

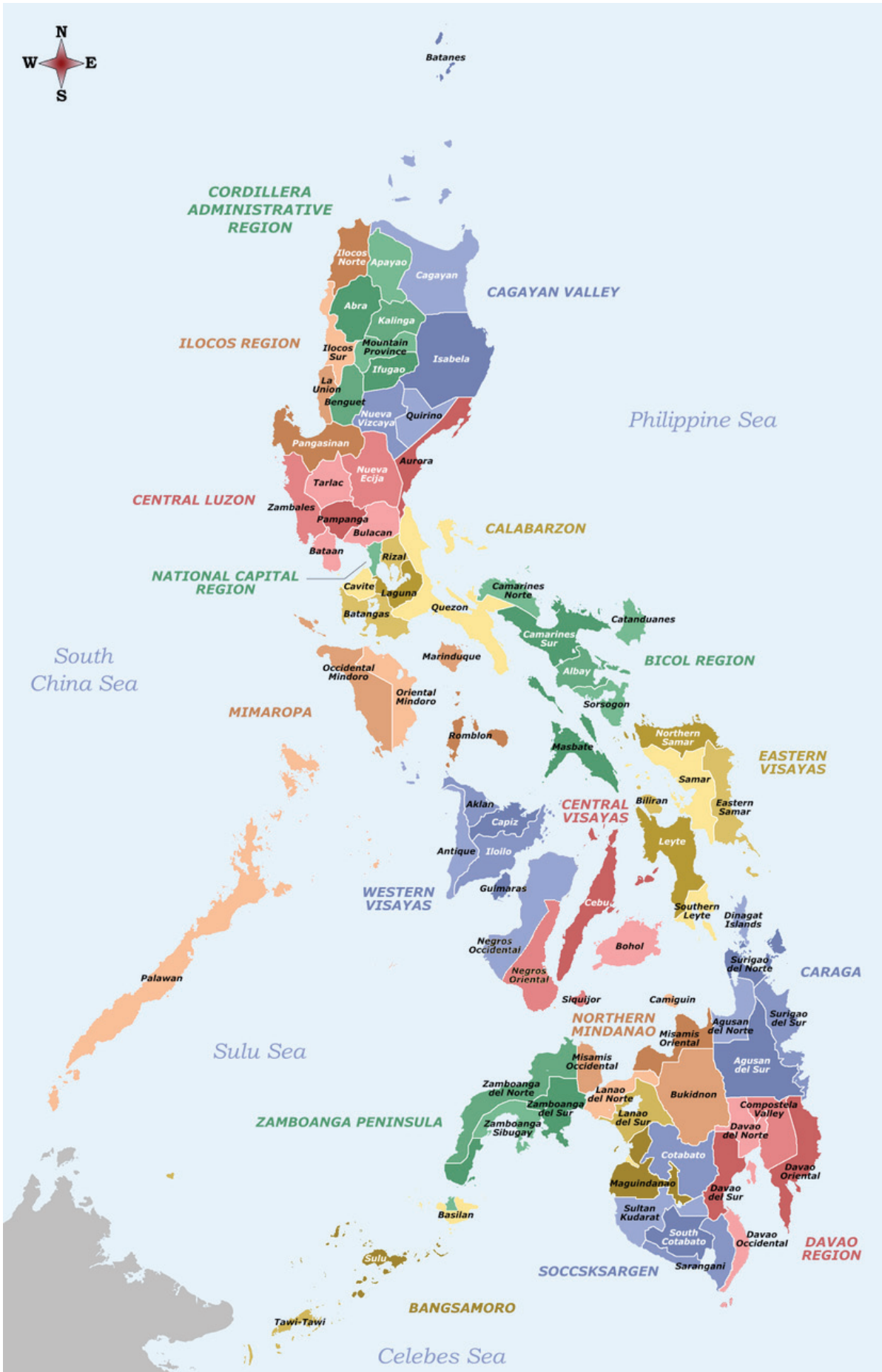
BUS INVESTMENT PROJECT
- Sharing Plan

巴士投資項目
- 共享計劃



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Philippines 菲律賓

The Philippines is an archipelagic country in Southeast Asia. Situated in the western Pacific Ocean, it consists of about 7,641 islands that are broadly categorized under three main geographical divisions from north to south: Luzon, Visayas and Mindanao. The capital city of the Philippines is Manila and the most populous city is Quezon City, both part of Metro Manila. Bounded by the South China Sea on the west, the Philippine Sea on the east and the Celebes Sea on the southwest, the Philippines shares maritime borders with Taiwan to the north, Japan to the northeast, Vietnam to the west, Palau to the east, and Malaysia and Indonesia to the south.

The Philippines' location on the Pacific Ring of Fire and close to the equator makes the Philippines prone to earthquakes and typhoons, but also endows it with abundant natural resources and some of the world's greatest biodiversity. The Philippines is the world's 5th largest island country with an area of 300,000 km² (120,000 sq mi). As of 2015, it had a population of at least 100 million. As of January 2018, it is the eighth-most populated country in Asia and the 12th most populated country in the world. Approximately 10 million additional Filipinos lived overseas, comprising one of the world's largest diasporas. Multiple ethnicities and cultures are found throughout the islands. In prehistoric times, Negritos were some of the archipelago's earliest inhabitants. They were followed by successive waves of Austronesian peoples. Exchanges with Malay, Indian, Arab and Chinese nations occurred. Then, various competing maritime states were established under the rule of datus, rajahs, sultans and lakans.

The Philippines is a founding member of the United Nations, World Trade Organization, Association of Southeast Asian Nations, the Asia-Pacific Economic Cooperation forum, and the East Asia Summit. It also hosts the headquarters of the Asian Development Bank. The Philippines is considered to be an emerging market and a newly industrialized country, which has an economy transitioning from being based on agriculture to one based more on services and manufacturing. Along with East Timor, the Philippines is one of Southeast Asia's predominantly Christian nations.





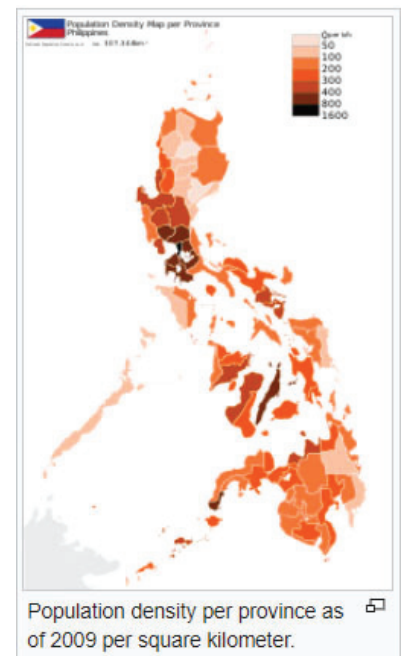
菲律賓

菲律賓是東南亞的一個群島國家。它位於西太平洋，由大約7,641個島嶼組成，大致分為北到南三個主要地理區域：呂宋島，米沙群島和棉蘭老島。菲律賓的首都是馬尼拉，而人口最多的城市是奎松市，都是馬尼拉大都會的一部分。菲律賓以西為南中國海，以東為菲律賓海，以西南是西里伯斯海，北與台灣，北與日本，東北與日本，西與越南，東與帕勞擁有海上邊界，以及南部的馬來西亞和印度尼西亞。

菲律賓位於太平洋火環並靠近赤道，這使其容易遭受地震和台风的侵襲，但菲律賓擁有豐富的自然資源和一些世界上最大的生物多樣性。菲律賓是世界第五大島國，面積達300,000平方公里（120,000平方英里）。截至2015年，它的人口至少為1億。截至2018年1月，它是亞洲第八大人口國和世界第十二大人口國。大約有1000萬菲律賓人居住在海外，其中包括世界上最大的僑民之一。在整個島嶼上發現了多種種族和文化。在史前時期，內格里托斯（Negritos）是該群島最早的居民。他們之後是南極洲人民的一波又一波。與馬來，印度，阿拉伯和中國國家進行了交流。然後，在datus, rajahs, 蘇丹和lakans的統治下建立了各種相互競爭的海洋國家。

菲律賓是聯合國，世界貿易組織，東南亞國家聯盟，亞太經濟合作論壇和東亞峰會的創始成員。它還是亞洲開發銀行的總部。菲律賓被認為是新興市場和新兴工业化國家，其經濟已經從以農業為基礎轉變為以服務和製造業為基礎的國家。菲律賓與東帝汶一樣，是東南亞主要的基督教國家之一。

Population ^{[508][509]}	
Year	Million
1950	18.6
2000	78.0
2018	106.7



Demographics

The population of the Philippines increased from 1990 to 2008 by approximately 28 million, a 45% growth in that time frame. The first official census in the Philippines was carried out in 1877 and recorded a population of 5,567,685.

It is estimated that half of the population resides on the island of Luzon. The 3.21% population growth rate between 1995 and 2000 decreased to an estimated 1.95% for the 2005–2010 period, but remains a contentious issue. The population’s median age is 22.7 years with 60.9% aged from 15 to 64 years old. Life expectancy at birth is 69.4 years, 73.1 years for females and 65.9 years for males. Poverty incidence also significantly dropped to 21.6% in 2015 from 25.2% in 2012.



Since the liberalization of United States immigration laws in 1965, the number of people in the United States having Filipino ancestry has grown substantially. In 2007 there were an estimated 12 million Filipinos living overseas.

According to the official count the population of the Philippines hit 100 million at the time of midnight on July 27, 2014, making it the 12th country to reach this number.

The Philippine population will continue to increase throughout 2018 and is projected to reach around 107,190,081 by December 31, 2018, based on projections made by the Commission on Population using the latest population census of 2015 (Philippine Statistics Authority).

人口统计

从1990年到2008年，菲律宾的人口增加了约2800万，在此期间增长了45%。 菲律宾于1877年进行了首次正式人口普查，人口总数为5,567,685。

据估计，人口的一半居住在吕宋岛。 1995年至2000年之间的人口增长率为3.21%，在2005–2010年期间下降至估计的1.95%，但仍然是一个有争议的问题。 人口的中位数年龄为22.7岁，其中15岁至64岁之间的年龄为60.9%。 出生时的预期寿命为69.4岁，女性为73.1岁，男性为65.9岁。 贫困发生率也从2012年的25.2%大幅降至2015年的21.6%。

自1965年美国移民法放开以来，美国拥有菲律宾血统的人数已大大增加。 2007年，估计有1200万菲律宾人居住在海外。

根据官方统计，2014年7月27日午夜时分，菲律宾人口达到1亿，是第12个达到该数字的国家。

根据人口委员会根据2015年最新人口普查（菲律宾统计局）所作的预测，菲律宾人口在整个2018年将继续增加，预计到2018年12月31日将达到约107,190,081人。

Cities

Metro Manila is the most populous of the 3 defined metropolitan areas in the Philippines and the 8th most populous in the world in 2018. Census data from 2015 showed it had a population of 12,877,253 comprising almost 13% of the national population. Including suburbs in the adjacent provinces (Bulacan, Cavite, Laguna, and Rizal) of Greater Manila, the population is around 24,650,000. Across the country, the Philippines has a total urbanization rate of 51.2 percent.

Metro Manila's gross regional product was estimated as of 2009 to be 468.4 billion (at constant 1985 prices) and accounts for 33% of the nation's GDP. In 2011 Manila ranked as the 28th wealthiest urban agglomeration in the world and the 2nd in Southeast Asia.

城市

马尼拉大都会区是菲律宾3个已定义大都市区中人口最多的地区，2018年是世界人口第八大地区。2015年的人口普查数据显示，马尼拉人口为12,877,253，几乎占全国人口的13%。包括大马尼拉附近各省（布拉坎，卡维特，拉古纳和黎刹）的郊区，人口约为24,650,000。在全国范围内，菲律宾的总城市化率为51.2%。

截至2009年，马尼拉大都会地区的地区生产总值估计为4684亿美元（按1985年不变价格计算），占该国GDP的33%。2011年，马尼拉排名世界第28位最富有的城市群，在东南亚排名第二。



V·T·E									
Largest cities in the Philippines									
PSA Census August 2015									
	Rank	Name	Region	Pop.	Rank	Name	Region	Pop.	
	1	Quezon City	National Capital Region	2,936,116	11	Parañaque	National Capital Region	665,822	
	2	Manila	National Capital Region	1,780,148	12	Dasmariñas	Calabarzon	659,019	
	3	Davao City	Davao Region	1,632,991	13	Valenzuela	National Capital Region	620,422	
	4	Calocan	National Capital Region	1,583,978	14	Bacoor	Calabarzon	600,609	
	5	Cebu City	Central Visayas	922,611	15	General Santos	Soccsksargen	594,446	
	6	Zamboanga City	Zamboanga Peninsula	861,799	16	Las Piñas	National Capital Region	588,894	
	7	Taguig	National Capital Region	804,915	17	Makati	National Capital Region	582,602	
	8	Antipolo	Calabarzon	776,386	18	San Jose del Monte	Central Luzon	574,089	
	9	Pasig	National Capital Region	755,300	19	Bacolod	Western Visayas	561,875	
	10	Cagayan de Oro	Northern Mindanao	675,950	20	Muntinlupa	National Capital Region	504,509	

Economy

The Philippine economy is the 34th largest in the world, with an estimated 2018 gross domestic product (nominal) of \$371.8 billion. Primary exports include semiconductors and electronic products, transport equipment, garments, copper products, petroleum products, coconut oil, and fruits. Major trading partners include the United States, Japan, China, Singapore, South Korea, the Netherlands, Hong Kong, Germany, Taiwan, and Thailand. Its unit of currency is the Philippine peso (or PHP).

The travel and tourism sector is a major contributor to the economy, contributing 7.1% to the Philippine GDP in 2013 and providing 1,226,500 jobs or 3.2 percent of total employment. 2,433,428 international visitors arrived from January to June 2014 up by 2.22% in the same period in 2013. South Korea, China, and Japan accounted for 58.78% while the Americas accounted for 19.28% and Europe 10.64%. The Department of Tourism has responsibility for the management and promotion of the tourism sector.





经济

菲律宾经济是全球第34大经济体，2018年的国内生产总值（名义）估计为3,718亿美元。主要出口产品包括半导体和电子产品，运输设备，服装，铜产品，石油产品，椰子油和水果。主要贸易伙伴包括美国，日本，中国，新加坡，韩国，荷兰，香港，德国，台湾和泰国。它的货币单位是菲律宾比索（PHP）。

旅游业是经济的主要贡献者，2013年占菲律宾GDP的7.1%，提供1,226,500个就业机会，占总就业人数的3.2%。2014年1月至2014年6月，有2,433,428名国际游客到访，与2013年同期相比增长了2.22%。韩国，中国和日本占58.78%，美洲占19.28%，欧洲占10.64%。旅游部负责管理和促进旅游业。

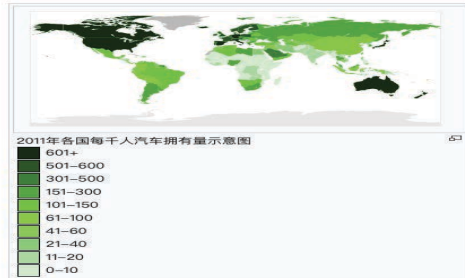
Philippines - Main Development Market 菲律宾 – 主要开发市场

各国人均汽车拥有量列表 [编辑]

维基百科，自由的百科全书

这是一个各国每千人拥有汽车数列表。所有数字包括汽车、越野车、厢型车和商用车，不包括摩托车和其它两轮机动车。

排名	国家/地区	每千人汽车拥有量	总计	注释
1	圣马力诺	1,263		[1]
2	美国	910	255,009,283 ^[2]	2017 ^[2]
3	摩纳哥	899		[1]
4	新西兰	774	3,600,000	2017 ^[3]
5	列支敦斯登	750		2014 ^{[1][4]}
6	冰岛	745		[1]
7	澳大利亚	740		2017 ^[5]
8	卢森堡	739		[1]
9	马耳他	693		[1]
10	意大利	679		[1]
11	希腊	677		2014 ^[6]
12	加拿大	662	23,553,604 ^[7]	2016
136	菲律宾	30		2010 ^[1]
137	塔吉克斯坦			2008 ^[1]
138	乌兹别克斯坦			2007 ^[1]
139	乌兹别克斯坦			2014 ^[44]
140	菲律宾	30		2010 ^[1]
141	菲律宾	30		2010 ^[1]
142	菲律宾	30		2010 ^[1]
143	菲律宾	30		2010 ^[1]
144	菲律宾	30		2010 ^[1]
145	加纳	30		2009 ^[1]



菲律賓共和國，通稱菲律賓，是位於東南亞的一個群島國家，其地理位置處於西太平洋，北隔呂宋海峽與臺灣相望，雙方群島最近的距離為99公里，南隔西里伯斯海與印度尼西亞相望，西隔中國南海與越南相望，東邊則為菲律賓海。作為一個座落於環太平洋地震帶上的熱帶國家，菲律賓常年飽受地震與颱風侵襲。

Philippines 菲律宾

Total population - 106.2 Million
 Car ownership (per thousand people) 30 Cars - 3%
 Average population income - US\$ 305
 50% of the population daily ride - 5310 Million users
 5310 Million users x \$100 (month) - US\$ 53.1 Million
 总人口量 10.62亿
 拥车量 (每一千人) 30辆 3%
 人口平均收入 \$305美元
 50%人口日常搭车 5310万用户
 5310万用户x \$100 (月) - \$53.1十亿美元



Total development market target = 50,000 vehicles
10 hours of operation per day, US\$ 10 per hour = 50,000 x 10 x 10 = \$5,000,000 (days)
Service platform management fee 12%
7% - Management Platform Profit = \$ 350,000 x 30 days= \$ 10,500,000 (monthly profit)
3% - Reward Mechanism = \$ 150,000 x 30 days = \$ 4,500,000 (monthly reserve bonus)
2% - Recommended Commission = \$ 100,000 x 30 days = \$ 3,000,000 (returning user bonus per month)
5,000,000 x 30 days = 150,000,000 (US\$150 Million per month in tokens)

总开发市场目标= 50,000辆车
每日营运10小时，每小时10美元= 50,000 x 10 x 10 = \$ 5,000,000 (日)
服务平台管理费12%
7%-管理平台盈利= \$ 350,000 x 30天= \$ 10,500,000 (每月盈利)
3%-奖励机制= \$ 150,000 x 30天= \$ 4,500,000 (每月储备奖励金)
2%-推介佣金= \$ 100,000 x 30天= \$ 3,000,000 (每月回馈用户奖金)
5,000,000 x 30天= 150,000,000 (每月代币需求量1.5十亿美元)

Total population - 106.2 Million
Average population income - US\$ 305
50% of the income population - 53,100,000 (population)
53,100,000 x \$ 305 = \$16.1955 Billion (revenue)
53,100,000 x 10% = 8,496,000 (population)
8,496,000 (population) x \$ 30 (Spend US\$30 per month on the platform) = \$ 254,880,000
4% - Management Platform Profit = \$ 10,195,200 (monthly profit)
1% - Reward Mechanism = \$ 2,548,800 (monthly reserve bonus)
1% - Recommended Commission = \$ 2,548,800 (returning user bonus per month)
254,880,000 per month (US\$254.88 Million per month in tokens)

总人口量 10.62亿
人口平均收入 \$ 305美元
50%有收入人口 53,100,000 (人口)
53,100,000 x \$ 305 = \$ 161.955亿 (收入)
53,100,000 x 10% = 8,496,000 (人口)
8,496,000 (人口) x \$ 30 (每月消费30美元在平台) = \$ 254,880,000
4%-管理平台盈利 = \$ 10,195,200 (每月盈利)
1%-奖励机制 = \$ 2,548,800 (每月储备奖励金)
1%-推介佣金 = \$ 2,548,800 (每月回馈用户奖金)
每月254,880,000 (每月代币需求量2.5488亿美元)

Business Model 商业模式

Business model is called sharing business partnership

- 1- All the drivers become to our partner or agency.
- 2- We have a five year agreement to all the drivers, each partner has one or more specify itinerary route, base on the partner how many agreement signed or how many deposit they can paid.
- 3- Each driver for each specify itinerary route deposit payment is 50 thousand USD , down payment is 30 thousand and balance 20 thousand divided into five months payments terms.
- 4- Within 5 years time the driver will follow our agreement terms and conditions make a fully service and have a good partnership with our company, the buses will transfer the ownership to the driver according to the agreement.
- 5- Driver can use our exclusive itinerary route agreement to get a personal loan from the bank to cover their agreement deposit for 30 thousand USD.
- 6- Our company also can be a guarantor to bank for our driver or partner to get their personal loan.

