838	MDT	10	JOHNNY	M-05/06	MIXED	3625	6720	3095	Oct. 24, 2016
					B-28	BIO		6835	3210	Oct. 24, 2016
					B-06/07	BIO		6340	2715	Oct. 26, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
8	RFS-572	MDT	11	MARLON	B-43-B	N/B	3300	6395	3095	Oct. 24, 2016
					B-35	N/B		6860	3560	Oct. 24, 2016
					B-10/11	BIO		6815	3515	Oct. 26, 2016
9	PGT-899	MDT	12	ALBERT	B-42	N/B	3465	6630	3165	Oct. 24, 2016
					B-52/53	BIO		5845	2380	Oct. 26, 2016
10	RKJ-559	MDT	13	FELICISIMO	B-42-B	N/B	3575	6275	2700	Oct. 24, 2016
					B-31	BIO		6510	2935	Oct. 24, 2016
					M-05/06	MIXED		7250	3675	Oct. 26, 2016
					B-39	BIO		5365	1790	Oct. 26, 2016
11	RKX-998	MDT	14	ABEL	M-27	N/B	3515	6415	2900	Oct. 24, 2016
					B-56/57/58/59/60	BIO		6405	2890	Oct. 26, 2016
					M-27	MIXED		6080	2565	Oct. 26, 2016
12	RKJ-679	MDT	15	RONILLO	B-43-A	N/B	3155	5495	2340	Oct. 24, 2016
					M-22	MIXED		5500	2345	Oct. 24, 2016
13	RJR-771	MDT	16	CHRISTOPHER	B-29	N/B	3100	5655	2555	Oct. 24, 2016
14	RKZ-450	MDT	17	AGUSTIN	B-40	N/B	3335	6255	2920	Oct. 24, 2016
					M-25	MIXED		5760	2425	Oct. 24, 2016
					S-05	BIO		4320	985	Oct. 26, 2016
15	RKE-727	MDT	18	RONALD			3260			
16	RJT-538	MDT	19	ISMAEL	B-41	N/B	3595	6665	3070	Oct. 24, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					S-04	MIXED		4415	820	Oct. 26, 2016
17	RMP-125	MDT	20	ROSENDO	M-23	MIXED	3385	5660	2275	Oct. 24, 2016
					B-35	BIO		4885	1500	Oct. 26, 2016
					M-23	MIXED		5210	1825	Oct. 26, 2016
18	RMN-535	MDT	21	POLICARPIO	B-38/39	N/B	3960	7455	3495	Oct. 24, 2016
					M-10	MIXED		7005	3045	Oct. 26, 2016
19	RMP-796	MDT	22	MANUEL	B-33	N/B	3565	6080	2515	Oct. 24, 2016
					S-02	MIXED		4840	1275	Oct. 24, 2016
					B-50/51	BIO		6340	2775	Oct. 26, 2016
					B-38	BIO		5060	1495	Oct. 26, 2016
20	RMI-805	MDT	23	HERNANIE	B-23	N/B	3885	6520	2635	Oct. 24, 2016
					B-32	N/B		6600	2715	Oct. 24, 2016
					S-01	MIXED		5615	1730	Oct. 24, 2016
					B-20	BIO		7475	3590	Oct. 26, 2016
21	ABB-5389	MDT	24	DENNIS	B-21	N/B	3570	7030	3460	Oct. 24, 2016
					S-03	N/B		5765	2195	Oct. 24, 2016
					B-54/55	BIO		5940	2370	Oct. 26, 2016
22	AAV-5632	MDT	25	CELSO	B-15	N/B	3530	5540	2010	Oct. 24, 2016
					B-34	N/B		6230	2700	Oct. 24, 2016
						N/B		6105	2575	Oct. 25, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					M-11/12	MIXED		5775	2245	Oct. 26, 2016
					M-26	MIXED		4865	1335	Oct. 26, 2016
23	ABB--5181	MDT	26	JONARD	B-13	N/B	3545	6405	2860	Oct. 24, 2016
24	030110	MDT	27	JOEBERT	B-14	N/B	3740	5775	2035	Oct. 24, 2016
					M-10	MIXED		5680	1940	Oct. 24, 2016
					B-18	BIO		6080	2340	Oct. 26, 2016
					B-04 (CON)	BIO		4465	725	Oct. 26, 2016
					M-22	BIO		6695	2955	Oct. 26, 2016
									163,670	