商業模式被稱為共享業務伙伴關係。

1. 所有司機都成為我們的伙伴或代理人。
2. 我們與所有司機簽有五年協議，每個合伙人都有一個或多個指定行程路線，根據合伙人可以簽下多少協議或他們可以支付多少存款。
3. 每個司機指定行程路線申請擔保金為5萬美元，預付款為3萬美元，餘額2萬分為5個月的付款條件。
4. 司機將在五年內按照我們的協議條款和條件提供全面服務，并與公司建立良好的合作關係，巴士將按照協議將所有權移交給司機。
5. 司機可以使用我們的專屬行程路線協議，以便銀行獲得個人貸款，以支付3萬美元的存款。
6. 本公司也可以為我們的司機或合伙人取得個人貸款提供擔保。





What Is The Benefit of Being Our Driver or Business Partner 成为我们的司机或伙伴有什么受益

- 1- Build your own business with a small capital and get more income.
- 2- Only by paying deposit 50 thousand USD to the cooperative to start its own business with a new bus. The new buses market value is over 100 thousand USD. After five years, the driver will own the bus ownership according to the agreement.
- 3- The business is without any risk, have a stable income and ready customer. No extra time is required to build up the own business.
- 4- As much as five digit income US dollars per month, you can invest 10 buses to become a small boss and start your business.
- 5-The management platform provides complete electronic payment system management, itinerary route navigation system management, customer service management, and all smart operating systems to help drivers solve all financial problems, solve income problems and generate stable income.
- 6- Provide stable basic free maintenance services per month, maintained by system control and maintenance, enabling drivers to provide the best environmental, health and safety services to customers and improve the image of services.

1. 利用小額資本可以建立自己的業務，獲得更多的收入。
2. 祇有向合作社繳5萬美元存預付款，就能經營自己的生意，這新巴士市值超過10萬美元，此後協議在五年後司機將擁有巴士所有權。
3. 這事業沒有風險，有穩定的收入，隨時準備的客戶。無需額外的時間來建立自己的業務。
4. 每月收入高達五位數的美元，你可以投資10輛巴士成爲一個小老板，開始你的生意。
5. 管理平臺提供完整的電子支付系統管理、行程路綫導航系統管理、客戶服務管理、所有智能操作系統幫助驅動者解決所有財務問題、解決收入問題、創造穩定收入。
6. 每月提供穩定的基本免費維修服務，由系統控制和維護，使司機能夠向客戶提供最佳的環境、衛生和安全服務，並改善服務形象。



Investor's Protection and Profit 投资者的保障与利润

- 1- With the approval of the Ministry of Transport, investors invest in major national development policy projects to enhance the image of the public and the tourism industry, and will enjoy the special rights interests of the state to guarantee investment capital and profits.
- 2- The investment project has business collateral for the purchase of substantive assets, manages the business profit source account, prioritizes investment loans, and enjoys investment benefits and equity dividends.
- 3- The mortgage industrial balance risk is three months. After three months, the income and asset value exceeds the loan amount, which balances investor's investment guarantee.
- 4- The management platform manages the risk of funds with high-tech payment gateway system platform, and then stabilizes the loan payment ability with customer prepaid deposit funds, clear and transparent smart account management, and popular alliance operation mode, which avoid the investment risks brought by the change of national policies.
- 5- The management platform adopts a new shared alliance business model as the main business management strategy, mitigates human resource management costs, segmenting management platform risks, promoting alliance partners to create more ideal income and entrepreneurial opportunities, and solving the personnel management system problems faced by traditional enterprises. Establish a stable and strong self-regulatory team that stabilizes investment risks.
- 6- The management platform manages and operates the industrial chain management of the relevant industries with smart technology, including the provision of diesel supply services, basic vehicle maintenance services, vehicle timing safety system detection services, advertising publicity services, etc., and all sources of income also serve as a major factor in reducing investment risks, creating an operating strategy that creates a shared and win-win situation.



1. 投資者在交通部批准下，投資于主要的國家發展政策項目，以提高公眾和旅遊業的形象，將享有國家保障投資資本和利潤的撤資特殊權益。
2. 投資之項目擁有實質資產購買之巴士作為產業抵押，共管巴士營運利潤來源賬戶，利潤優先支付投資貸款，享有投資利益及股權紅利。
3. 抵押貸款產業平衡風險為三個月，三個月後收入及資產價值超越了貸款額度，平衡了投資者的投入資金保障。
4. 管理平臺以高科技智能支付平臺管控資金風險，再以顧客預付沉澱資金穩定了貸款支付能力，清晰透明化的智能賬目管理，大眾化聯盟營運模式，規避了國家政策改變帶來的投資風險。
5. 管理平臺采用全新的共享聯盟業務模式作為主要的業務管理戰略，降低人力資源管理成本，分割管理平臺風險，促進聯盟伙伴創造更理想的收入和創業機會，解決傳統企業面臨的人事管理系統問題，建立穩定和強大的自我監管團隊，穩定投資風險。
6. 管理平臺以智能技術全面性的管理運營有關行業之產業鏈管理，包括提供柴油供應服務，基本交通工具維護服務，交通工具定時安全系統檢測服務，廣告宣傳服務等等，各方面收入來源也作為減低投資風險的主要因素，創造共享共創共贏的營運戰略。





Sharing the Advantages of Business Model for the Platform 分享商业模式对于平台的优势

1- The management platform has a more fixed source of income, allowing the platform to grow stronger with more stable performance.

2- The management platform is only significant reduces the risk of human resource management, and further reduces the troubles of employees' shortage of operational problems caused by human resources accidents. At the same time, it also reduces the huge cost of employee salaries and the pressure of capital operation created by accommodation.

3- The management platform will undoubtedly enhance the credibility and confidence of investors, shareholders and even partners by smart systematic and centralized management, and then operates in the decentralized mode of block chain, the transparent accounting accounts of the payment platform system divide profits.

4- The management platform collects cooperative guarantee funds from partners in a shared mode, and quickly recovers part of the investment funds as development and reserves, which will reduce the shortage of capital chain during the operation period and reduce the risk of recovery of investors' investment.

5-The management platform operates through smart system management, which rapidly trains managers and boosts the development rate, and can quickly inject business model into any province or municipality, and even become an internationalized enterprise.

6-The management platform bundles partners into a coalition approach to reducing the loss of personnel while reducing their management burden and increasing the stable income rate of management platforms. At the same times, creating entrepreneurial opportunities for partners to recover high incomes with low capital and own business models, and balancing investor investment capital risks, thus putting in balance the risk of political change and creating win-win situations, while creating countless employment opportunities and training professionals for the country.



1. 管理平臺擁有更為固定的收入來源，讓平臺以更加穩定業績從而發展壯大。
2. 管理平臺祇負責管理大大的減低了人力資源管理風險，更加減低了人力資源意外事故導致運營過程短缺員工的煩惱，同時也減輕了龐大的員工薪資，住宿創造出的資本運作壓力問題。
3. 管理平臺以智能系統化及中心化管理，再于區塊鏈去中心化模式經營，配合支付平臺系統透明化的賬目分割利潤，這無疑增強投資者，股東甚至合作伙伴的公信力和信心。
4. 管理平臺以共享模式向合作伙伴收取合作擔保資金，快速把部分投資資金回收作為發展及儲備金，這將減低營運期中資金鏈短缺問題，也減低投資者投入資金的回收風險。
5. 管理平臺以智能系統管理方式經營，可快速培養管理人才及提升發展速度，也可以快速把經營模式注入到任何一個省市，甚至分布到各國成為國際化企業。
6. 管理平臺以聯盟的方式把合作伙伴捆綁為一體減低人員流失量的管理難題却又減輕自己的管理負擔，增加管理平臺的穩定收入速度，而同時為合作伙伴創造創業商機，以低資本投入高收入回收及擁有自己產業的經營模式，再加上平衡了投資者的投入資金風險，以經營者共同平移了政治變化風險，創造出多贏的局面，同時對國家創造無數就業機會及培訓專業人才。





Token Value Design Model 代币价值设计模型

The valuation basis of traditional financial assets is based on the company system based on the history of hundreds of years. In the logic of the balance sheet, a few people own the company and completely monopolize the use of income, profits, and business operations. Every company pursues a monopoly and is constantly pursuing more income and higher profits. The management of the company occupies the influence of the power of business operations, which has led to office politics or corruption to some extent. On the basis of the balance sheet, those global financial institutions with pricing power have compiled valuation models such as P/E rates and P/S rates to form consensus, which are used in the financial market of modern financial engineering, continued speculation bubble. However, the stocks corresponding to these bubbles have become less and less practical. They do not directly anchor the company's revenue, profits, and power of each business, nor do they relate to the company's brand, opportunity, and glory. For retail investors, the only role of stocks is how to find the opportunity to sell to others in anticipation of obtaining speculative profits. But in fact, they will suffer losses in participating in games that are collectively controlled by the elite.

In the CallMe ecosystem, we will use blockchain technology to design a high-trust value distribution method, so that each token is fully anchored with value, so that each token has the same benefits. We believe that the specific value of any business entity includes interests, powers and opportunities, so that these specific values are linked to each token, and witnessed by blockchain technology, forming a consensus among all stakeholders, which is what we believe the key blockchain as a "trusted machine" and "the technology to change the production relationship", and the adoption of the liquidity expectation based on consumption, investment, and payment is the key to determining the value of the economy.

CallMe is our travel application based on the blockchain shared economy model, which is the first Marketplace product based on the CallMe eco-economy. CallMe motivates workers. In order to reach the consensus of tens of millions of drivers and passengers around the world, we will gradually implement all the value-related content in the blockchain according to the goal. CallMe uses PoC (Proof-of-Connection) based PoS (Proof-of-Stake) consensus, based on the contribution of laborers to encourage the tokens, and allows the labor community to have a transparent blockchain trust, as everyone establishes the basic trust base of the sharing economy. The essence of PoC is the pre-set algorithm that assigns tokens to workers, thus improving the production relationship in the sharing economy. Its tentative formula is as follows:

$$k = [\text{InStake}] + \frac{\text{Stake}}{10 [\text{InStake}] + 1}$$

$$\text{PoC} = \sum (k^{\text{driver}} * x\% + k^{\text{customer}} * (100 - x)\%) * rt + \text{MF}$$

The above formula briefly shows the sum of the rewards that CallMe distributes during the fixed period. Among them, the token rewards obtained by drivers and passengers are positively correlated with the equity they hold, represented by k. rt represents the amount of the award for a transaction. MF stands for miners' income. In actual implementation, the sum of the one-day award, single-day single-person bonus amount and maximum number of times are limited. These properties are all implemented through smart contract configuration. Eco-contributors such as drivers, customers and miners will receive Rolls Coins rewards based on this PoC algorithm.



傳統金融資產的估值基礎，是建立在上百年歷史的公司制基礎上，形成的資產負債表共識。在資產負債表的邏輯當中，少數人擁有着公司，并完全壟斷了對收入、利潤和業務運營權力的使用。每一個公司都追求壟斷，并且不斷的追求更多的收入以及更高的利潤。公司的管理層則占據業務運營權力帶來的影響力，一定程度上催生了辦公室政治或者貪污腐敗。在資產負債表的基礎上，那些全球具有定價權的金融機構，編撰了用以形成共識的P/E rates、 P/S rates等估值模型，用以在現代金融工程的金融市場上，不斷地炒作泡沫。然而，這些泡沫對應的股票，却越來越沒有了實際的價值，它們并不直接錨定公司的收入、利潤和每一個業務的權力，也不關聯公司的品牌、機會與榮耀感。對於散户而言，股票的唯一作用，是如何找時機賣給別人，以期待獲取投機的利潤。但事實上，他們在參與被精英集體操控的遊戲當中，終都將蒙受損失。

在CallMe生態中，我們將采用區塊鏈技術，用算法來設計高信任的價值分配方式，讓每一個代幣都完全和價值直接錨定，讓每一個代幣都擁有完全一致的利益。我們認為任何一個商業主體中，其具體的價值包括利益、權力與機會，讓這些具體的價值關聯到每一個代幣，并通過區塊鏈技術見證，形成所有相關者的共識，這就是我們相信的區塊鏈作為“信任的機器”和“改變生產關係的技術”的巨大魅力所在，而基于消耗、投資、支付的流動性預期而形成的持有（Adoption）則是決定經濟體價值的關鍵。

CallMe即是我們推出的基于區塊鏈化共享經濟模型的出行應用，它是建立在 CallMe生態經濟體之上的第一個Marketplace產品。CallMe對於勞動者進行激勵，為了達成全球數千萬司機和乘客的共識，我們將根據目標，逐步的把所有價值相關的內容都采用區塊鏈來實現。CallMe采用基于PoS（Proof-of-Stake）改良的PoC（Proof-of-Connection）共識，根據勞動者的貢獻進行代幣激勵，并讓勞動者社群有一個透明的區塊鏈信任，作為大家組建共享經濟體的基本信任基礎。PoC的本質是將代幣分配給勞動者的預設算法，從而改進了共享經濟中的生產關係。其暫定的公式如下：



The CallMe platform will destroy a small amount of Rolls Coins at the order level in accordance with the combustion model so that all eco-operators can share the platform value instantly. The holder of the Rolls Coins can influence the development path of CallMe by voting on the pledge token (such as voting to change the burning ratio), or by pledge the token to become a block candidate or to delegate the equity to others to obtain the verified block out potential benefits. Drivers with a large amount of Rolls Coins have a higher probability of getting a good quality order or receiving an order push message from the system a few seconds in advance; passengers with a large amount of Rolls Coins can be re-submitted to the higher authority for evaluating or selecting a higher score driver. All transactions in CallMe will consume a certain amount of coins as a handling fee, which is finally obtained by the miners. Users can use the held Rolls Coins for various purchases in the CallMe eco-economy, such as paying fares when using the CallMe app, or adding value to the business in a secret letter application. Through the BCP cross-chain protocol, users can easily exchange money between the Rolls Coins and various mainstream digital currencies.

CallMe initially implemented blockchain technology in token incentives and management, and some business logic such as orders will be provided first with centralized services. With the gradual development of the underlying backbone, we will continue to migrate the core business data and governance processes to the chain.

上述公式簡要展示了CallMe在固定周期中分發的獎勵總和。其中，司機和乘客所獲得的代幣獎勵和他們所持有的權益成對數正相關，由 k 表示。 rt 表示某筆交易的獎勵金額。 MF 表示礦工收益。在實際實現中，單日獎勵總和、單日單人獎勵金額和次數上限等都有所限制。這些屬性都通過智能合約配置實現。司機、顧客及礦工等生態貢獻者將基于此PoC算法獲取勞斯幣的獎勵。

CallMe平臺會依照燃燒模型在訂單級別銷毀少量的勞斯幣使生態所有持幣者即時共享平臺價值。勞斯幣的持有者可以通過質押代幣參與投票影響CallMe的發展路徑（如投票更改燃燒比例），也可以通過質押代幣成為出塊候選者或者將權益代理給其他人獲取驗證出塊的潛在收益。勞斯幣持有量多的司機有更高的概率獲取優質訂單或提前數秒接收到系統的訂單推送消息；勞斯幣持有量多的乘客可以提交更高權重的評價或選擇評分更高的司機。在CallMe中的所有交易都將消耗一定的勞斯幣作為手續費，此部分手續費終被礦工獲取。用戶可以將持有的勞斯幣用于CallMe生態經濟體中的各種消費，如使用CallMe應用時支付車費，或者在密函應用中增值業務費用。通過BCP跨鏈協議，用戶可以方便地實現勞斯幣和各種主流數字貨幣之間的相互兌換。

CallMe初期在代幣激勵和管理方面使用區塊鏈技術實現，訂單等部分業務邏輯將先以中心化的服務提供。隨着底層主鏈的逐步開發完善，我們將陸續把核心的業務數據及治理流程遷移到鏈上。





Core Technology 核心技術



We hope to create a fair and shared workforce community through a new blockchain sharing economy. This requires our infrastructure to provide a secure and transparent billing model, a flexible and scalable chain infrastructure and low node operating costs, and is immune to the disruption and impact of third-party technical support developments. The public chain technology that has emerged at present cannot meet these needs. Therefore, we have designed a core technology such as a new consensus mechanism to support the construction of a community that truly belongs to the autonomy of workers.

The consensus mechanism is the core technology of the blockchain. The initial consensus mechanisms are mainly PoW, PoS and BFT. PoW was first proposed by Satoshi Nakamoto in the design of Bitcoin. It is currently criticized for its huge energy consumption, low TPS, easy chain splitting and lack of final certainty. PoS solves the problem of energy consumption of PoW, but like PoW, there is a common problem of low TPS. Compared with the former two, BFT has advantages in TPS and consistency confirmation, but the simple BFT implementation is more suitable for the alliance chain than the ordinary public chain.

Most of the new generation of public chain systems adopts the DPoS and VRF+PoS consensus mechanisms derived from PoS. The former is easy to form the competition of super large nodes, and the blockchain technology is backwards in the direction of centralization; the latter retains the decentralized attributes of the blockchain while ensuring the TPS due to its randomness, but the node participates in the consensus. The low threshold will affect the overall ability of the chain to block.

In addition, all of the above consensus mechanisms still have a serious problem: only the incentive mechanism for the system maintainer itself is considered, and other participants of the blockchain ecology are ignored, which greatly limits the blockchain. Commercial capabilities, and the ability to land blockchain applications.

We hope to build a low-level logic system that can truly share the benefits of the economy to the masses. Under such a core goal, we will achieve a community consensus by giving workers incentives to integrate into the traditional node consensus process through the underlying code logic package. When designing the underlying node consensus mechanism and incentive mechanism, we are also based on the broader concept of community participation and sharing. On the basis of complete mathematics, we seek a more decentralized and independent participation model to avoid interest in all aspects. With the problem of excessive concentration of power.

Based on the PoS design, the PoC Consensus is the industry's first consensus algorithm for co-incentives of multiple business roles (laborers, consumers, and system maintainers) in the blockchain economy. The PoC consists of two parts:



我們希望通過全新的區塊鏈共享經濟體，創建一個公平共享的勞動者社群。這要求我們基礎設施能夠提供安全和透明的記賬模式，靈活可擴展性強的鏈底層架構和低廉的節點運行成本，並且能夠不受第三方技術支持發展情況的幹擾與影響。當前已經出現的公有鏈技術無法滿足上述這些需求，因此我們設計了全新的共識機制等核心技術，由此支持構建一個真正屬於勞動者自治的社群。

共識機制是區塊鏈的核心技術，初的共識機制主要有PoW，PoS和BFT。PoW早由中本聰在比特幣的設計中提出，當前主要由于巨大的能源消耗、較低的TPS、鏈容易分叉因此缺乏終確定性而被人詬病。PoS解決了PoW的能源消耗問題，但和PoW一樣存在TPS較低的通病。BFT相比于前兩者，在TPS和一致性確認方面都存在優勢，但單純的BFT實現比較適合聯盟鏈而非普通公鏈。

新一代公鏈體系大多采取從 PoS 派生的 DPoS 和 VRF+PoS 共識機制。前者容易形成超級大節點的競爭，使區塊鏈技術往中心化的方向倒退；後者由于其隨機性，在保證了TPS 的同時保留了區塊鏈去中心化的屬性，但由於節點參與共識門檻低，會影響鏈整體的出塊能力。

除此之外，以上所有的共識機制都還存在一個嚴重的問題：僅考慮了對系統維護者本身的激勵機制，而忽略了區塊鏈生態的其他參與者，這大大限制了區塊鏈的商用能力，和區塊鏈應用的落地能力。

我們希望構建一種真正能夠將經濟體利益合理分享給大眾勞動者的底層邏輯體系。在這樣的核心目標下，我們將通過給予勞動者激勵達成社群共識，通過底層代碼邏輯封裝整合到傳統的節點共識過程之中。在設計底層節點共識機制與激勵機制時，我們同樣也基于更廣泛的社群參與分享的理念，在數學完備的基礎之上，尋求一種更分散自主平等的參與模式，避免在各個環節出現利益與權力過度集中的問題。

PoC共識基于PoS設計，是業內第一個對區塊鏈經濟體生態中的多個商業角色（勞動者、消費者和系統維護者）進行共同激勵的共識算法。PoC包含兩個部分：

出塊算法：基于PoS，結合權益質押（Deposit of Stake）、VRF（Verifiable Random Function）和PBFT（Practical Byzantine Fault Tolerance），保證從全局隨機選擇出塊者的同時實現秒級出塊。

有效鏈接獎勵：通過勞動者和消費者之間的有效鏈接量化生態貢獻值并由系統發放獎勵。

CallMe生態基于對分享經濟生產關係的深入分析和解構，設計了有效鏈接獎勵模型，將區塊鏈的激勵機制覆蓋到了更多的生態貢獻者（現階段包括勞動者和消費者），由此推動區塊鏈的商用能力進入一個新的層次。

勞動者和消費者對生態的貢獻值將被標準量化成他們之間的有效鏈接證明，成為勞動者和消費者獲取平臺代幣獎勵的憑證；同時，勞動者和消費者獲取的終代幣量也與他們當前持有權益成對數正相關。

給勞動者發放有效鏈接獎勵，關鍵是讓獎勵規則與實際發放交易都公開公正透明，同時又能夠保障消費者的隱私信息不被洩漏。CallMe生態將獎勵所必須的關鍵業務數據通過分片技術上鏈存儲，并根據鏈上規則由主鏈確認發放。同時使用零知識證明技術，隱藏部分數據起到有效的隱私保護作用。

有效鏈接獎勵模型將通過有效鏈接智能合約（Effective Connection Smart Contract，簡稱ECSC）編程實現。ECSC中包含了以下信息：勞動者屬性、勞動者和消費者獎勵比例、單日獎勵總和、單日單人獎勵金額和次數上限等。運營團隊可以根據市場情況調節合約中數值不斷優化商業模型。



The effective link reward model will be implemented through the Effective Link Smart Contract (ECSC) programming. The ECSC contains the following information: worker attributes, labor and consumer reward ratios, the sum of the one-day award, single-day single-person award amounts, and maximum number of times. The operations team can continually optimize the business model by adjusting the values in the contract based on market conditions.

To support the flexible expansion of the business, CallMe Eco supports different configurations for worker attributes to achieve different reward calculations. For example, in CallMe, the system provides the following attribute configuration to the driver.

- Type of service: taxi, regular express train, business bus, etc.;
- Service area: Seoul, Philippines, Indonesia, Taipei, Malaysia, Vietnam, etc.;
- Service time period.

Both workers and consumers are light nodes that support SPV. The effective links between them will be broadcast to the entire network in the form of transactions. The transaction contains the following:

- Consumer service fees
 - Laborer's certificate of burning coins
 - Service type
 - Service Area
 - Other service information such as time and path in CallMe
 - Effective currency holdings by workers and consumers (used to calculate equity)
-
- Blocking algorithm: Based on PoS, combined with Deposit of Stake, VRF (Verifiable Random Function) and PBFT (Practical Byzantine Fault Tolerance), it ensures that the block is released from the global random selection.
 - Effective Link Reward: Quantify ecological contribution values through effective links between workers and consumers and distribute rewards through the system.

Based on the in-depth analysis and deconstruction of the relationship between sharing economic production, CallMe Ecology has designed an effective link reward model to cover the blockchain incentives to more ecological contributors (currently including workers and consumers). The commercial capabilities of the blockchain have entered a new level.

The contribution of workers and consumers to the ecology will be quantified by the standard as a valid link between them, and become a voucher for workers and consumers to obtain platform tokens. At the same time, the amount of coins obtained by workers and consumers It is also positively related to their current holdings.

At the same time, it can protect consumers' private information from being leaked. The CallMe Ecology stores the key business data necessary for rewards through the fragmentation technology and is confirmed by the main chain according to the chain rules. At the same time, using zero-knowledge proof technology, hiding part of the data plays an effective role in privacy protection.



爲了支持業務的靈活擴展，CallMe生態支持針對勞動者屬性進行不同的配置以實現不同的獎勵計算。例如在CallMe中，系統對司機提供以下的屬性配置

- 服務類型：出租車、普通快車、商務專車等；
- 服務區域：首爾、菲律賓、印尼、臺北、馬來西亞、越南等；
- 服務時間段。

勞動者和消費者都是支持 SPV 的輕節點，他們之間的有效鏈接將以交易的形式廣播至全網，交易包含了以下內容：

- 消費者的服務費用
- 勞動者的燃幣證明
- 服務類型
- 服務區域
- 其他服務信息如CallMe中的時間和路徑等
- 勞動者和消費者的有效持幣量（用于計算權益）

The effective link reward model will be implemented through the Effective Link Smart Contract (ECSC) programming. The ECSC contains the following information: worker attributes, labor and consumer reward ratios, the sum of the one-day award, single-day single-person award amounts, and maximum number of times. The operations team can continually optimize the business model by adjusting the values in the contract based on market conditions.

To support the flexible expansion of the business, CallMe Eco supports different configurations for worker attributes to achieve different reward calculations. For example, in CallMe, the system provides the following attribute configuration to the driver.

- Type of service: taxi, regular express train, business bus, etc.;
- Service area: Seoul, Philippines, Indonesia, Taipei, Malaysia, Vietnam, etc.;
- Service time period.

Both workers and consumers are light nodes that support SPV. The effective links between them will be broadcast to the entire network in the form of transactions. The transaction contains the following:

- Consumer service fees
- Laborer's certificate of burning coins
- Service type
- Service Area
- Other service information such as time and path in CallMe
- Effective currency holdings by workers and consumers (used to calculate equity)



Payment Getway 支付系統



Company Background

MySuperPay is a professional and senior international team, deeply rooted in the payment industry more than 10 years. MySuperPay provides payment and financial solutions for thousands of large customers in China, and has reached indepth strategic cooperative relations with China's three major telecom operators, five major logistics companies and ten major airlines, and achieved good cooperative results and public praise.

MySuperPay system has created a brilliant data of 12.6 billion peso transactions per day and 700,000 transactions. MySuperPay team has made significant breakthroughs in payment management systems and electronic payment products innovation in recent years.

MySuperPay Product and Technology Center locates in Beijing, market center is in Manila. MySuperPay is committed to serving the Filipino market.

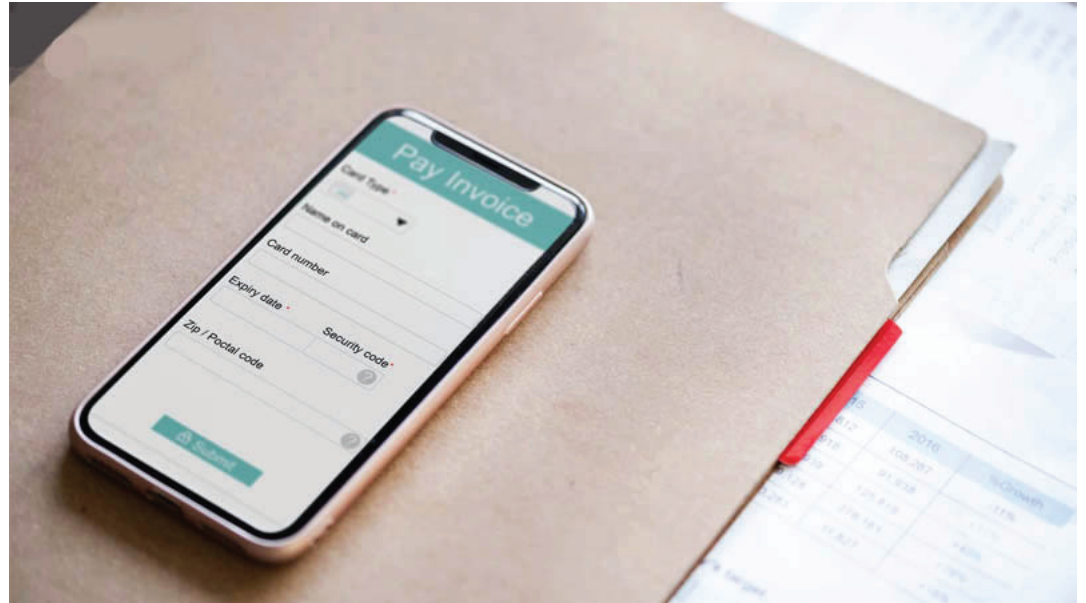
MySuperPay team members have been senior executives of Chinese payment companies for more than 10 years, serving Chinese fintech companies, serving more than 1,000 customers in the industry, and undertaking government-authorized industry supervision work.

公司背景

MySuperPay是一支專業且資深的國際化團隊，深耕支付行業十餘年。MySuperPay為中國數千家大型客戶提供支付與金融的解決方案，並與中國三大電信運營商，五大物流，十大航空公司達成深度戰略合作關係，且取得良好的合作成果與口碑。

MySuperPay系統曾創下單日交易18億人民幣、處理筆數70萬筆的輝煌數據，近年來不斷在支付管理系統和電子支付產品方面的創新取得重大突破。

MySuperPay的產品技術中心在北京，市場中心在馬尼拉。MySuperPay致力於服務菲律賓市場。MySuperPay團隊人員都曾在中國支付公司擔任高管十餘年，服務中國金融科技公司，服務行業客戶超過1000餘家，並承擔政府授權的行業監管工作。



Milestone 里程碑

<p>01 →</p> <p>01.2018</p>	<p>02 →</p> <p>08.2018</p>	<p>03 →</p> <p>07.2019</p>	<p>04 →</p> <p>10.2019</p>	<p>05 →</p> <p>11.2019</p>
<p>公司筹备 公司获得第一轮融资，进入前期市场调研及当地工商注册等流程。 The company obtained the first round of financing, entered the preliminary market research and local business registration and other processes.</p>	<p>申牌成功 启动牌照申请流程，通过BSP菲律宾央行的层层审核，获准支付牌照。 The licence application process is initiated and the licence is approved by the BSP Philippine central bank.</p>	<p>团队组建 北京产品技术研发中心开始搭建，任职人员均为支付行业五年以上从业经验人员。 Beijing product technology research and development center has been set up, and all the employees have more than five years of experience in the payment industry.</p>	<p>系统上线 支付系统上线，满足客户收付款、扫码对接等功能。 The payment system has been put online, which can meet the functions of receiving and paying, scanning code docking and so on.</p>	<p>钱包牌照 通过BSP菲律宾央行的层层审核，将于11月30日前获准菲律宾顶级支付牌照，获准开展电子钱包支付业务。 The BSP Philippine central bank will be approved by November 30 for a top payment license to conduct e-wallet payment business in the Philippines.</p>



The Philippines Pays For Environmental Studies 菲律賓支付環境調研

菲律賓人口 Population

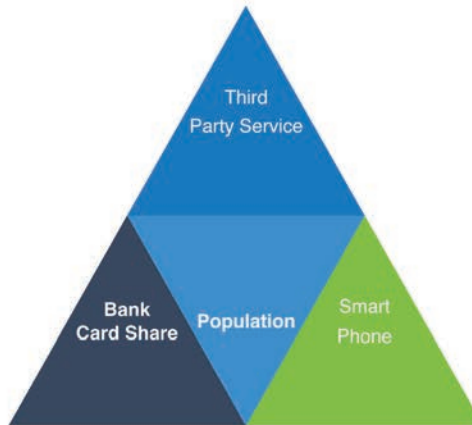
本国人口约1亿人，50岁以下人口 占比80%，23岁以下人口占比 60%，年轻人口红利巨大。

100 Million 80% under 50 60% under 23

智能手机 Smart Phone

本地智能手机占有率56%，仅低 于中国66%十个百分点，电子支 付前景巨大。

56% smart phone share, 10% lower than China's. The promise of electronic payments is huge.



银行卡持有率 Bank Card Share

95%的人口没有信用卡，66%的人口没有 银行账户，34%的城市居民附近没有银行 网点。

95% Filipino have no credit card.
95% Filipino have no bank account.
34% urban residents have no bank branches.

三方服务 third-party service

本地居民习惯使用现金支付，从而产生了一系 列的配套服务机构，例如换汇网点、当铺、便 利店等。而第三方支付公司整合了这些资源，减 少了中间环节，降低企业成本。

Local residents are accustomed to using cash to pay, thus generating a series of supporting services, such as currency exchange outlets, pawnshops, convenience stores and so on. The third-party payment companies integrate these resources, reduce intermediate links and reduce enterprise costs.

Collection Partner 收款合作伙伴

HOT

ECpay



覆盖菲律宾7000余家网点，包括7-11便利店。

It covers more than 7,000 outlets in the Philippines, including 7-eleven.

Item 1

ML



覆盖菲律宾10000余家网点，是当地最大的连锁当铺。

Covering more than 10,000 outlets in the Philippines, it is the largest chain pawnshop in the region.

Item 2

AUB



菲律宾本地最高级别银行，业务覆盖面积大，微信支付宝指定清算行。

Philippine local highest level bank, business coverage area, WeChat alipay designated clearing bank.

Item 3

Gcash



菲律宾本土最大的电子钱包供应商。

The largest e-wallet supplier in the Philippines.

Item 4



Introduction of Product and Service

MySuperPay 產品服務



Real-time Notification 交易实时通知

After merchants access our payment products, the order will be synchronized in real time, and the order status and results will be pushed to the cooperation in real time Partner.

商户接入我们的支付产品后，订单实时同步，订单状态及结果实时推送给合作伙伴。



Full Business 线上线下全业务

After establishing order relationship with users, merchants can conduct electronic transactions online or cash transactions through our offline partners.

商户与用户建立订单关系后，可以通过线上的方式进行电子交易，也可以通过我们线下合作伙伴进行现金交易。



Service Point Coverage 业务网点全覆盖

The huge offline partner network enables users to facilitate the seamless connection between electronic payment and cash payment.

庞大的线下合作伙伴网络，让用户便利的进行电子支付与现金支付无缝对接。



Data Analysis 数据分析

We provide background services for partners to facilitate merchants to access transaction data and user data at any time, so as to better serve partners in formulating relevant strategies.

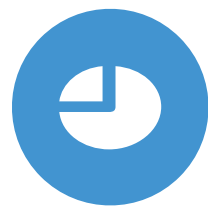
我们为合作伙伴提供后台服务，方便商户随时调取交易数据及用户数据，更好的服务于合作伙伴制定相关策略。



Industry Solutions 行业解决方案

Industry solutions for digital entertainment, aviation, education, insurance, finance and etc.

我们为数字娱乐、航空、教育、保险、金融定制不同的支付解决方案，让支付更加安全便捷。



24/7 Service 7*24小时的服务

When partners encounter payment problems, they can contact us as soon as possible, and provide a standby contact mechanism.

合作伙伴遇到支付问题的时候，可以第一时间联系到我们，7*24小时专人服务，并且提供备用联系人机制。



System Introduction 系統介紹



阿里云服务
MysuperPay采用阿里云服务，新加坡节点，确保网络通畅，数据安全。MysuperPay adopts ali cloud service and Singapore node to ensure smooth network and data security.



风险预警
MysuperPay根据商户日常收付款习惯进行数据模型建立，当商户数据超出模型时，系统会自动报警给商户联系人。MysuperPay builds the data model according to the daily payment habits of merchants. When the merchant data exceeds the model, the system will automatically alert the merchant contact person.



数据支持
MysuperPay为商户提供商户后台，支持在线的数据查询，也支持数据导出查询，还可以提供不同字段的数据导出定制服务。MysuperPay provides the merchant background for the merchant, supports the online data query, also supports the data export query, also may provide the different field data export custom service.



客户白名单
商户接入MysuperPay时，需要提供上送的IP地址，确保数据传输安全When merchants access MysuperPay, they need to provide the IP address sent to ensure the security of data transmission



灵活对账
MysuperPay为商户提供对账文件，支持FTP系统自动对账，也支持预留邮箱文件对账。MySuperPay provides account checking files for merchants, supports automatic account checking by FTP system, and also supports account checking for reserved mailbox files.

Cross-border Collection Business 跨境收款業務簡介



微信支付、支付宝支付、银联云闪付提供付款、换汇、结汇一站式服务。提升用户体验，减少商家运营流程。
跨境汇路支持中国与菲律宾之间的双向汇路，手续简单并提供合法资金证明。
WeChat payment, alipay payment, unionpay cloud flash payment to provide payment, exchange, settlement of foreign exchange one-stop services. Improve user consumption experience and reduce business operation process.
Cross-border remittance road supports the two-way remittance road between China and the Philippines, with simple procedures and proof of legitimate funds.



More Service 拓展行业

MORE SERVICE

MySuperPay为行业提供定制解决方案，从支付、清算、数据分析、现金归集、分账等方面进行组合产品。

MySuperPay provides customized solutions for the industry to combine products from payment, clearing, data analysis, cash collection, ledger distribution and other aspects.

- ✓ **金融科技:** 现金贷行业、互联网金融行业等。
- ✓ **商超百货:** 大型百货商场、连锁超市等。
- ✓ **酒店旅游:** 大型酒店、连锁酒店、旅游景点等。
- ✓ **教育行业:** 语言学校、教师薪资、互联网教育等。
- ✓ **渠道代理:** 航空售票、房产中介、广告分销等。



Cooperation Resources 资源合作



银行资源 BANK

寻求当地的银行、汇款公司、金融合作伙伴，为我们提供收款、放款、垫资的服务。

Seeking local Banks, remittance companies, financial partners, to provide us with collections, loans, pad capital services.