BIODEGRADABLE	55,450	BARANGAY	115,450
NON-BIODEGRADABLE	71,925	MAIN	38,650
MIXED	36,295	SMS	9,570
RESIDUAL	163,670		

Quezon City Waste-to-Energy Prefeasibility Study

316 Metro Transport (FDT)

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
1	RKF-410	FDT	01	FERNANDO	B-20	N/B	6115	10535	4420	Oct. 24, 2016
					B-19	BIO		10910	4795	Oct. 26, 2016
2	RKD-189	FDT	02	ENRICO	B-22	N/B	5190	9185	3995	Oct. 24, 2016
					B-41	BIO		8825	3635	Oct. 26, 2016
					M-21	MIXED		9320	4130	Oct. 26, 2016
3	RJZ-918	FDT	03	OSCAR	B-01	N/B	5470	5760	290	Oct. 24, 2016
					M-13/14	MIXED		9605	4135	Oct. 24, 2016
						MIXED		8915	3445	Oct. 26, 2016
					M-07	MIXED		8335	2865	Oct. 26, 2016
					B-40	N/B		8010	2540	Oct. 26, 2016
	M-17/18	MIXED		10205	4735	Oct. 26, 2016				
4	RJZ-987	FDT	04	RANDY	B-34	BIO	5510	10310	4800	Oct. 26, 2016
						BIO		8010	2500	Oct. 26, 2016
5	RJZ-959	FDT	05	ARIEL	B-04/05	N/B	5445	7735	2290	Oct. 24, 2016
						N/B		8160	2715	Oct. 26, 2016
6	RKE-855	FDT	06	JAMES	B-26-A	N/B	5370	10905	5535	Oct. 24, 2016
					B-17	BIO		9975	4605	Oct. 26, 2016
7	RKF-703	FDT	07		B-27	N/B	4925	8485	3560	Oct. 24, 2016
					B-05	BIO		7930	3005	Oct. 26, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
8	UNG-631	FDT	08	EDISON	B-38/39-C	N/B	5890	10470	4580	Oct. 24, 2016
					M-24	MIXED		9095	3205	Oct. 24, 2016
9	PJT-794	FDT	09	WARLITO	M-03/04	MIXED	5460	10980	5520	Oct. 24, 2016
					B-17	MIXED		9315	3855	Oct. 24, 2016
10	RKZ-955	FDT	10	JEFFREY	M-01/02	N/B	4770	9160	4390	Oct. 24, 2016
					B-18	N/B		9805	5035	Oct. 24, 2016
					B-21/22	BIO		8780	4010	Oct. 26, 2016
					M-15	MIXED		7880	3110	Oct. 26, 2016
11	RKZ-734	FDT	11	EDWIN	B-09	N/B	5550	10260	4710	Oct. 24, 2016
					B-08/09	BIO		10785	5235	Oct. 26, 2016
					M-16	MIXED		8355	2805	Oct. 26, 2016
12	RKV-766	FDT	12	JAY	B-11	N/B	5645	9920	4275	Oct. 24, 2016
					M-21	MIXED		9305	3660	Oct. 24, 2016
					M-03/04	MIXED		9985	4340	Oct. 26, 2016
					B-36/37	BIO		9495	3850	Oct. 26, 2016
13	RKV-983	FDT	14	RONILLO	M-07	MIXED	4475	8280	3805	Oct. 24, 2016
					B-30	N/B		7540	3065	Oct. 24, 2016
				MARK	B-23/24/27	BIO		8530	4055	Oct. 26, 2016
14	RKU-170	FDT	15	JOWEN	B-23-A	N/B	4760	8735	3975	Oct. 24, 2016
					B-43	BIO		7435	2675	Oct. 26, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					M-24	MIXED		8275	3515	Oct. 26, 2016
15	PQA-753	FDT	17	EUGENE	B-24	N/B	5070	9530	4460	Oct. 24, 2016
16	PSQ-932	FDT	19	CHARLIE	B-02	N/B	5300	8010	2710	Oct. 24, 2016
					M-08/09	MIXED		8265	2965	Oct. 24, 2016
					B-01	BIO		8535	3235	Oct. 26, 2016
17	PIQ-581	FDT	20	ERWIN	B-43-C	N/B	5270	9425	4155	Oct. 24, 2016
					M-13/14	MIXED		9255	3985	Oct. 26, 2016
18	RMN-513	FDT	21	JOPHER	M-01/02	BIO	5195	8815	3620	Oct. 26, 2016
19	RMC-490	FDT	22	JOSELITO	M-08/09	MIXED	5095	7990	2895	Oct. 26, 2016
20	RMN-962	FDT	23	ROMMEL	B-26-B	N/B	4920	10180	5260	Oct. 24, 2016
					M-15	MIXED		7830	2910	Oct. 24, 2016
					B-02	BIO		7780	2860	Oct. 26, 2016
					B-42	BIO		7165	2245	Oct. 26, 2016
21	RMC-471	FDT	24	BILLY	B-03	N/B	4665	8125	3460	Oct. 24, 2016
					B-14	BIO		9030	4365	Oct. 26, 2016
22	AFA-8835	FDT	26	GARY	B-06	N/B	5395	8350	2955	Oct. 24, 2016
					M-16	MIXED		9010	3615	Oct. 24, 2016
					B-16	BIO		10860	5465	Oct. 26, 2016
23	ABK-7424	FDT	27	EDWIN	B-08	N/B	5300	10395	5095	Oct. 24, 2016
					M-17/18	MIXED		10585	5285	Oct. 24, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					B-28/29/30	BIO		9445	4145	Oct. 26, 2016
24	ABK-7704	FDT	28	HENRY	B-12	N/B	5335	9770	4435	Oct. 24, 2016
					B-25/31/32/33	BIO		11315	5980	Oct. 26, 2016
									237,765	

BIODEGRADABLE	74,025	BARANGAY	162,275
NON-BIODEGRADABLE	92,405	MAIN	75,490
MIXED	71,335	SMS	
RESIDUAL			

Quezon City Waste-to-Energy Prefeasibility Study

316 Metro Transport (DT)

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
1	RKG-977	DT	208	RYAN	B-16	N/B	11540	18670	7130	Oct. 24, 2016
					B-12/13	BIO		17290	5750	Oct. 26, 2016
2	RKG-965	DT	209	ELIAZAR	B-25	N/B	11800	17385	5585	Oct. 24, 2016
					M-19/20	MIXED		17135	5335	Oct. 24, 2016
					M-19/20	MIXED		16730	4930	Oct. 26, 2016
									28,730	

BIODEGRADABLE	5,750	BARANGAY	18,465
NON-BIODEGRADABLE	12,715	MAIN	10,265
MIXED	10,265	SMS	
RESIDUAL			

Quezon City Waste-to-Energy Prefeasibility Study

Dump Truck Weighing - District VI

Harley Construction, Inc. (MDT)

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
1	CVX-403	MDT	01	REYNALDO			3560			
2	CXV-404	MDT	16	VIRGILIO	B-50	BIO	3545	5810	2265	Oct. 25, 2016
					SCOG-CEMETERY	MIXED		3870	325	Oct. 25, 2016
					B-79	N/B		4105	560	Oct. 27, 2016
					B-109	N/B		5270	1725	Oct. 27, 2016
3	REN-136	MDT	17	JAYSON	B-67	BIO	3435	5990	2555	Oct. 25, 2016
					SCOG-CEMETERY	MIXED		3655	220	Oct. 25, 2016
					B-95	N/B		5555	2120	Oct. 27, 2016
					M-06	MIXED		5955	2520	Oct. 27, 2016
4	RFD-498	MDT	20	ANTONIO	B-52	BIO	3675	6075	2400	Oct. 25, 2016
					B-100	N/B		6540	2865	Oct. 27, 2016
					B-121	N/B		5820	2145	Oct. 27, 2016
5	RBA-293	MDT	22	JOMAR	B-72-A	BIO	3675	5640	1965	Oct. 25, 2016
					B-78	N/B		4600	925	Oct. 27, 2016
					B-89	MIXED		5525	1850	Oct. 27, 2016
6	XAN-736	MDT	23	BUDDY	B-88	BIO	3570	6565	2995	Oct. 25, 2016
7	RFC-938	MDT	24				3560			
8	RBA-305	MDT	26	DARWIN	S-01	MIXED	3515	5020	1505	Oct. 27, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					B-127	N/B		4890	1375	Oct. 27, 2016
9	RFB-975	MDT	45	ROLDAN	S-01	MIXED	3515	5375	1860	Oct. 25, 2016
					B-75	BIO		6755	3240	Oct. 25, 2016
						N/B		8050	4535	Oct. 27, 2016
10	RET-654	MDT	48	JERRY	B-91	BIO	3405	6145	2740	Oct. 25, 2016
					B-77	BIO		6220	2815	Oct. 25, 2016
				RANDY	B-94	N/B		6065	2660	Oct. 27, 2016
					B-129	N/B		5700	2295	Oct. 27, 2016
					M-20	MIXED		4520	1115	Oct. 27, 2016
11	RDP-371	MDT	53	HENRY	B-54	BIO	3770	6055	2285	Oct. 25, 2016
					B-12-C	N/B		5925	2155	Oct. 27, 2016
					B-81-C	N/B		5310	1540	Oct. 27, 2016
12	REX-667	MDT	64	JON GILBERT	S-03	BIO	3355	5820	2465	Oct. 25, 2016
					SCOG-CEMETERY	MIXED		3625	270	Oct. 25, 2016
					S-04/S-07	MIXED		5300	1945	Oct. 25, 2016
					B-72	N/B		5470	2115	Oct. 27, 2016
					B110	N/B		5170	1815	Oct. 27, 2016
13	REN-552	MDT	74	ERWIN	B-86	BIO	3360	5585	2225	Oct. 25, 2016
					B-71	N/B		5260	1900	Oct. 27, 2016
					B-88	N/B		5275	1915	Oct. 27, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
14	XBZ-498	MDT	77	GERRY	S-05	MIXED	3880	4605	1035	Oct. 25, 2016