渠道资源 Resources

寻求在当地有地推团队并愿意从事支付行业的团队进行合作，获取高额返佣分润。

Seek local promotion team and willing to cooperate with the team in the payment industry to get high commission.



Shops 商户资源

金融行业客户、餐饮、商超、连锁店铺、酒店、教育行业等。

Financial industry customers, catering, supermarket, chain stores, hotels, education industry.



Government Resources 政府资源

承接政府大中小型惠民支付项目，如交通出行、医保社保、公民信息库建立等项目。

Undertake government projects of large, medium and small scale to benefit people, such as transportation, medical insurance and social security, and the establishment of citizen information database.



Introduction To The Project 项目介绍

The Project is Approved by Philippine Government Department of Office Transport Cooperative (OTC) and Department Of Transportation (DOTr)
 该项目由菲律宾政府办公室运输合作部 (OTC) 和运输部 (DOTr) 批准

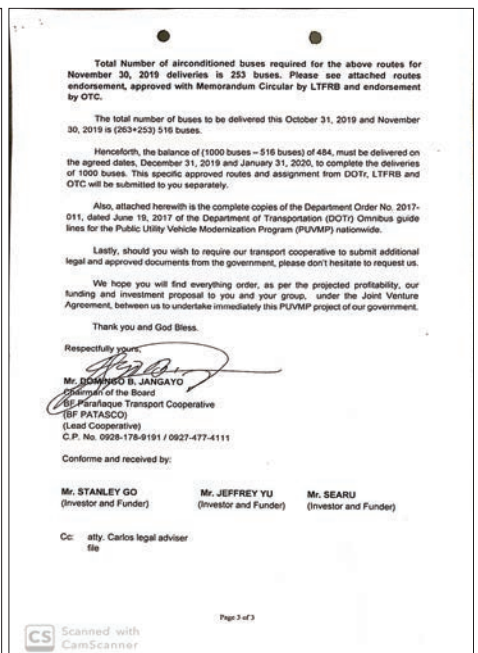
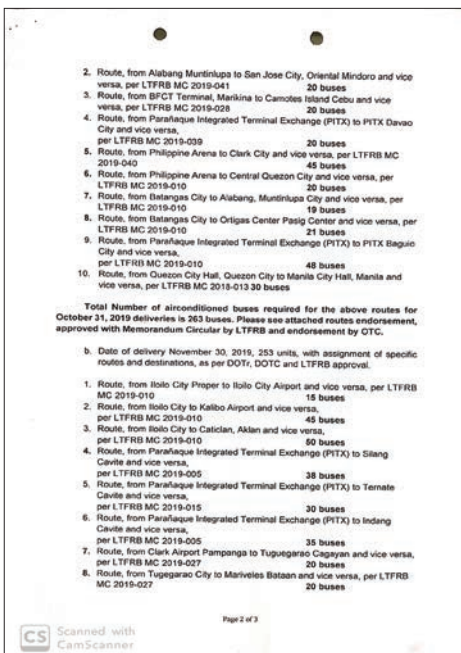
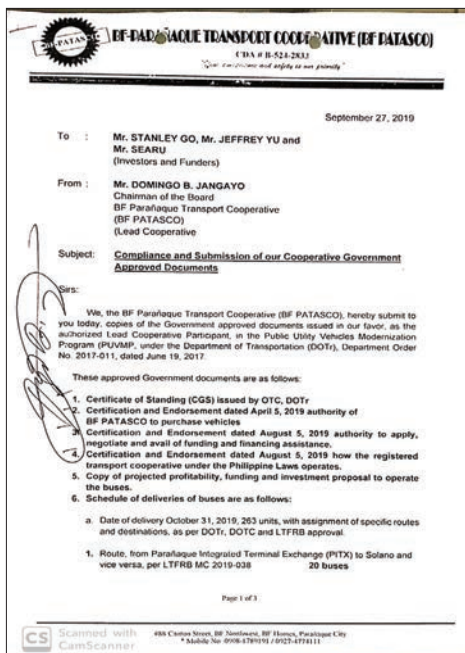
Total Endorsement and Approved Buses is 1356 nos Of The Buses and Mini Buses
 认可和批准的巴士总数为1356辆巴士和迷你巴士

It is divided into three phases to start the operation service, and the total number of operating buses is 1,356.

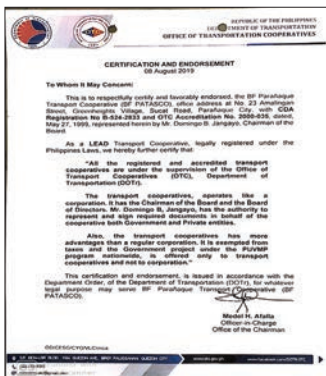
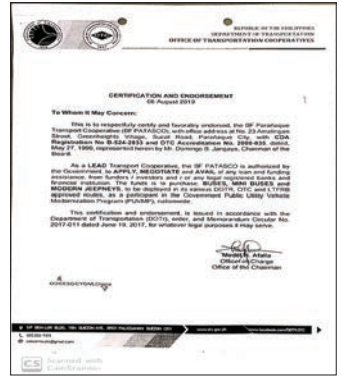
分为三个阶段投入以启动运营服务，总投入营运巴士为1356辆

Phases 1 In OCT / 2019–	263 nos of the buses /	第1阶段 10月 / 2019年	263 辆巴士
Phases 2 In Nov / 2019–	253 nos of the buses /	第2阶段 11月 / 2019年	253 辆巴士
Phases 3 In Dec / 2019–	484 nos of the buses /	第3阶段 12月 / 2019年	484 辆巴士
Phases 4 In JAN / 2020–	356 nos of the buses /	第3阶段 12月 / 2019年	356 辆巴士

Documents of Approval By Philippine Government Department of OTC and DOT 菲律宾政府OTC和DOT部门的批准文件



Documents of Approval By Philippine Government Department of OTC and DOT 菲律宾政府OTC和DOT部门的批准文件



ASK FOR RECEIPT BIR

This will ensure that the taxes on your purchases will be remitted to the government. It will be used for the development of the Philippines.


2 to 4 YEARS IMPRISONMENT FOR NON-ISSUANCE OF RECEIPT
 REPORT VIOLATORS TO ANY OF THE FOLLOWING:
 • BIR CONTACT CENTER ☎ (02)981-8888
 • commissioner@bir.gov.ph
 • ANY BIR OFFICE
 BP PARANGAL TRANSPORT COOPERATIVE
 (Name of Business Establishment)
 212-005-809
 (TIN)

This NOTICE must be posted within the establishment or an area conspicuous to the public view (DSR-2004-1-03)



Introduction To The Company and Management 公司于管理层介绍

Cooperative profile 2018



**BF PARAÑAQUE
TRANSPORT
COOPERATIVE
(BF PATASCO)**

CDA Registration No: 9520 -16011557
 OTC Accreditation No: 2001-035
 BIR Registration No. 91C000059198
 TIN No. 212905809



Our Mission

To establish a Transport Cooperative that will serve the public commuters needs.

To promote and deliver excellent, safe and convenient way of travelling from point of origin to destination.

Our Vision

To live by the commitment of our Transport cooperative in providing continuous income and stability of the livelihood of each members and their families.

To encourage individuals who are seeking for a long term investment and business, and those who are aspiring to be part of the transportation industry.

Our Cooperative's Objective

To Promote and showcase our services by participating in the government's transportation modernization program, and to cater the demands and needs of the public commuters. Our Transport cooperative ensures that we strictly comply with the requirements and process set and bound by the concerned government agencies in the transportation industry such as, (LTPRB), Office of the Transport Cooperatives (OTC), Cooperative Development Authority (CDA) | Department of Transportation (DOT), Department of Tourism (DOT), Land Transportation Office (LTO) and Local Government Units (LGU).

The Chairman's Desk



Domingo B. Jangayo
 BSC, CPA, MBA
 Board Chairman
 2003-Present

BF Paranaque Transport Cooperative was founded in the year 2001. I was elected as the Vice Chairman and one of the founding directors of the cooperative.

In the year 2003, I was given the opportunity to spearhead the organization, I was elected unanimously as the Chairman of the Board by the members and Board of Trustees.

My mission is to provide fruitful business and livelihood to our members, operators and their families.

We will continue doing our best to strengthen the cooperative's structure and its process, as we widen our route coverage to cater, serve and meet the needs of the public commuters.

As we look forward for more brighter years in the business, our organization will be involved in various branches and projects of the transportation industry to support the government's transportation modernization program.

Under my leadership and the unmeasurable help of the directors, members and operators we will continuously provide exemplary services to the public commuters, tourists and individuals, as our cooperative grows, we are encouraging more operators and members to be part of our family. As we possibly look forward to a greater and bigger business partnership and numerous opportunities.

Meet our Board of Directors and Management Team




Domingo B. Jangayo
 Chairman of the Board
 BSC, CPA, MBA
 BF Homes Parañaque City




Benjamin R. Baudier
 Vice Chairman
 Businessman
 Brigg. Mayamot, Antipolo City




Julius Fernandez
 Director
 Businessman
 BF Homes, Parañaque City




Joey Nator Rogacion
 Director
 Government employee
 Parañaque, City




Diana Maria Mathog
 Director
 CEO - Big Door Events
 Muntinlupa City




Rodrigo Garcia
 Director
 Businessman
 BF Homes, Parañaque City




Maria Danna Bata
 Director / Treasurer
 BPO, Operations Manager
 Las Piñas City



Maria Crispina Pambian
 Director
 Businesswoman
 Greenheights Village, Parañaque City



Dazymie B. Larallo
 Cooperative Secretary
 Moonwalk Village, Parañaque City



Evangel G. Nolasco
 Admin Staff Office Staff
 Doha Manuela Subdivision, Las Piñas City

LIAISON OFFICERS for Concerned Government Agencies:

Marites Borja
 Vitalax Compound, Parañaque City

Maribeth Laralo
 Bacoor, Cavite

About us

BF Paranaque Transport Cooperative (BF PATASCO) was established and founded in 2001, accredited by Cooperative Development Authority (CDA) with registration no. 9520 -16011557 and the Office of the Transportation Cooperatives (OTC) with accreditation no. 2001-035.

BF Paranaque Transport Cooperative (BF PATASCO) was awarded its first franchise lines by Land Transportation Franchising Regulatory Board (LTPRB) as follows: BF Homes-Ayala, Makati and back, Socar-Quilap and back with CPC Case No: 2002-94136.

In addition to these franchises, we were recently awarded the Tourist Land Transport Service lines from Parañaque to any point in Luzon, in compliance with the government transportation modernization program that are now open and available for new members and operators.



Phases 1 - 263 Nos of The Buses Specification

Import from China

首批-263 辆巴士规格表由中国进口

YTAT 8126 Specification			
No.	Item	Standard	Optional
1	油箱 Fuel tank	200L 标准	
2	发动机 Engine	WEICHAI WP7 270E21 186kw(2100 Euro) 潍柴 WP7 270E21 发动机, 186kw(2100 欧) 潍柴发动机	
3	离合器 Clutch	Chinese QH30 coil spring clutch 潍柴 QH30 弹性离合器	
4	变速箱 Gearbox	Fast six speed Manual gearbox (RQ5130T), Three soft shaft, constant	
5	前桥 Front axle	Chinese Handed front axle 4.8T, 4.8t axle 潍柴前桥 4.8T 吨位, 4.8t 轴重	
6	后桥 Rear axle	Chinese Handed rear axle 13T, drum brake 潍柴后桥 13T 吨位和 13吨 (鼓刹)	
7	制动系统 Brake system	Pneumatic double drum air brake, front disc & rear drum brake, energy storage parking brake 双回路气压制动, 前盘后鼓制动, 储能制动	
8	悬挂 Suspension	Four-link spring suspension with front & rear stabilizer 四连杆悬架 (前/后), 带空气辅助稳定杆	
9	转向 Steering	ZF power steering, left hand drive ZF 助力方向盘, 左舵	
10	ABS	WABCO ABS	
11	倒车防撞 Slack Adjuster	Rear automatic Slack Adjuster 后自动防撞	
12	保险杠 Bumper	TPRCA rebound 防撞缓冲吸能器	
13	中央锁 Central lock	No	
14	冷却系统 Cooling system	Normal mechanical fan 普通机械风扇 (可升级变频)	
15	轮胎 Tire	12 R22.5 Tubeless tire with spare tire 12 R22.5 无气胎 (带备胎)	
16	排气 Wheel cover	No	
17	空调系统 Fan A/C	roof mounted dependent A/C 32000kcal/h, Back compressor 车顶安装独立风冷 3.2 匹, 1+1 变频压缩机	

18	除霜 Defroster	Natural air defroster 自然风式除霜	
19	暖风 Heater	No	
20	乘客门 Passenger door	Front & middle double pneumatic inward-swinging passenger door 前窗、中窗的双气内开门	
21	地板 Floor	Bamboo floor covered with Chinese floor leather 竹地板上面铺中国皮革地板	
22	侧窗 Side window	Glued glass, fully enclosed side window (inner sliding window for rear glazing), colored glass 粘胶式全封闭侧窗 (后窗带内推式推拉窗), F 级玻璃 (可钢化玻璃)	
23	乘客座椅 Passenger seat	35 plastic seat with fabric face 35 座塑料座椅, 绒布面料 2 座折叠座椅安装在轮椅区	
24	驾驶员座椅 Driver's seat	High back driver seat (shock absorption & adjustable), with three point seat belt 高靠背可调节 (减震可调节), 带三点式安全带	
25	内饰 Interior	Standard A/C trimming 标准空调内饰	
26	车内照明 Interior lighting	Two long LED roof lamps, step light 两根超长 LED 顶灯, 踏步灯	
27	倒车镜 Rearview mirror	Electrical rear view mirror, electrical defrosting 电动后视镜带除霜功能	
28	顶天窗 Emergency exit	Roof exits with ventilator (2 units) 2 只顶出入口 (带通风器)	
29	电子钟 Clock	Digital clock (English display) 电子钟 (英文显示)	
30	遮阳篷 Sunshade	One manual sunshade at front windshield, rolling curtain for driver 前挡风玻璃一只手动遮阳篷, 可伸缩遮阳篷	
31	窗帘 Curtain	Folding curtain 折叠窗帘	
32	扶手和挡泥板 Handrails and guardrails	Steel stainless handrail and guardrails 不锈钢扶手及挡泥板	
33	收音机 Cassette player	320G hard drive player 320G 硬盘播放器	
34	电视 TV	1 unit 32" LCD mounted behind front windshield 1 只 32 寸液晶电视	
35	路牌 Road signs	Front and rear digital LED destination board 前、后 LED 电子路牌	
36	语音播报器 Voice announcer	No	
37	投币机 Coin Machine	No	
38	IC 卡机 IC card machine	No	

39	倒车监视器 Reversing Monitor	Monitor (colorful), 320G hard disk storage - 4 Cameras with night vision 彩色倒车监视器 (带车载硬盘系统, 硬盘 320G), 另配 4 个摄像头 (带夜视功能)	
40	记录仪或 GPS Recorder or GPS	No 无 (预留线束)	
41	CAN	Only CAN instrument, no control module 单 CAN 仪表, 不带控制模块	
42	消防灭火器 Fire Extinguisher	Automatic fire extinguisher 自动灭火装置 (3 只)	
43	漆料 Paints	Imported plain painting 进口素色油漆	
44	Body structure	1. two steps, whole bus 0000000000 structure 整车全承载车身, 二级踏步结构 2. E-Cooling bus Body 整车车身电泳 (镀锌钢板内衬蒙皮)	
45	路况 Road conditions	1. Weather: tropical monsoon climate, high temperature with 5 months' raining season 天气状况: 热带季风气候, 常年高温, 全年雨季 5 个月	
46	其他 Others	1. Imported AMP plugs and imported relay 进口 AMP 接插件式, 进口继电器 2. Mark: all labels and marks inside should be English 标识: 车内所有标识均为英文或中英文 3. 1 unit USB charger for driver 1 个驾驶员 USB 充电介面 4. Manual wheelchair ramp at middle door, device to fix wheelchair 中门手动轮椅板, 轮椅踏步, 车内轮椅座带固定装置	

REMARKS:
1. Above offer is based on our standard execution. Attached bus picture is for reference only, and technical data may be changed without prior notice.





Phases 1 Total Investment USD 30,000,000 首批总投资额美金30,000,000

1-City Bus (YTAT 8126) Usd 86,000 x 263 nos	= USD 22,618,000
1- 城市巴士 (YTAT 8126) 美金 86,000 x 263辆	
2-From China Shipping To Manila Port Usd 12,000 x 263 nos	= USD 3,156,000
2-从中国海运到马尼拉港口美金 12,000 x 263辆	
3-Import Duties and Customs Clearance Usd 15,000 x 263 nos	= USD 3,945,000
3-进口关税和通关手续费美金 15,000 x 263辆	

Working Capital /启动资金 = USD 281,000

Total Investment / 总投资额 = USD 30,000,000



Phases 1 Total Investment USD 30,000,000 二批总投资额美金\$124,000,000

1-City Bus (YTAT 8126) Usd 86,000 x 1093 nos	= USD 93,998,000
1- 城市巴士 (YTAT 8126) 美金 86,000 x 1093辆	
2-From China Shipping To Manila Port Usd 12,000 x 1093 nos	= USD 13,116,000
2-从中国海运到马尼拉港口美金 12,000 x 1093辆	
3-Import Duties and Customs Clearance Usd 15,000 x 1093 nos	= USD 16,395,000
3-进口关税和通关手续费美金 15,000 x 1093辆	

Working Capital /启动资金 = USD 491,000

Total Investment / 总投资额 = USD124,000,000



1st ENDORSEMENT 第一背书

Paranaque Integrated Terminal Exchange Metro Manila To Solano Nueva Vizcaya and vice versa Total 20 Buses

帕拉纳克综合客运站转换马尼拉至Solano Nueva Vizcaya的捷运, 反之亦然, 共20辆巴士



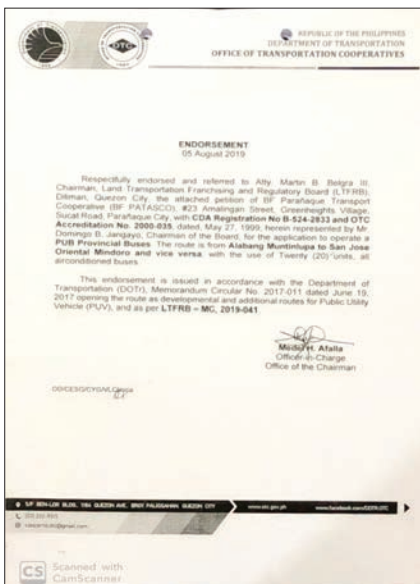
			PESO SALES 比索销售					
Kilometer 公里	Per - KM 每公里 Peso 比索	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
311	2	\$622	53	\$32,966	3	\$98,898	20	\$1,977,960
			USD SALES 美金销售					
Kilometer 公里	Per - KM 每公里 USD 美金	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
311	0.04	\$12	53	\$659	3	\$1,978	20	\$39,559

1st Total Sales USD \$39,559
第一总销售额美金 39,559

2nd ENDORSEMENT 第二背书

Alabang Muntinlupa to San Jose Oriental Mindoro and vice versa Total 20 Buses

Alabang Muntinlupa 到 San Jose Oriental Mindoro, 反之亦然, 共20辆巴士



			PESO SALES 比索销售					
Kilometer 公里	Per - KM 每公里 Peso 比索	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
202	2	\$404	53	\$21,412	3	\$64,236	20	\$1,284,720
			USD SALES 美金销售					
Kilometer 公里	Per - KM 每公里 USD 美金	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
202	0.04	\$8	53	\$428	3	\$1,285	20	\$25,694