					B-74	BIO		5975	2095	Oct. 25, 2016
15	WFV-462	MDT	84	ROLDAN	B-65	BIO	3520	4910	1390	Oct. 25, 2016
				JEHU	B-102	N/B		5995	2475	Oct. 27, 2016
					B-121 (CON)	N/B		4460	940	Oct. 27, 2016
16	RFD-838	MDT	85	RODEL			3480			
19	RLC-599	MDT	322	JESSIE	B-66	BIO	3375	5665	2290	Oct. 25, 2016
					M-06	MIXED		6165	2790	Oct. 25, 2016
				ERWIN	B-93	N/B		5010	1635	Oct. 27, 2016
					B-84	N/B		5895	2520	Oct. 27, 2016
21	GB-5772	MDT	631	JOSEPH	M-03	MIXED	3825	6075	2250	Oct. 25, 2016
	(ADJ-4986)				B-87	BIO		7160	3335	Oct. 25, 2016
					M-09	MIXED		5680	1855	Oct. 27, 2016
					B-130	N/B		7185	3360	Oct. 27, 2016
					B-130/131	N/B		6120	2295	Oct. 27, 2016
22	GB-5764	MDT	632	JONI	B-47	BIO	3835	6600	2765	Oct. 25, 2016
	(ADJ-4989)				M-18	MIXED		6130	2295	Oct. 25, 2016
					B-75	N/B		6380	2545	Oct. 27, 2016
					M-18	MIXED		5840	2005	Oct. 27, 2016
23	GB-5776	MDT	635	ROLDAN	B-92	BIO	3850	7015	3165	Oct. 25, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
	(ADJ-4990)				B-78 (CON)	BIO		4160	310	Oct. 25, 2016
					B-131	N/B		6950	3100	Oct. 27, 2016
					B-83	N/B		5135	1285	Oct. 27, 2016
24	GB-5756	MDT	637	JERRY	B-55	BIO	3815	6335	2520	Oct. 25, 2016
	(ADJ-4984)				B-85	BIO		6480	2665	Oct. 25, 2016
					M-21	MIXED		5695	1880	Oct. 25, 2016
					B-134	N/B		6955	3140	Oct. 27, 2016
					B-128	N/B		7570	3755	Oct. 27, 2016
					M-21	MIXED		5715	1900	Oct. 27, 2016
25	GB-5355	MDT	638	REYNALDO	S-02	MIXED	3925	5950	2025	Oct. 25, 2016
	(ADJ-4981)				B-47/48	BIO		6100	2175	Oct. 25, 2016
					B-80	N/B		5850	1925	Oct. 27, 2016
					B-112	N/B		5015	1090	Oct. 27, 2016
26	GB-5765	MDT	639	ROBERT	B-59	BIO	3935	6645	2710	Oct. 25, 2016
					B-96	N/B		6835	2900	Oct. 27, 2016
					B-116	N/B		6110	2175	Oct. 27, 2016
27	GB-5374	MDT	640	JOSEPH	S-06	MIXED	3830	4815	985	Oct. 25, 2016
	(ADJ-4982)				B-72-A	BIO		7070	3240	Oct. 25, 2016
				JAYSON	B-106	N/B		5985	2155	Oct. 27, 2016
					M-07	MIXED		6605	2775	Oct. 27, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
28	GB-5779 (ADJ-4992)	MDT	641	ROBERT	B-49	BIO	3820	6615	2795	Oct. 25, 2016
					M-07	MIXED		6485	2665	Oct. 25, 2016
					M-25	MIXED		6905	3085	Oct. 25, 2016
					B-67	N/B		6940	3120	Oct. 27, 2016
					M-25	MIXED		5540	1720	Oct. 27, 2016
29	GB-6029 (ADJ-4991)	MDT	642	LIMUEL	JULIUS	B-92	N/B	5860	2040	Oct. 27, 2016
					B-78	BIO	4005	6915	2910	Oct. 25, 2016
					B-90	BIO		7630	3625	Oct. 25, 2016
					M-04	MIXED		5540	1535	Oct. 25, 2016
					B-117	N/B		6035	2030	Oct. 27, 2016
30	GB-5368 (ADJ-4979)	MDT	645	JOSEPH	M-09	N/B		5385	1380	Oct. 27, 2016
					B-133	N/B		6135	2130	Oct. 27, 2016
					B-53	BIO	3860	6445	2585	Oct. 25, 2016
					B-86	BIO		5935	2075	Oct. 25, 2016
					M-20	MIXED		5230	1370	Oct. 25, 2016
					B-68	N/B		5505	1645	Oct. 27, 2016
					B-125	N/B		7460	3600	Oct. 27, 2016
									200,265	

Quezon City Waste-to-Energy Prefeasibility Study

BIODEGRADABLE	70,600	BARANGAY	155,305
NON-BIODEGRADABLE	85,885	MAIN	33,140
MIXED	43,780	SMS	11,820
RESIDUAL			

Quezon City Waste-to-Energy Prefeasibility Study

Harley Construction, Inc. (FDT)

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
1	XBD-706	FDT	25	ANGELO	M-04	BIO	5160	8090	2930	Oct. 25, 2016
					B-82	BIO		9065	3905	Oct. 25, 2016
					M-04	MIXED		7920	2760	Oct. 27, 2016
					B-122	N/B		7495	2335	Oct. 27, 2016
					M-12	MIXED		7540	2380	Oct. 27, 2016
2	CSH-118	FDT	34	REGIO	B-81	N/B	5180	7315	2135	Oct. 27, 2016
					B-124	N/B		7790	2610	Oct. 27, 2016
3	XAN-336	FDT	45	DELFIN	B-73	BIO	5410	9705	4295	Oct. 25, 2016
					B-99	N/B		8195	2785	Oct. 27, 2016
					B-114	N/B		8050	2640	Oct. 27, 2016
4	RCD-657	FDT	47	FRANCISCO	B-48	BIO	5210	9140	3930	Oct. 25, 2016
					M-11	MIXED		7530	2320	Oct. 25, 2016
					B-104	N/B		9135	3925	Oct. 27, 2016
					M-11	MIXED		7650	2440	Oct. 27, 2016
5	RCD-687	FDT	61	VICTORINO	B-56	BIO	5305	8695	3390	Oct. 25, 2016
					B-80	BIO		8470	3165	Oct. 25, 2016
					M-23	MIXED		7070	1765	Oct. 25, 2016
					B-101	N/B		6490	1185	Oct. 27, 2016
					B-119	N/B		7120	1815	Oct. 27, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					M-23	MIXED		6910	1605	Oct. 27, 2016
6	UKS-732	FDT	62	JORGE	B-60	BIO	5295	8870	3575	Oct. 25, 2016
					B-73	N/B		6550	1255	Oct. 27, 2016
					B-111	N/B		8630	3335	Oct. 27, 2016
7	CXV-401	FDT	73	DARWIN	B-68	BIO	5370	9595	4225	Oct. 25, 2016
					B-113	N/B		10255	4225	Oct. 27, 2016
					B-82	N/B		8035	2665	Oct. 27, 2016
8	RCL-546	FDT	86	APOLINAR	M-02	MIXED	5295	8295	3000	Oct. 25, 2016
					B-84	BIO		9750	4455	Oct. 25, 2016
					B-107	N/B		9360	4065	Oct. 27, 2016
					B-120 (CON)	N/B		5985	690	Oct. 27, 2016
9	CSE-253	FDT	92	NOEL	B-83	BIO	5475	10130	4655	Oct. 25, 2016
10	RDT-986	FDT	115	JOSEPH	M-19	MIXED	5715	7955	2240	Oct. 25, 2016
					M-01	BIO		8515	2800	Oct. 25, 2016
					B-89	BIO		9825	4110	Oct. 25, 2016
					M-01	MIXED		8835	3120	Oct. 27, 2016
					B-132	N/B		8720	3005	Oct. 27, 2016
					M-19	MIXED		7355	1640	Oct. 27, 2016