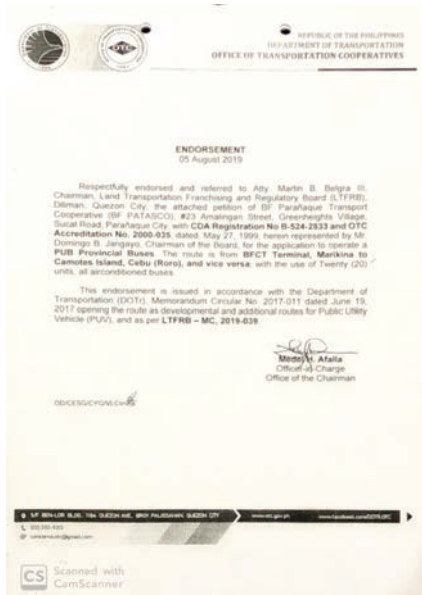
2nd Total Sales USD \$25,694
第二总销售额美金 25,694



3rd ENDORSEMENT 第三背书

BFCT Terminal, Marikina To Camotes Island, Cebu (Roro), and vice versa Total 20 Buses

BFCT码头, Marikina 到 Camotes岛, 宿雾 (Roro), 反之亦然, 共20辆巴士



PESO SALES 比索销售								
Kilometer 公里	Per - KM 每公里 Peso 比索	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
1030	2	\$2,060	53	\$109,180	1	\$109,180	20	\$2,183,600

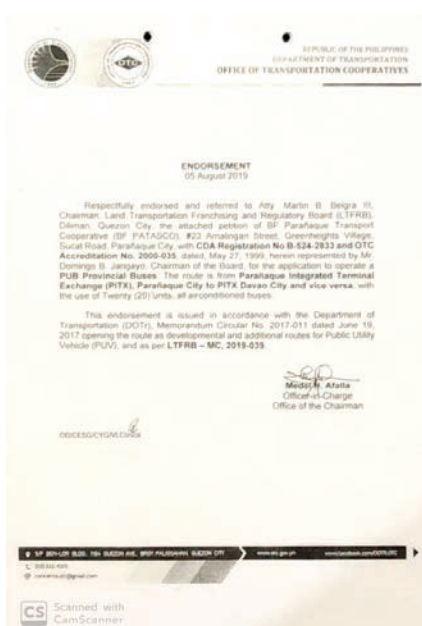
USD SALES 美金销售								
Kilometer 公里	Per - KM 每公里 USD 美金	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
1030	0.04	\$41	53	\$2,184	1	\$2,184	20	\$43,672

3rd Total Sales USD \$43,672
第三总销售额美金 43,672

4th ENDORSEMENT 第四背书

Parañaque Integrated Terminal Exchange (PITX), Parañaque City to PITX Davao City and vice versa Total 20 Buses

巴拉那克市综合客运站交换站(PITX), 从帕拉尼亚克市到PITX达沃市, 反之亦然, 共20辆巴士



PESO SALES 比索销售								
Kilometer 公里	Per - KM 每公里 Peso 比索	Total Charges 总收费 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
1505	2	\$3,010	53	\$159,530	0.5	\$79,765	20	\$1,595,300

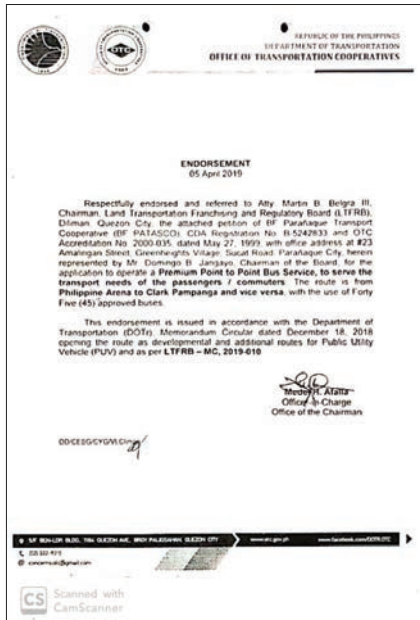
USD SALES 美金销售								
Kilometer 公里	Per - KM 每公里 USD 美金	Total Charges 总收费 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
1505	0.04	\$60	53	\$3,191	0.5	\$1,595	20	\$31,906

4th Total Sales USD \$31,906
第四总销售额美金 31,906



5th ENDORSEMENT 第五背书

Philippine arena to Clark Pampanga and vice versa Total 45 Buses
竞技场到克拉克邦板牙, 反之亦然, 共45辆巴士

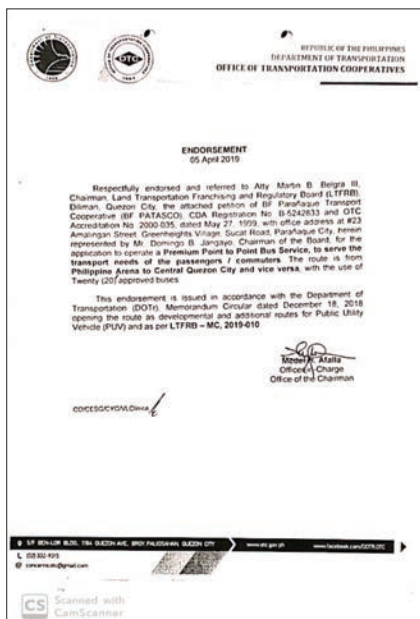


PESO SALES 比索销售								
Kilometer 公里	Per - KM 每公里 Peso 比索	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
76	2	\$152	53	\$8,056	9	\$72,504	45	\$3,262,680
USD SALES 美金销售								
Kilometer 公里	Per - KM 每公里 USD 美金	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
76	0.04	\$3	53	\$161	9	\$1,450	45	\$65,254

5th Total Sales USD \$65,254
第五总销售额美金 65,254

6th ENDORSEMENT 第六背书

Philippine arena to central Quezon City and vice versa Total 20 Buses
菲律宾竞技场到奎松市中心, 反之亦然, 共20辆巴士



PESO SALES 比索销售								
Kilometer 公里	Per - KM 每公里 Peso 比索	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
24	2	\$48	53	\$2,544	18	\$45,792	20	\$915,840
USD SALES 美金销售								
Kilometer 公里	Per - KM 每公里 USD 美金	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
24	0.04	\$1	53	\$51	18	\$916	20	\$18,317

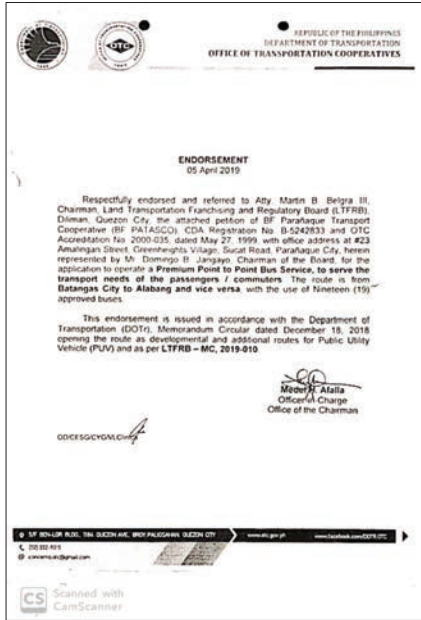
6th Total Sales USD \$18,317
第六总销售额美金 18,317



7th ENDORSEMENT 第七背书

Batangas City to Alabang and vice versa Total 19 Buses

八打雁市到阿拉邦, 反之亦然, 共19辆巴士



		PESO SALES 比索销售						
Kilometer 公里	Per - KM 每公里 Peso 比索	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
92	2	\$184	53	\$9,752	9	\$87,768	19	\$1,667,592
		USD SALES 美金销售						
Kilometer 公里	Per - KM 每公里 USD 美金	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
92	0.04	\$4	53	\$195	9	\$1,755	19	\$33,352

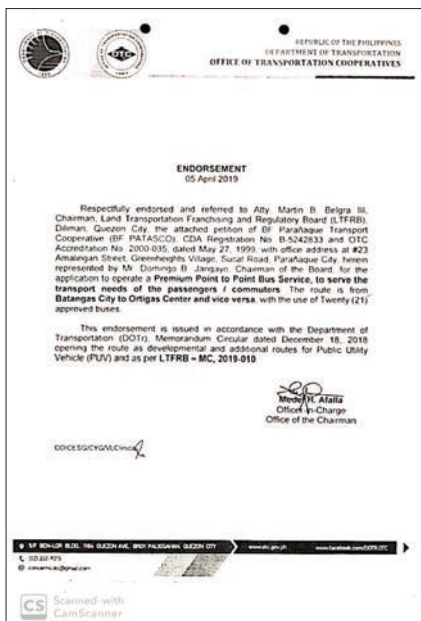
7th Total Sales USD \$33,352

第七总销售额美金33,352

8th ENDORSEMENT 第八背书

Batangas City to Ortigas center and vice versa Total 21 Buses

八打雁市到奥提加斯中心, 反之亦然, 共21辆巴士



		PESO SALES 比索销售						
Kilometer 公里	Per - KM 每公里 Peso 比索	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
106	2	\$212	53	\$11,236	9	\$101,124	21	\$2,123,604
		USD SALES 美金销售						
Kilometer 公里	Per - KM 每公里 USD 美金	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
106	0.04	\$4	53	\$225	9	\$2,022	21	\$42,472

8th Total Sales USD \$42,472

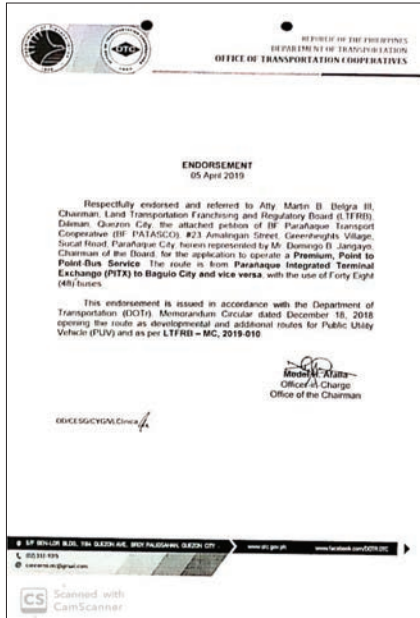
第八总销售额美金42,472



9th ENDORSEMENT 第九背书

Parañaque Integrated Terminal Exchange (PITX) to Baguio City and vice versa Total 48 Buses

巴拉那克市综合客运站交换站(PITX) 到碧瑶市,反之亦然,共48辆巴士



			PESO SALES 比索销售							
Kilometer 公里	Per - KM 每公里 Peso 比索	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务(辆)	Total 总 Daily Sales 每日销售		
255	2	\$510	53	\$27,030	4	\$108,120	48	\$5,189,760		
			USD SALES 美金销售							
Kilometer 公里	Per - KM 每公里 USD 美金	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务(辆)	Total 总 Daily Sales 每日销售		
255	0.04	\$10	53	\$541	4	\$2,162	48	\$103,795		

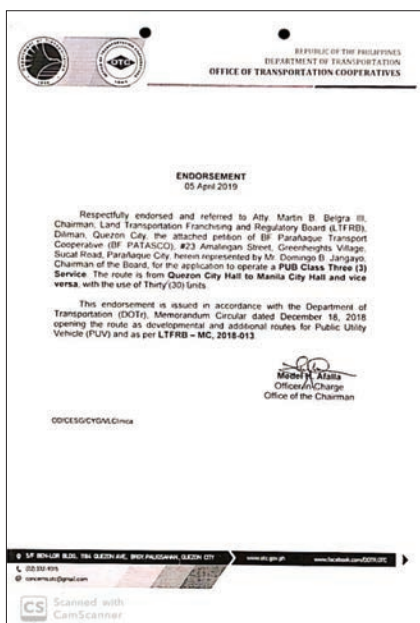
9th Total Sales USD \$103,795

第九总销售额美金103,795

10th ENDORSEMENT 第十背书

Quezon City Hall to Manila City Hall and vice versa Total 30 Buses

奎松市政厅到马尼拉市政厅,反之亦然,共30辆巴士



			PESO SALES 比索销售							
Kilometer 公里	Per - KM 每公里 Peso 比索	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务(辆)	Total 总 Daily Sales 每日销售		
13	2	\$26	53	\$1,378	18	\$24,804	30	\$744,120		
			USD SALES 美金销售							
Kilometer 公里	Per - KM 每公里 USD 美金	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务(辆)	Total 总 Daily Sales 每日销售		
13	0.04	\$1	53	\$28	18	\$496	30	\$14,882		

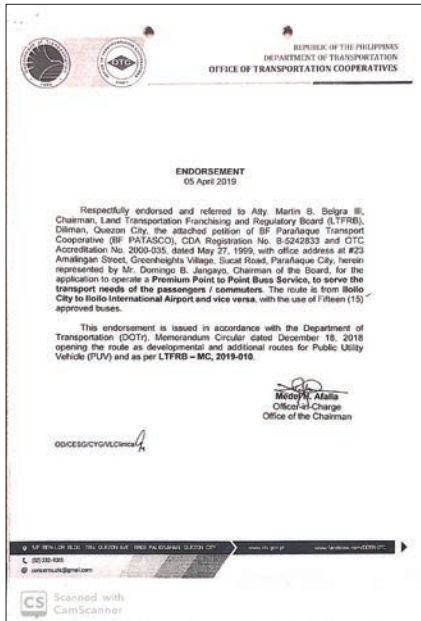
10th Total Sales USD \$14,882

第十总销售额美金14,882



11th ENDORSEMENT 第十一背书

Iloilo City to Iloilo International Airport and vice versa Total 15 Buses
 怡朗市到怡朗国际机场, 反之亦然, 共15辆巴士

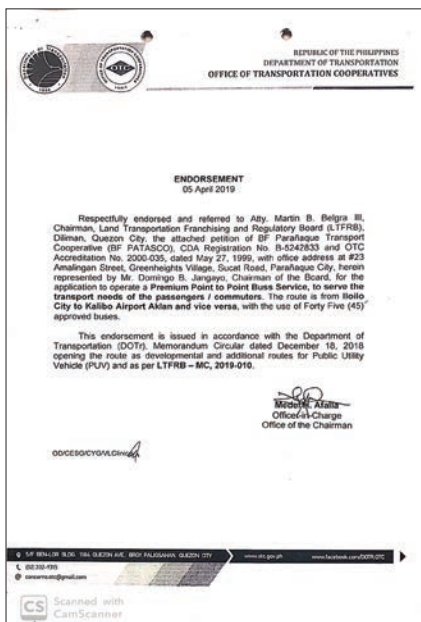


		PESO SALES 比索销售							
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟	Day 日	Daily 每日	Buses 巴士	Total 总	
	Peso 比索			Sales 销售	Trip 趟	Sales 销售	Services(nos) 服务 (辆)	Daily Sales 每日销售	
18	2	\$36	53	\$1,908	18	\$34,344	15	\$515,160	
		USD SALES 美金销售							
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟	Day 日	Daily 每日	Buses 巴士	Total 总	
	USD 美金			Sales 销售	Trip 趟	Sales 销售	Services(nos) 服务 (辆)	Daily Sales 每日销售	
18	0.04	\$1	53	\$38	18	\$687	15	\$10,303	

11th Total Sales USD \$10,303
 第十一总销售额美金10,303

12th ENDORSEMENT 第十二背书

Iloilo City to Kalibo Airport Aklan and vice versa Total 45 Buses
 怡朗市到卡利博机场阿克兰, 反之亦然, 共45辆巴士



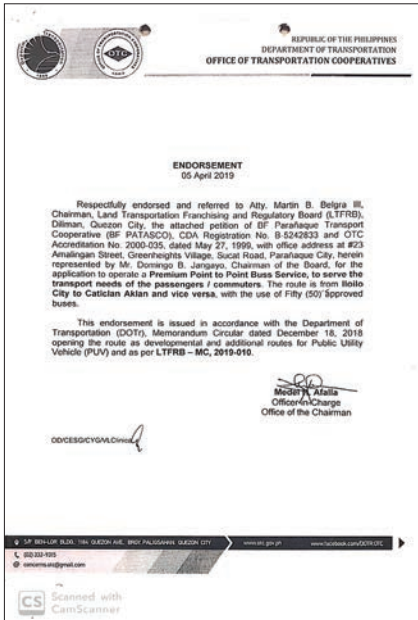
		PESO SALES 比索销售							
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟	Day 日	Daily 每日	Buses 巴士	Total 总	
	Peso 比索			Sales 销售	Trip 趟	Sales 销售	Services(nos) 服务 (辆)	Daily Sales 每日销售	
157	2	\$314	53	\$16,642	6	\$99,852	45	\$4,493,340	
		USD SALES 美金销售							
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟	Day 日	Daily 每日	Buses 巴士	Total 总	
	USD 美金			Sales 销售	Trip 趟	Sales 销售	Services(nos) 服务 (辆)	Daily Sales 每日销售	
157	0.04	\$6	53	\$333	6	\$1,997	45	\$89,867	

12th Total Sales USD \$89,867
 第十二总销售额美金89,867



13th ENDORSEMENT 第十三背书

Iloilo City to Caticlan Aklan and vice versa Total 50 Buses
 怡朗市到卡蒂可兰阿克兰, 反之亦然, 共50辆巴士

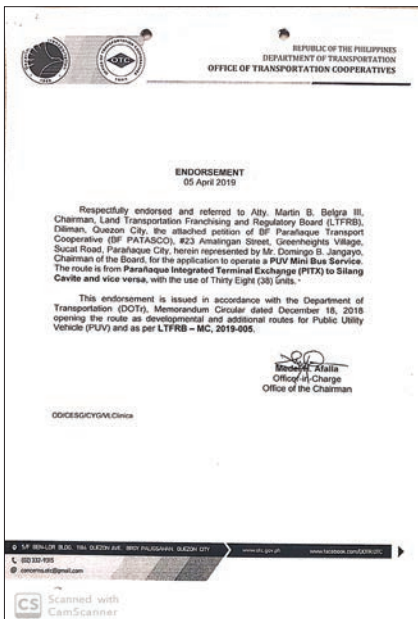


			PESO SALES 比索销售							
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟	Day 日	Daily 每日	Buses 巴士	Total 总		
	Peso 比索			Sales 销售	Trip 趟	Sales 销售	Services(nos) 服务 (辆)	Daily Sales 每日销售		
225	2	\$450	53	\$23,850	4	\$95,400	50	\$4,770,000		
			USD SALES 美金销售							
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟	Day 日	Daily 每日	Buses 巴士	Total 总		
	USD 美金			Sales 销售	Trip 趟	Sales 销售	Services(nos) 服务 (辆)	Daily Sales 每日销售		
225	0.04	\$9	53	\$477	4	\$1,908	50	\$95,400		

13th Total Sales USD \$95,400
 第十三总销售额美金95,400

14th ENDORSEMENT 第十四背书

Parañaque Integrated Terminal Exchange (PITX) to Silang Cavite and vice versa, Total 38 Buses
 巴拉那克市综合客运站交换站(PITX)到西兰·卡维特, 反之亦然, 共38辆巴士