11	RJF-293	FDT	144	REY	M-05	MIXED	5435	7055	1620	Oct. 25, 2016
					B-64	BIO		8780	3345	Oct. 25, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					M-16	MIXED		8155	2720	Oct. 25, 2016
					M-02	MIXED		6805	1370	Oct. 27, 2016
					B-91	N/B		8070	2635	Oct. 27, 2016
					M-16	MIXED		7490	2055	Oct. 27, 2016
12	RDU-593	FDT	189	ROLANDO	B-70	BIO	6930	11885	4955	Oct. 25, 2016
					B-77	N/B		10490	3560	Oct. 27, 2016
					M-14	MIXED		10025	3095	Oct. 27, 2016
13	CXV-407	FDT	256	ARIEL	M-05	MIXED	5500	8140	2640	Oct. 27, 2016
					B-123	N/B		8605	3105	Oct. 27, 2016
14	UKS-772	FDT	257	ELMER	B-63	BIO	5660	9510	3850	Oct. 25, 2016
					M-22	MIXED		7785	2125	Oct. 25, 2016
					B-98	N/B		8845	3185	Oct. 27, 2016
					B-90	N/B		8595	2935	Oct. 27, 2016
					M-22	MIXED		7505	1845	Oct. 27, 2016
15	UMD-192	FDT	260	VIRGILIO	B-57	BIO	5145	9620	4475	Oct. 25, 2016
				RUFINO	B-76	N/B		6535	1390	Oct. 27, 2016
					B-108	N/B		8890	3745	Oct. 27, 2016
16	RJN-663	FDT	289	ROGELIO	B-62	BIO	5250	7935	2685	Oct. 25, 2016
					M-12	MIXED		7700	2450	Oct. 25, 2016
					B-97	N/B		8635	3385	Oct. 27, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					B-120	N/B		7885	2635	Oct. 27, 2016
17	RJE-541	FDT	290	MARLON	B-71	BIO	5515	8970	3455	Oct. 25, 2016
					M-10	MIXED		7075	1560	Oct. 25, 2016
					B-70	N/B		7605	2090	Oct. 27, 2016
					B-85	N/B		8560	3045	Oct. 27, 2016
					M-10	MIXED		7510	1995	Oct. 27, 2016
18	RLE-352	FDT	316	MIGUEL	B-69	BIO	4575	8675	4100	Oct. 25, 2016
					M-24	MIXED		7225	2650	Oct. 25, 2016
					B-69	N/B		7260	2685	Oct. 27, 2016
					B-115	N/B		7975	3400	Oct. 27, 2016
					M-24	MIXED		7890	3315	Oct. 27, 2016
						MIXED		6880	2305	Oct. 28, 2016
19	RKX-134	FDT	317	MARVIN			4610			
20	RLC-618	FDT	318	REYNALDO	B-58	BIO	5160	7875	2715	Oct. 25, 2016
					M-15	MIXED		8150	2990	Oct. 25, 2016
					B-105	N/B		9320	4160	Oct. 27, 2016
					B-112 (CON)	N/B		8180	3020	Oct. 27, 2016
					M-15	MIXED		7890	2730	Oct. 27, 2016
21	RKB - 657	MDT	319	CHRISTOPHER	B-76	BIO	5265	8860	3595	Oct. 25, 2016
					B-135	N/B		9650	4385	Oct. 27, 2016

Quezon City Waste-to-Energy Prefeasibility Study

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
					M-08	MIXED		7990	2725	Oct. 27, 2016
22	RLC-848	MDT	321	JONIE	B-74	N/B	3420	6260	2840	Oct. 27, 2016
					B-95/96 (CON)	N/B		5280	1860	Oct. 27, 2016
23	RGD-783	MC	324	MIKE	B-79	BIO	5355	10435	5080	Oct. 25, 2016
					M-17	MIXED		6890	1535	Oct. 25, 2016
					B-118	N/B		8075	2720	Oct. 27, 2016
					B-126	N/B		9205	3850	Oct. 27, 2016
					M-17	MIXED		7115	1760	Oct. 27, 2016
									249,745	

BIODEGRADABLE	83,690	BARANGAY	173,100
NON-BIODEGRADABLE	99,303	MAIN	76,645
MIXED	66,752	SMS	
RESIDUAL			

Quezon City Waste-to-Energy Prefeasibility Study

Harley Construction, Inc. (DT)

No.	Plate No.	Type of Truck	BODY NO.	Driver	Collection Area	Type of Waste	Tare Weight	Gross Weight	Net Weight	Remarks
1	UPL-887	DT	113	DOLPHY	B-81	BIO	12040	18535	6495	Oct. 25, 2016
					M-14	MIXED		15360	3320	Oct. 25, 2016
2	CXV-399	DT	138	BERNARDO	M-08	MIXED	13340	16040	2700	Oct. 25, 2016
					B-86/87	N/B		17475	4135	Oct. 27, 2016
					M-26	MIXED		16230	2890	Oct. 27, 2016
3	UCK-956	DT	139	FELICIANO	B-61	BIO	7645	17265	9620	Oct. 25, 2016
					M-26	MIXED		14505	6860	Oct. 25, 2016
4	CEC-195	DT	164	MELVIN	B-51	BIO	12040	16895	4855	Oct. 25, 2016
					M-13	MIXED		14645	2605	Oct. 25, 2016
					B-103	N/B		15215	3175	Oct. 27, 2016
					M-13	MIXED		15455	3415	Oct. 27, 2016
									50,070	

BIODEGRADABLE	20,970	BARANGAY	28,280
NON-BIODEGRADABLE	7,310	MAIN	21,790
MIXED	21,790	SMS	
RESIDUAL			