			PESO SALES 比索销售							
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟	Day 日	Daily 每日	Buses 巴士	Total 总		
	Peso 比索			Sales 销售	Trip 趟	Sales 销售	Services(nos) 服务 (辆)	Daily Sales 每日销售		
52	2	\$104	53	\$5,512	15	\$82,680	38	\$3,141,840		
			USD SALES 美金销售							
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟	Day 日	Daily 每日	Buses 巴士	Total 总		
	USD 美金			Sales 销售	Trip 趟	Sales 销售	Services(nos) 服务 (辆)	Daily Sales 每日销售		
52	0.04	\$2	53	\$110	15	\$1,654	38	\$62,837		

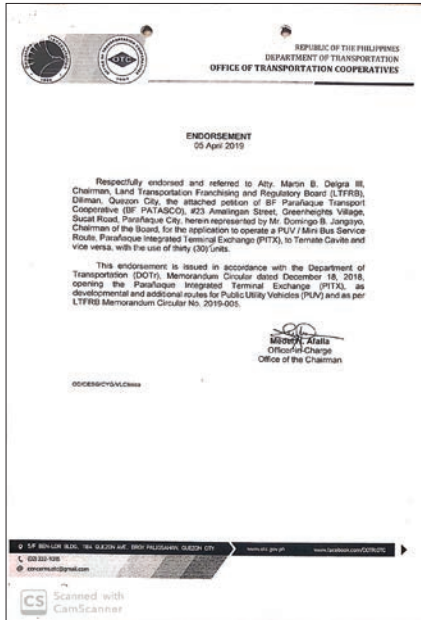
14th Total Sales USD \$62,837
 第十四总销售额美金62,837



15th ENDORSEMENT 第十五背书

Parañaque Integrated Terminal Exchange (PITX) to Ternate Cavite and vice versa, Total 30 Buses

巴拉那克市综合客运站交换站(PITX)到特尔文·卡维特, 反之亦然, 共30辆巴士



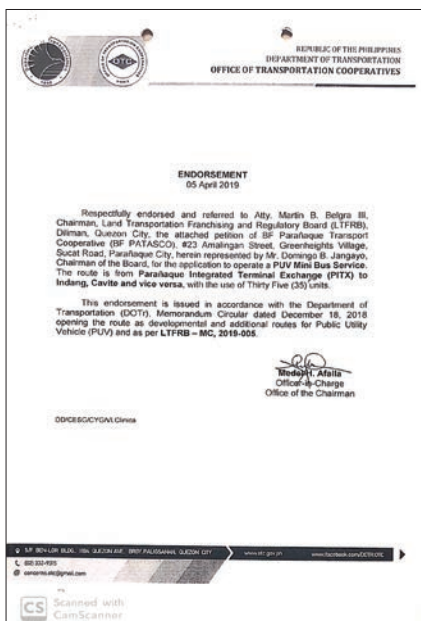
PESO SALES 比索销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟	Day 日	Daily 每日	Buses 巴士	Total 总
	Peso 比索			Sales 销售	Trip 趟	Sales 销售	Services(nos) 服务 (辆)	Daily Sales 每日销售
52	2	\$104	53	\$5,512	13	\$71,656	30	\$2,149,680
USD SALES 美金销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟	Day 日	Daily 每日	Buses 巴士	Total 总
	USD 美金			Sales 销售	Trip 趟	Sales 销售	Services(nos) 服务 (辆)	Daily Sales 每日销售
52	0.04	\$2	53	\$110	13	\$1,433	30	\$42,994

15th Total Sales USD \$42,994
第十五总销售额美金42,994

16th ENDORSEMENT 第十六背书

Parañaque Integrated Terminal Exchange (PITX) to Indang Cavite and vice versa, Total 35 Buses

巴拉那克市综合客运站交换站(PITX)到印当·卡维特, 反之亦然, 共35辆巴士



PESO SALES 比索销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟	Day 日	Daily 每日	Buses 巴士	Total 总
	Peso 比索			Sales 销售	Trip 趟	Sales 销售	Services(nos) 服务 (辆)	Daily Sales 每日销售
47	2	\$94	53	\$4,982	13	\$64,766	35	\$2,266,810
USD SALES 美金销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟	Day 日	Daily 每日	Buses 巴士	Total 总
	USD 美金			Sales 销售	Trip 趟	Sales 销售	Services(nos) 服务 (辆)	Daily Sales 每日销售
47	0.04	\$2	53	\$100	13	\$1,295	35	\$45,336

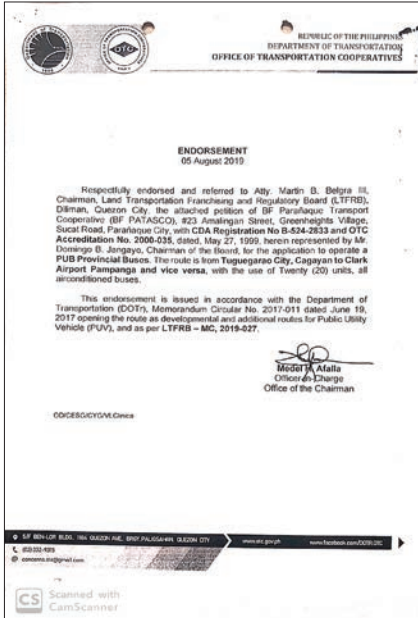
16th Total Sales USD \$45,336
第十六总销售额美金45,336



17th ENDORSEMENT 第十七背书

Tuguegarao City, Cagayan to Clark Airport Pampanga and vice versa, Total 20 Buses

卡加延省河谷市到克拉克邦板牙机场, 反之亦然, 共20辆巴士



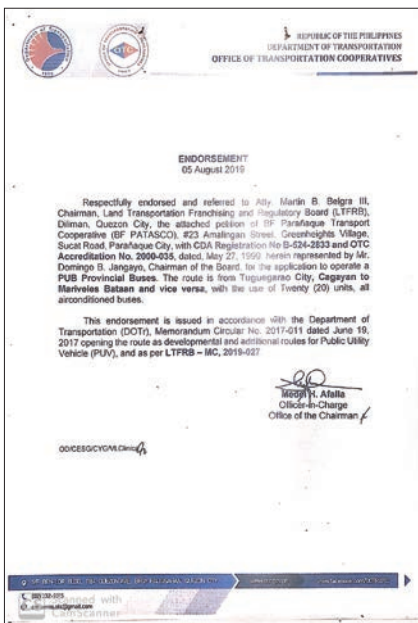
			PESO SALES 比索销售					
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
401	2	\$802	53	\$42,506	2	\$85,012	20	\$1,700,240
			USD SALES 美金销售					
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
401	0.04	\$16	53	\$850	2	\$1,700	20	\$34,005

17th Total Sales USD \$14,882
第十七总销售额美金14,882

18th ENDORSEMENT 第十八背书

Tuguegarao City, Cagayan to Mariveles Bataan and vice versa, Total 20 Buses

卡加延省河谷市到马里维莱斯·巴丹, 反之亦然, 共20辆巴士



			PESO SALES 比索销售					
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
13	2	\$26	53	\$1,378	18	\$24,804	30	\$744,120
			USD SALES 美金销售					
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
13	0.04	\$1	53	\$28	18	\$496	30	\$14,882

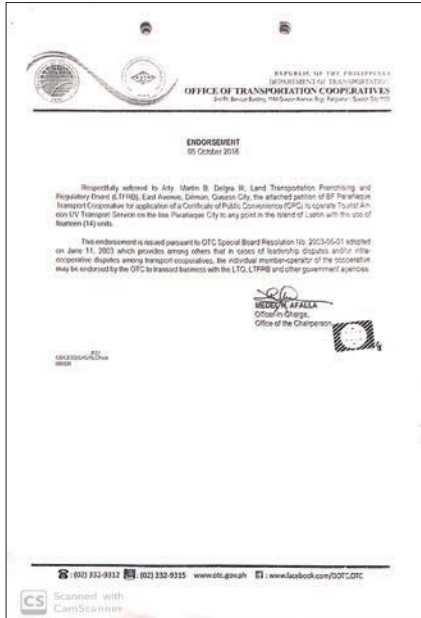
18th Total Sales USD \$43,757
第十八总销售额美金43,757



19th ENDORSEMENT 第十九背书

Parañaque City to any point in the Island of Luzon and vice versa, Total 14 Buses

帕拉纳克市到吕宋岛的任何地方, 反之亦然, 共14辆巴士



		PESO SALES 比索销售						
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
305	2	\$610	53	\$32,330	2	\$64,660	14	\$905,240

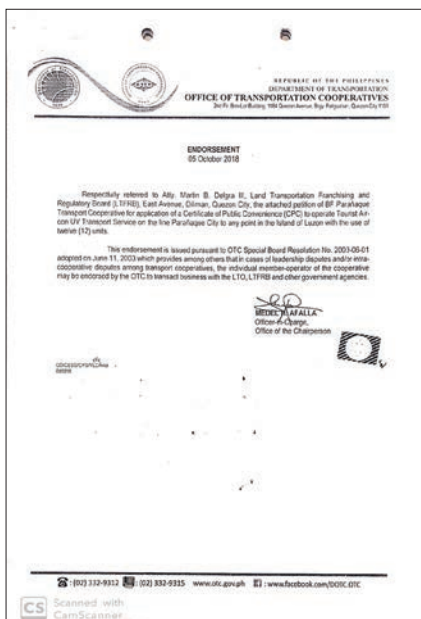
		USD SALES 美金销售						
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
305	0.04	\$12	53	\$647	2	\$1,293	14	\$18,105

19th Total Sales USD \$18,105
第十九总销售额美金18,105

20th ENDORSEMENT 第二十背书

Parañaque City to any point in the Island of Luzon and vice versa, Total 12 Buses

帕拉纳克市到吕宋岛的任何地方, 反之亦然, 共12辆巴士



		PESO SALES 比索销售						
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
305	2	\$610	53	\$32,330	2	\$64,660	12	\$775,920

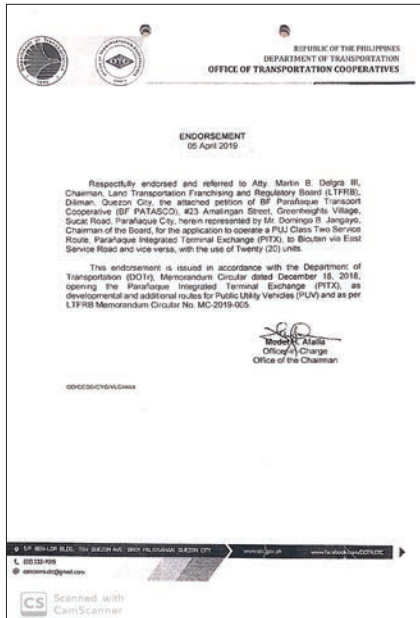
		USD SALES 美金销售						
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
305	0.04	\$12	53	\$647	2	\$1,293	12	\$15,518

20th Total Sales USD \$15,518
第二十总销售额美金15,518



21th ENDORSEMENT 第二十一背书

Parañaque Integrated Terminal Exchange (PITX) to Bicutan via East Service Road and vice versa, Total 20 Buses
 巴拉那克市综合客运站交换站(PITX)到比考坦經服務東路, 反之亦然, 共20辆巴士



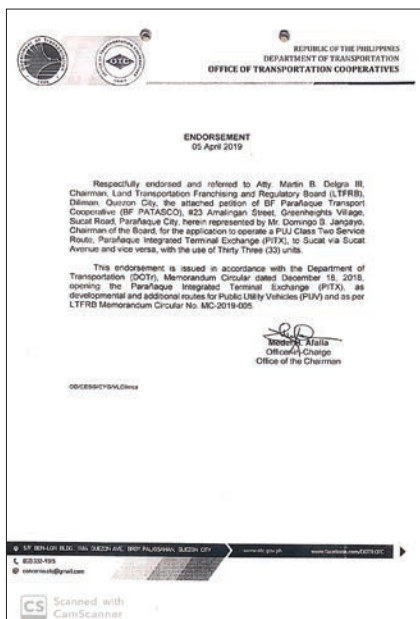
PESO SALES 比索销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务(辆)	Total 总 Daily Sales 每日销售
20	2	\$40	53	\$2,120	18	\$38,160	20	\$763,200

USD SALES 美金销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务(辆)	Total 总 Daily Sales 每日销售
20	0.04	\$1	53	\$42	18	\$763	20	\$15,264

21th Total Sales USD \$15,264
 第二十一总销售额美金15,264

22th ENDORSEMENT 第二十二背书

Parañaque Integrated Terminal Exchange (PITX) to Sucat via Sucat Avenue and vice versa, Total 33 Buses
 巴拉那克市综合客运站交换站(PITX)到苏卡特经苏卡特大街, 反之亦然, 共33辆巴士



PESO SALES 比索销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务(辆)	Total 总 Daily Sales 每日销售
9	2	\$18	53	\$954	36	\$34,344	33	\$1,133,352

USD SALES 美金销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务(辆)	Total 总 Daily Sales 每日销售
9	0.04	\$0	53	\$19	36	\$687	33	\$22,667

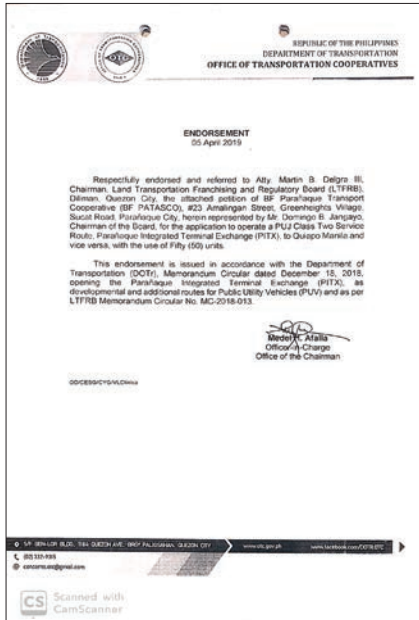
22th Total Sales USD \$22,667
 第二十二总销售额美金22,667



23th ENDORSEMENT 第二十三背书

Parañaque Integrated Terminal Exchange (PITX) to Quiapo Manila and vice versa, Total 50 Buses

巴拉那克市综合客运站交换站(PITX)到马尼拉奎阿波, 反之亦然, 共50辆巴士



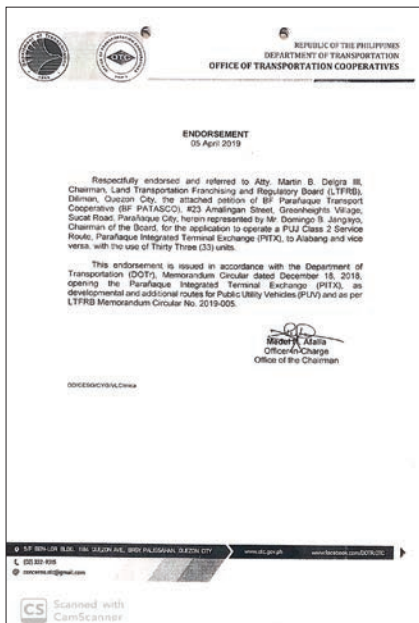
PESO SALES 比索销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
11	Peso 比索 2	\$22	53	\$1,166	18	\$20,988	50	\$1,049,400
USD SALES 美金销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
11	USD 美金 0.04	\$0	53	\$23	18	\$420	50	\$20,988

23th Total Sales USD \$20,988
第二十三总销售额美金20,988

24th ENDORSEMENT 第二十四背书

Parañaque Integrated Terminal Exchange (PITX) to Alabang and vice versa, Total 33 Buses

巴拉那克市综合客运站交换站(PITX)到阿拉邦, 反之亦然, 共33辆巴士



PESO SALES 比索销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
22	Peso 比索 2	\$44	53	\$2,332	18	\$41,976	33	\$1,385,208
USD SALES 美金销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
22	USD 美金 0.04	\$1	53	\$47	18	\$840	33	\$27,704

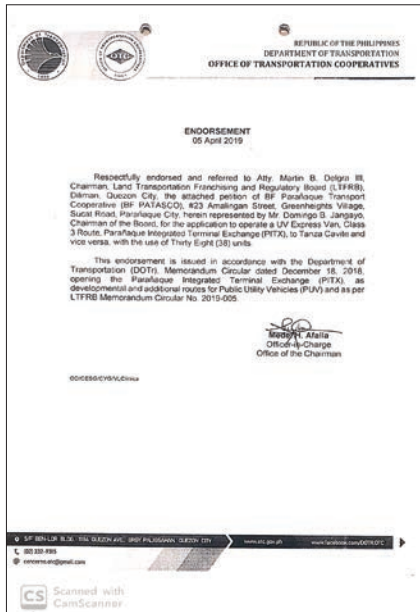
24th Total Sales USD \$27,704
第二十四总销售额美金27,704



25th ENDORSEMENT 第二十五背书

Parañaque Integrated Terminal Exchange (PITX) to Tanna Cavite and vice versa, Total 38 Buses

巴拉那克市综合客运站交换站(PITX)到坦萨甲米地, 反之亦然, 共38辆巴士



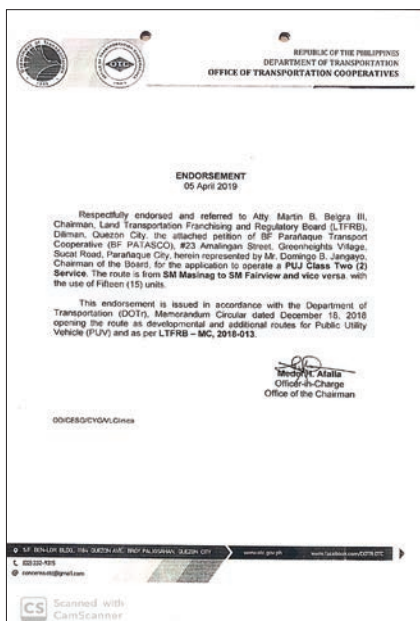
PESO SALES 比索销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
23	2	\$46	53	\$2,438	18	\$43,884	38	\$1,667,592
USD SALES 美金销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
23	0.04	\$1	53	\$49	18	\$878	38	\$33,352

25th Total Sales USD \$33,352
第二十五总销售额美金33,352

26th ENDORSEMENT 第二十六背书

SM Masing to SM Fairview and vice versa Total 15 Buses

安蒂波洛離薩到諾瓦利切斯, 反之亦然, 共15辆巴士



PESO SALES 比索销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
18	2	\$36	53	\$1,908	18	\$34,344	15	\$515,160
USD SALES 美金销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
18	0.04	\$1	53	\$38	18	\$687	15	\$10,303

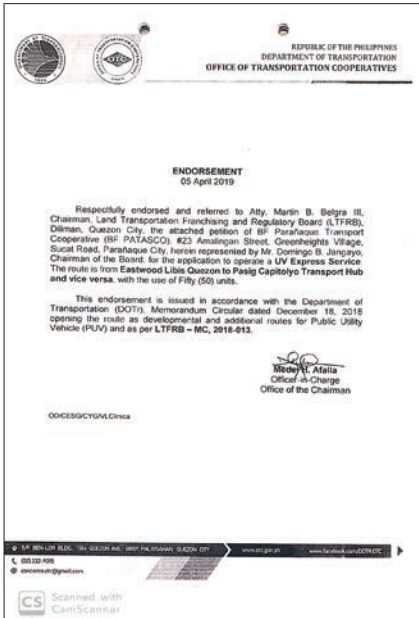
26th Total Sales USD \$10,303
第二十六总销售额美金10,303



27th ENDORSEMENT 第十一背书

Eastwood Libis Quezon to Pasig Capitolyo Transport Hub and vice versa, Total 50 Buses

伊斯特伍德利比斯奎松酒店到帕西格轉運站, 反之亦然, 共50輛巴士



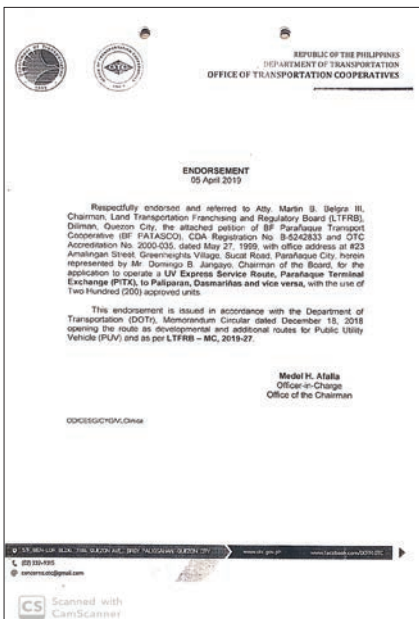
		PESO SALES 比索销售						
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
6	2	\$12	53	\$636	36	\$22,896	50	\$1,144,800
		USD SALES 美金销售						
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
6	0.04	\$0	53	\$13	36	\$458	50	\$22,896

27th Total Sales USD \$22,896
第二十七总销售额美金22,896

28th ENDORSEMENT 第二十八背书

Parañaque Integrated Terminal Exchange (PITX) to Paliparan, Dasmariñas and vice versa, Total 200 Buses

巴拉那克市综合客运站交换站(PITX)到达斯马里尼亚斯, 反之亦然, 共200輛巴士



		PESO SALES 比索销售						
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
78	2	\$156	53	\$8,268	9	\$74,412	200	\$14,882,400
		USD SALES 美金销售						
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
78	0.04	\$3	53	\$165	9	\$1,488	200	\$297,648

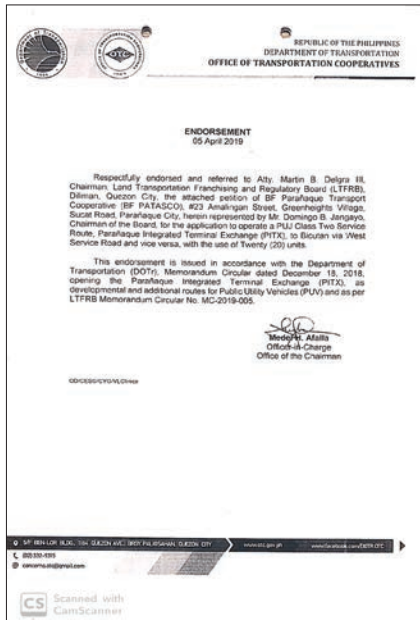
28th Total Sales USD \$297,648
第二十八总销售额美金297,648



29th ENDORSEMENT 第二十九背书

Parañaque Integrated Terminal Exchange (PITX) to Bicutan via West Service Road and vice versa, Total 20 Buses

巴拉那克市综合客运站交换站(PITX)到比考坦經服務西路, 反之亦然, 共20辆巴士



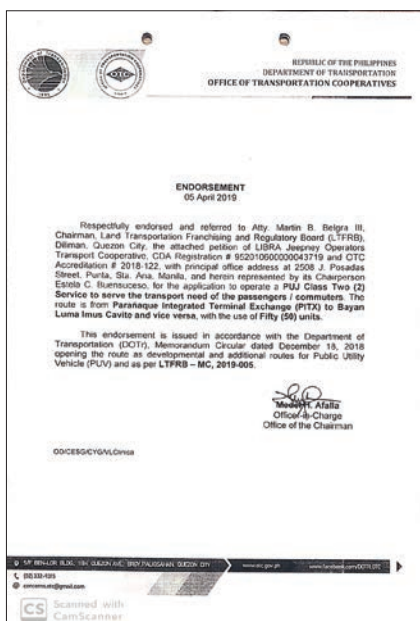
			PESO SALES 比索销售					
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
21	2	\$42	53	\$2,226	18	\$40,068	20	\$801,360
			USD SALES 美金销售					
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
21	0.04	\$1	53	\$45	18	\$801	20	\$16,027

29th Total Sales USD \$16,027
第二十九总销售额美金16,027

30th ENDORSEMENT 第三十背书

Parañaque Integrated Terminal Exchange (PITX) to Bayan Luma Imus Cavite and vice versa, Total 50 Buses

巴拉那克市综合客运站交换站(PITX)到甲米地, 反之亦然, 共50辆巴士



			PESO SALES 比索销售					
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
18	2	\$36	53	\$1,908	18	\$34,344	50	\$1,717,200
			USD SALES 美金销售					
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
18	0.04	\$1	53	\$38	18	\$687	50	\$34,344

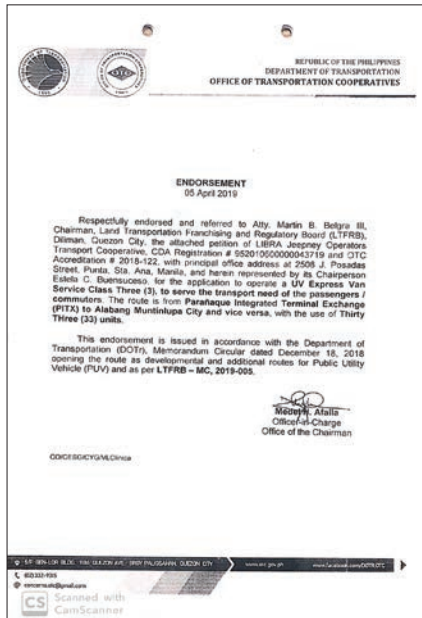
30th Total Sales USD \$34,344
第三十总销售额美金34,344



31th ENDORSEMENT 第三十一背书

Parañaque Integrated Terminal Exchange (PITX) to Alabang Muntinlupa City and vice versa, Total 33 Buses

巴拉那克市综合客运站交换站(PITX)到阿拉邦蒙廷卢帕市, 反之亦然, 共33辆巴士



		PESO SALES 比索销售						
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
23	2	\$46	53	\$2,438	18	\$43,884	33	\$1,448,172

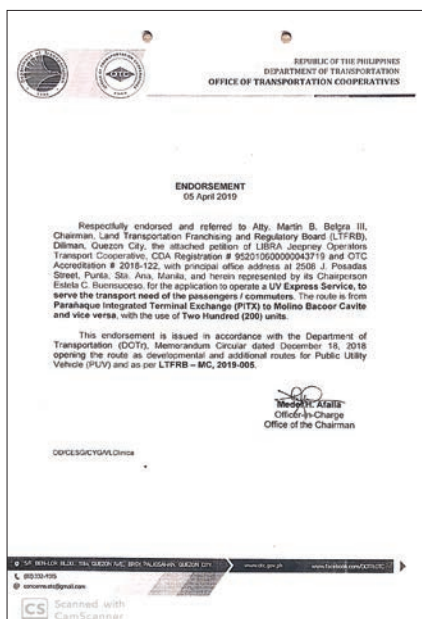
		USD SALES 美金销售						
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
23	0.04	\$1	53	\$49	18	\$878	33	\$28,963

31th Total Sales USD \$28,963
第三十一总销售额美金28,963

32th ENDORSEMENT 第三十二背书

Parañaque Integrated Terminal Exchange (PITX) to Molion Bacoor Cavite and vice versa, Total 200 Buses

巴拉那克市综合客运站交换站(PITX)到莫里昂·巴科·卡维特, 反之亦然, 共200辆巴士



		PESO SALES 比索销售						
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
14	2	\$28	53	\$1,484	18	\$26,712	200	\$5,342,400

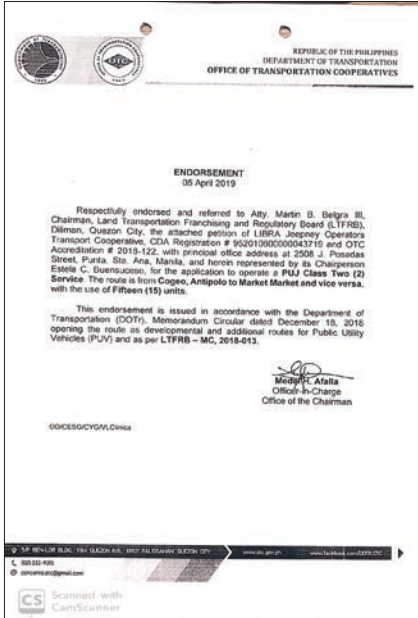
		USD SALES 美金销售						
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
14	0.04	\$1	53	\$30	18	\$534	200	\$106,848

32th Total Sales USD \$106,848
第三十二总销售额美金106,848



33th ENDORSEMENT 第三十三背书

Cogeo, Antipolo to Market Market and vice versa Total 15 Buses
 黎薩到 達義市, 反之亦然, 共15輛巴士



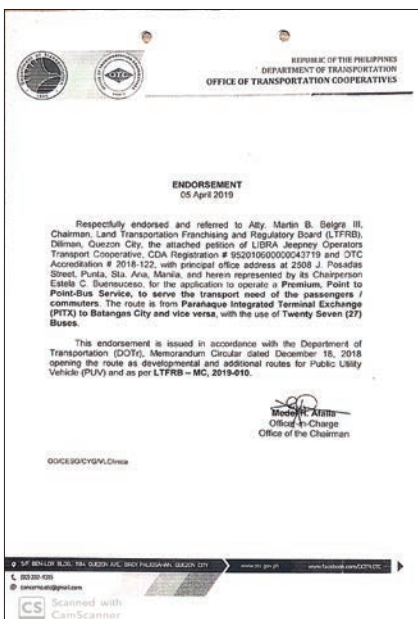
PESO SALES 比索销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
19	2	\$38	53	\$2,014	18	\$36,252	15	\$543,780

USD SALES 美金销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
19	0.04	\$1	53	\$40	18	\$725	15	\$10,876

33th Total Sales USD \$10,876
 第三十三总销售额美金10,876

34th ENDORSEMENT 第三十四背书

Parañaque Integrated Terminal Exchange (PITX) to Batangas City and vice versa Total 27 Buses
 巴拉那克市综合客运站交换站(PITX)到八打雁市, 反之亦然, 共27輛巴士



PESO SALES 比索销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
127	2	\$254	53	\$13,462	4	\$53,848	27	\$1,453,896

USD SALES 美金销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用 Per-KM 每公里	Passengers 乘客	Per-Trip 每趟 Sales 销售	Day 日 Trip 趟	Daily 每日 Sales 销售	Buses 巴士 Services(nos) 服务 (辆)	Total 总 Daily Sales 每日销售
127	0.04	\$5	53	\$269	4	\$1,077	27	\$29,078

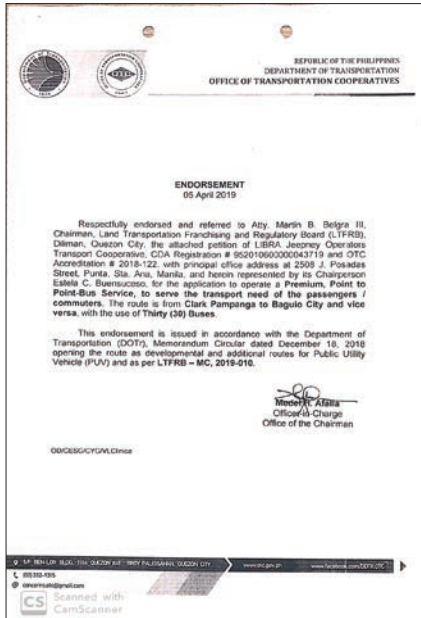
34th Total Sales USD \$29,078
 第三十四总销售额美金29,078



35th ENDORSEMENT 第三十五背书

Clark Pampanga to Baguio City and vice versa Total 30 Buses

克拉克邦板牙到碧瑤市, 反之亦然, 共30辆巴士



PESO SALES 比索销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用	Passengers 乘客	Per-Trip 每趟	Day 日	Daily 每日	Buses 巴士	Total 总
	Peso 比索	Per-KM 每公里		Sales 销售	Trip 趟	Sales 销售	Services(nos) 服务 (辆)	Daily Sales 每日销售
163	2	\$326	53	\$17,278	6	\$103,668	30	\$3,110,040
USD SALES 美金销售								
Kilometer 公里	Per - KM 每公里	Total Charges 总费用	Passengers 乘客	Per-Trip 每趟	Day 日	Daily 每日	Buses 巴士	Total 总
	USD 美金	Per-KM 每公里		Sales 销售	Trip 趟	Sales 销售	Services(nos) 服务 (辆)	Daily Sales 每日销售
163	0.04	\$7	53	\$346	6	\$2,073	30	\$62,201

35th Total Sales USD \$14,882

第三十五总销售额美金14,882





5 Years Planing & Target 5年计划与目标

经由菲律宾OTC (交通办公合作社) 和 DOTr (交通部) 批文营运批准

Approved by the OTC (Transport Office Cooperative) and DOTr (Communication Department) approvals

1- 2019 年, 投入营运目标 = 1,000 台 大型巴士 51+1+1

In 2019, the operational target = 1,000 large buses 51+1+1

2- 2020 年, 投入营运目标 = 10,000 台 大型巴士 51+1+1

In 2020, the operational target = 10,000 large buses 51+1+1

3- 2021 年, 投入营运目标 = 155,000 台 吉普尼 23+1

In 2021, the operational target = 155,000 sets of Jeepney 23+1

4- 2022 年, 投入营运目标 = 145,000 台 吉普尼 23+1

In 2022, the operational target = 145,000 sets of Jeepney 23+1

2 Years Investment Benefit & Return 2年投资收益与回报

Total Financing = \$ 30,000,000
总融资

2 years Interest 26% = \$ 7,800,000
2年投资 26%

Return Of Investment = \$ 37,800,000
投资回报

24 Monthly Installment = \$ 1,575,000
24个月分期付款

Monthly Turn Over / 每月业绩 = \$ 12,655,563

20% Performance Rebate / 20% 业绩回扣 = \$ 2,531,113

Monthly Turn Over / 每月业绩 = \$ 10,124,450

50% Expenses / 50% 运营费用 = \$ 5,062,225

10% Management Costs / 10% 管理层费用 = \$ 1,012,445

16% Paid Installment / 16% 支付贷款 = \$ 1,619,912

24% Reserve Fund / 24% 储备资金 = \$ 2,429,868

Loan Fund Requirement 项目借贷资金需求

现金借贷方案 / Cash Loan Scheme :

1、3000万美元，借款2年，年化率13% (资金成本利润美元37,800,000万)

USD 30 Million, borrowing for 2 years, annualized rate 13% (cost of capital profit USD37,800,000million).

巴士租赁方案 / Bus Rental Scheme :

2、租赁263辆巴士CIF 到菲律宾指定码头，设定巴士为抵押，直到付清贷款，巴士所有权转移到到营运公司

Lease 263 Buses CIF to the Philippine designated docks, set the bus as collateral until the loan is paid and the bus is transferred to the operator.

依据租赁公司给出巴士价格报价表总额为贷款标准，年化率10%，分为24个月还款

The total price quotation of the bus according to the lease company is the loan standard, with an annual rate of 10%, divided into 24 months repayment.

Source of income -1 \$ 12,567,090 收入来源-1 \$ 12,567,090 (美元)

路线	每日业绩 (美元)	每月业绩 (美元)
Itinerary Route	Daily Sale (USD)	Monthly Sale (USD)
1	\$ 39,559	\$ 1,186,770
2	\$ 25,694	\$ 770,820
3	\$ 43,672	\$ 1,310,160
4	\$ 31,906	\$ 957,180
5	\$ 65,254	\$ 1,957,620
6	\$ 18,317	\$ 549,510
7	\$ 33,352	\$ 1,000,560
8	\$ 42,472	\$ 1,274,160
9	\$ 103,795	\$ 3,113,850
10	\$ 14,882	\$ 446,460
	Grand Total / 总数	\$ 12,567,090





Source of income -2 \$ 65,750 收入来源-2 \$ 65,750 (美元)

巴士管理公司 (2- 稳定广告费收入)

Bus Management Company (2- stable advertising fee income)

1- 依据每台巴士广告收取稳定广告费

Stable advertising fee based on each bus advertisement

2- 每台巴士平均预计每月广告费 \$ 250 (美元)

The average estimated monthly advertising fee per bus is \$250 (USD)

3- \$ 250 每月 X 263 (台巴士)= \$ 65,750

\$ 250 per month X 263 (Nos buses) = \$ 65,750

Source of income -3 \$ 22,723 收入来源-3 \$ 22,723 (美元)

巴士管理公司 (3- 稳定提供柴油收入 \$ 22,723)

Bus Management Company (3- stable supply of diesel revenue of \$22,723)

1- 依据每台巴士耗油量每公里2比索，每小时40公里=80比索

According to the fuel consumption per bus, 2 pesos per kilometer, 40 kilometers per hour = 80 pesos

2- 每辆巴士每日营运18小时(80比索 X 18 小时) = 1,440比索

Each bus operates 18 hours a day (80 pesos x 18 hours) = 1,440 pesos

3- 1,440 比索/ \$28.80美元 X 263 辆巴士 = \$ 7,574.40(每日耗油费)

1,440 pesos / \$28.80 X 263 buses = \$ 7,574.40 (daily fuel consumption)

4- \$ 7,574.40 X 30日 = \$ 227,232 (每月耗油费)

\$ 7,574.40 X 30 days = \$ 227,232 (monthly fuel consumption)

5- \$ 227,232 X 10% 回扣津贴 = \$ 22,723 美元

\$ 227,232 X 10% subsidy allowance = \$ 22,723 USD

Sharing Entrepreneurship, Win-win Cooperation Model 共享创业，三赢合作模式

投资者风险保障 / Risk protection for investors

- 1- 巴士作为资产抵押 / The bus is a collateral of assets
- 2- 以支付平台共管收入来源资金
Co-manage income source funds with payment platform
- 3- 所有收入来源优先储备支付每月贷款
All income sources are preferred to reserve monthly loans
- 4- 以司机共享经营模式，收取司机联盟预付款支付投资者，平衡资产折旧差额风险
In the driver's shared business model, the driver's alliance prepayment is paid to pay investors, and the risk of depreciation of assets is balanced.

2 Years Investment Benefit & Return 2年投资收益与回报

Total Financing 总融资	= \$ 124,000,000
2 years Interest 26% 2年投资 26%	= \$ 32,240,000
Return Of Investment 投资回报	= \$ 156,240,000
24 Monthly Installment 24个月分期付款	= \$ 6,510,000
Monthly Turn Over / 每月业绩	= \$ 34,292,855
20% Performance Rebate / 20% 业绩回扣	= \$ 6,858,571
Monthly Turn Over / 每月业绩	= \$ 27,434,284
50% Expenses / 50% 运营费用	= \$ 13,717,142
10% Management Costs / 10% 管理层费用	= \$ 2,743,428
24% Paid Installment / 24% 支付贷款	= \$ 6,584,228
16% Reserve Fund / 16% 储备资金	= \$ 4,389,485

Loan Fund Requirement 项目借贷资金需求

现金借贷方案 / Cash Loan Scheme :

1、1.24亿美元, 借款2年, 年化率13% (资金成本利润美元156,240,000万)

USD 124 Million, borrowing for 2 years, annualized rate 13%

(cost of capital profit USD156,240,000million).

巴士租赁方案 / Bus Rental Scheme :

2、租赁1093辆巴士CIF 到菲律宾指定码头,设定巴士为抵押,直到付清贷款,巴士拥有权转移到到营运公司

Lease 1093 Buses CIF to the Philippine designated docks,set the bus as collateral until the loan is paid and the bus is transferred to the operator.

依据租赁公司给出巴士价格报价表总额为贷款标准, 年化率10%, 分为24个月还款

The total price quotation of the bus according to the lease company is the loan standard,with an annual rate of 10%,divided into 24 months repayment.

Source of income -1 \$ 33,925,170 收入来源-1 \$ 33,925,170 (美元)

路线	每日业绩 (美元)	每月业绩 (美元)	路线	每日业绩 (美元)	每月业绩 (美元)
Itinerary Route	Daily Sale(USD)	Monthly Sale(USD)	Itinerary Route	Daily Sale(USD)	Monthly Sale(USD)
1	\$ 10,303	\$ 309,090	14	\$ 27,704	\$ 831,120
2	\$ 89,867	\$ 2,696,010	15	\$ 33,352	\$ 1,000,560
3	\$ 95,400	\$ 2,862,000	16	\$ 10,303	\$ 309,090
4	\$ 62,837	\$ 1,885,110	17	\$ 22,896	\$ 686,880
5	\$ 42,994	\$ 1,289,820	18	\$ 297,648	\$ 8,929,440
6	\$ 45,336	\$ 1,360,080	19	\$ 16,027	\$ 480,810
7	\$ 14,882	\$ 446,460	20	\$ 34,344	\$ 1,030,320
8	\$ 43,757	\$ 1,312,710	21	\$ 28,963	\$ 868,890
9	\$ 18,105	\$ 543,150	22	\$ 106,848	\$ 3,205,440
10	\$ 15,518	\$ 465,540	23	\$ 10,876	\$ 326,280
11	\$ 15,264	\$ 457,920	24	\$ 29,078	\$ 872,340
12	\$ 22,667	\$ 680,010	25	\$ 14,882	\$ 446,460
13	\$ 20,988	\$ 629,640			
	Total A / A 总数	\$ 14,937,540		Total B / B 总数	\$ 18,987,630
				Grand Total / 总数	\$ 33,925,170





Source of income -2 \$ 273,250 收入来源-2 \$ 273,250 (美元)

巴士管理公司 (2- 稳定广告费收入)

Bus Management Company (2- stable advertising fee income)

1- 依据每台巴士广告收取稳定广告费

Stable advertising fee based on each bus advertisement.

2- 每台巴士平均预计每月广告费 \$ 250 (美元)

The average estimated monthly advertising fee per bus is \$250 (USD).

3- \$ 250 每月 X 1093 (台巴士)= \$ 273,250

\$ 250 per month X 1093 (Nos buses) = \$ 273,250

Source of income -3 \$ 94,435 收入来源-3 \$ 94,435 (美元)

巴士管理公司 (3- 稳定提供柴油收入 \$ 94,435.20)

Bus Management Company (3- stable supply of diesel revenue of \$94,435.20)

1- 依据每台巴士耗油量每公里2比索，每小时40公里=80比索

According to the fuel consumption per bus, 2 pesos per kilometer, 40 kilometers per hour = 80 pesos

2- 每辆巴士每日营运18小时(80比索 X 18 小时) = 1,440比索

Each bus operates 18 hours a day (80 pesos x 18 hours) = 1,440 pesos

3- 1,440 比索/ \$28.80美元 X 1093 辆巴士 = \$ 31,478.40(每日耗油费)

1,440 pesos / \$28.80 X 1093 buses = \$ 31,478.40 (daily fuel consumption)

4- \$ 31,478.40 X 30日 = \$ 944,352 (每月耗油费)

\$ 31,478.40 X 30 days = \$ 944,352 (monthly fuel consumption)

5- \$ 944,352 X 10% 回扣津贴 = \$ 94,435 美元

\$ 944,352 X 10% subsidy allowance = \$94,435 USD



Sharing Entrepreneurship, Win-win Cooperation Model 共享创业，三赢合作模式

投资者风险保障 / Risk protection for investors

- 1- 巴士作为资产抵押 / The bus is a collateral of assets.
- 2- 以支付平台共管收入来源资金
Co-manage income source funds with payment platform.
- 3- 所有收入来源优先储备支付每月贷款
All income sources are preferred to reserve monthly loans.
- 4- 以司机共享经营模式，收取司机联盟预付款支付投资者，平衡资产折旧差额风险
In the driver's shared business model, the driver's alliance prepayment is paid to pay investors, and the risk of depreciation of assets is balanced.

Sharing Entrepreneurship, Win-win Cooperation Model 共享创业，三赢合作模式

巴士司机授权经营者 / Bus driver authorized operator

- 1- 经过审查和培训后，通过申请批准才能获得独家公交线路。
After review and training approved by the application to obtain the exclusive bus route.
- 2- 审核通过后，正式签约及缴付预付款3万美元作为联盟担保
After the approval, signing official agreement and payment of the advance payment of 30,000 US dollars as an alliance guarantee.
- 3- 联盟司机正式开始营业后以分期付款方式缴付担保余额2万美元。
After the Alliance driver officially started business, he paid the guarantee balance of 20,000 US dollars by installment payment.
- 4- 合约期限为5年满约，满约后获可获得退回全额担保资金
The contract period is 5 years, and the full guarantee will be refunded after the contract is completed.



Sharing Entrepreneurship, Win-win Cooperation Model 共享创业，三赢合作模式

合作社的好处 / Cooperative benefits

1- 减低庞大人力资源管理风险

Reduce the risk of huge human resource management.

2- 以专业技术团队智能管理，减低收入资金流失风险

Intelligent management by professional technical team to reduce the risk of loss of income funds.

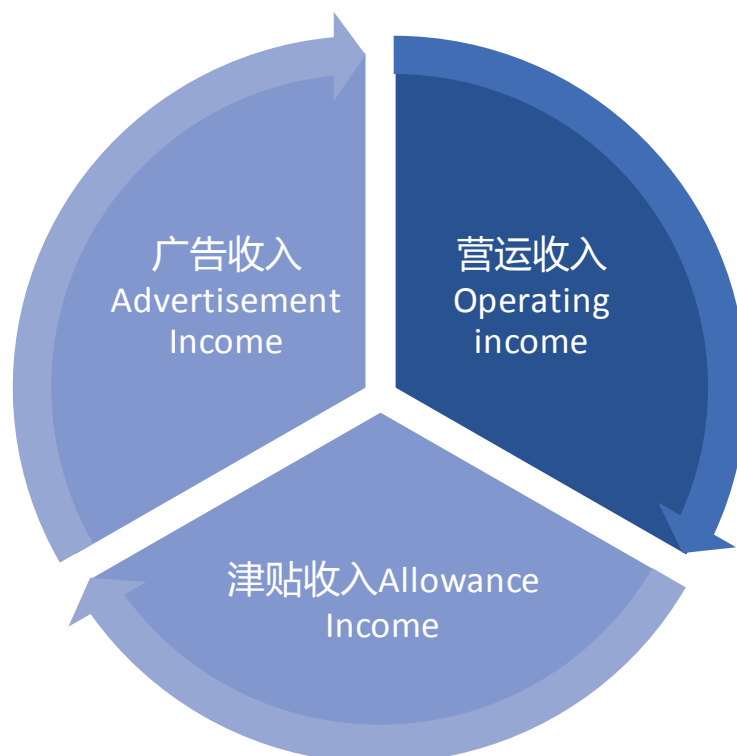
3- 以联盟司机共同经营，达到互惠互利的局面

Cooperate with the alliance drivers to achieve mutual benefit.

4- 以共享方式经营，化解经营风险，以司机共享盈利，让巴士司机全力创造业绩。

Operating in a shared manner, resolving operational risks, sharing profits with drivers, and allowing bus drivers to create sale performance.

Three Major Sources of income 三大收入来源





Operating Income-1 营运收入-1

每辆巴士平均运营18小时，扣除休息，堵车4小时= 14小时

Each bus operates for an average of 18 hours, after deduction of rest, traffic jams for 4 hours = 14 hours

每台巴士载客量51人，每小时平均行走40公里，每公里2比索

Each bus carries 51 passengers, with an average of 40 kilometers per hour and 2 pesos per kilometer.

51人 X 2 比索 X 40公里 X 14 小时 = 57,120 比索 (每日)

51 people X 2 pesos X 40 km X 14 hours = 57,120 pesos (daily)

57,120 比索 = \$ 1,143 (美元) 每日业绩收入

57,120 pesos = \$ 1,143 (US dollars) Daily earnings

\$ 1,143 X 30 (天 / Day) = \$ 34,290 (月收入 / Monthly Income)

\$ 34,290 - 20% (业绩回扣 / Performance rebate) = \$ 27,432

代理司机 / Agent driver 50 % = \$ 13,716 (每辆 / Each Bus)

管理费 / Management fee 50 % = \$ 13,716 (每辆 / Each Bus)

Operating income-1 营运收入-1

管理费 / Management fee 50 % = \$ 17,145 (每辆 / Each Bus)

\$ 13,716 x 11,000 (巴士 / Bus) = \$ 150,876,000

管理层费用 / Management fee 2% = \$ 3,017,520

租金费用 / rental fee 0.5% = \$ 754,380

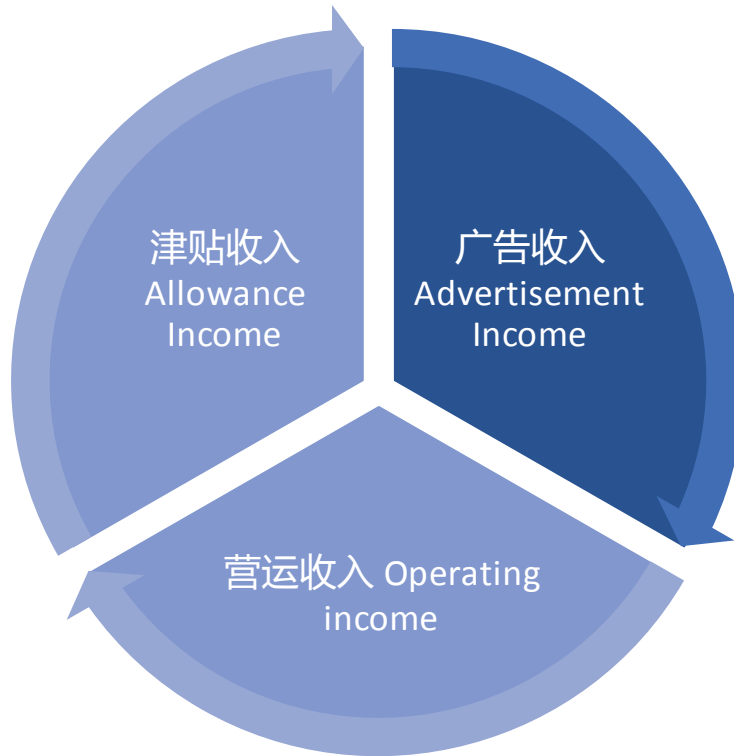
所得税 / Income Tax 12% = \$ 18,105,120

系统维护费 / System maintenance fee 0.5% = \$ 754,380

每月净利润 / Monthly Net Profit 85% = \$ 128,244,600



Three major sources of income 三大收入来源



Avertisement Income-2 广告收入-2

依据每台巴士广告收取稳定广告费

Stable advertising fee based on each bus advertisement.

每台巴士平均预计每月广告费 \$ 250 (美元)

The average estimated monthly advertising fee per bus is \$250 (USD).

\$ 250 每月 X 11,000 (台巴士)= \$ 2,750,000

\$ 250 per month X 1093 (Nos buses) = \$ 2,750,000

\$ 250 每月 X 11,000 (台巴士)= \$ 2,750,000

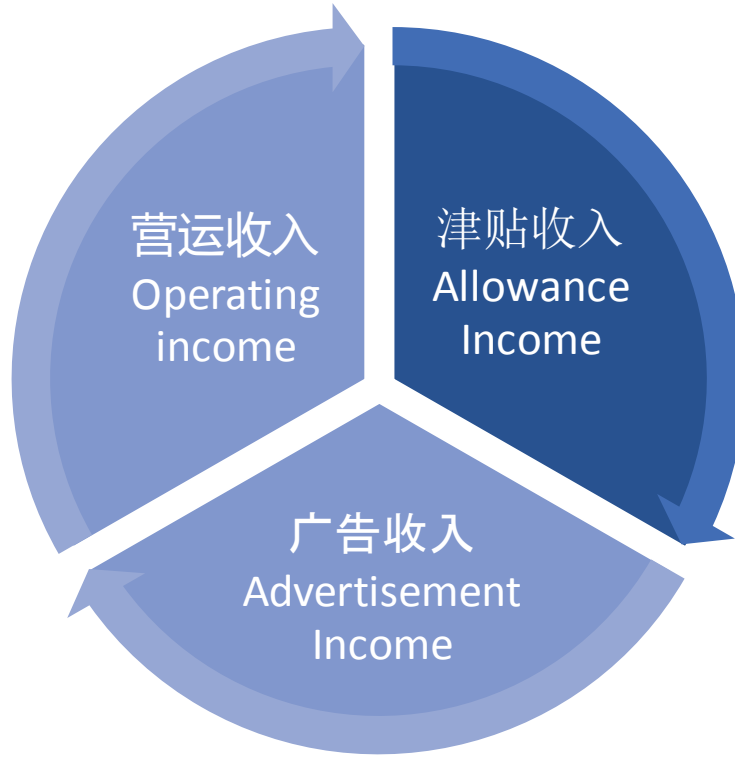
\$ 250 per month X 1093 (Nos buses) = \$ 2,750,000

广告每月总收入

Total Advertising monthly income = \$ 2,750,000



Three Major Sources of Income 三大收入来源



Allowance Income-3 津贴收入-3

依据每台巴士耗油量每公里2比索，每小时40公里=80比索

According to the fuel consumption per bus, 2 pesos per kilometer,
40 kilometers per hour = 80 pesos

每辆巴士每日营运18小时(80比索 X 18 小时) = 1,440比索

Each bus operates 18 hours a day (80 pesos x 18 hours) = 1,440 pesos

1,440 比索/ \$28.80美元 X 11,000 辆巴士 = \$ 316,800 (每日耗油费)

1,440 pesos / \$28.80 X 11,000 buses = \$ 316,800 (daily fuel consumption)

\$ 316,800 X 30日 = \$ 9,504,000 (每月耗油费)

\$ 316,800 X 30 days = \$ 9,504,000 (monthly fuel consumption)

\$ 9,504,000 X 10% 回扣津贴 = \$ 950,400 美元

\$ 9,504,000 X 10% subsidy allowance = \$ 950,400 USD

津贴每月总收入

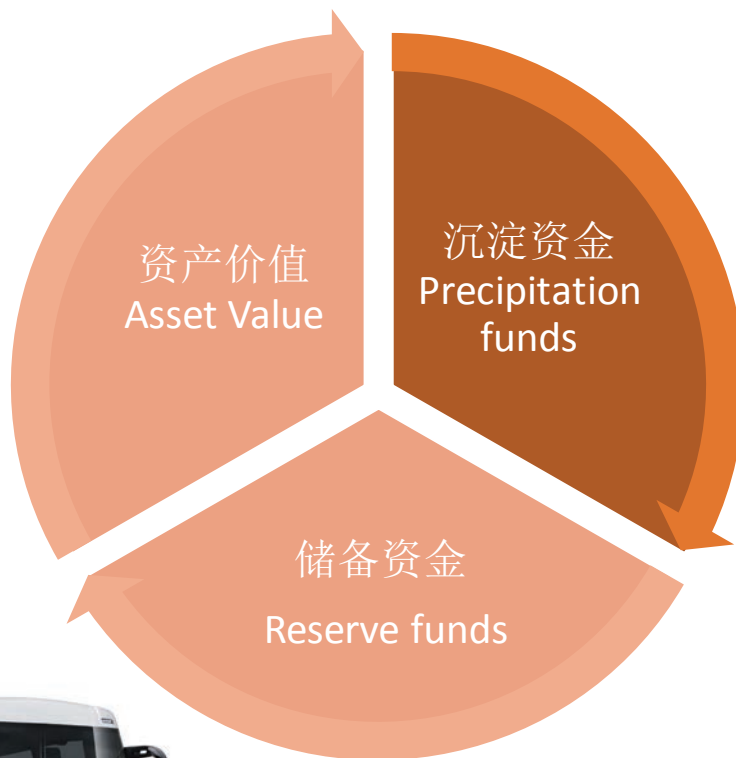
Total Allowance monthly income = \$ 950,400



Three Sources of Total Revenue 三大来源总收入

营运收入 / Operating income	= \$	128,244,600
广告每月总收入 / Total Advertising monthly income	= \$	2,750,000
津贴每月总收入 / Total Allowance monthly income	= \$	950,400
主要业绩每月总收入 Main performance monthly total revenue	= \$	129,197,750
$\$ 129,197,750 \times 12$ (/ Month)	=	\$1,550,373,000

2021 Estimated Asset and Group value 2021年 预计资产与集团价值





Payment Platform Deposit Funds-1 支付平台沉淀资金-1

\$ 1,143 X 30 (天 / Day) = \$ 34,290 (月收入 / Monthly Income)

\$ 34,290 - 20% (业绩回扣 / Performance rebate) = \$ 27,432

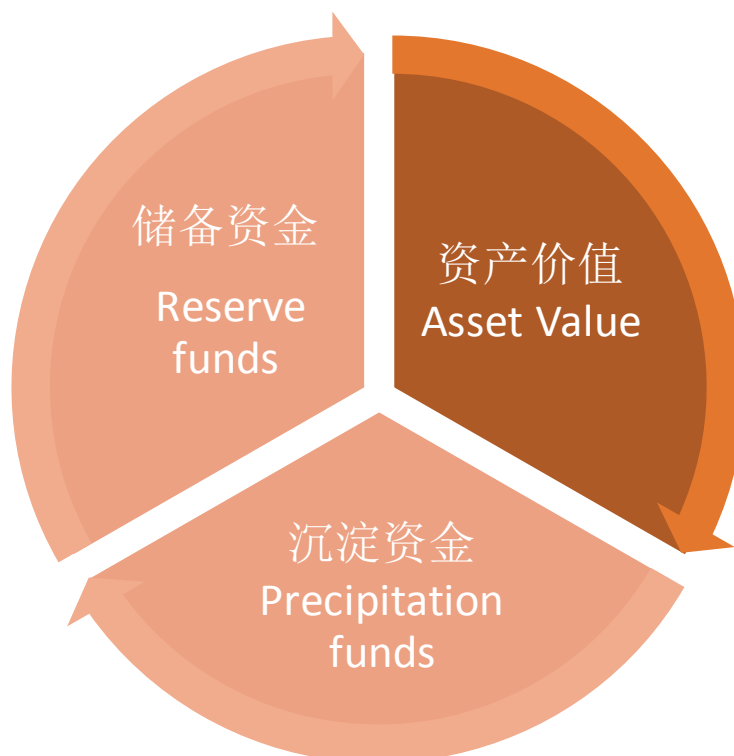
代理司机 / Agent driver 50 % = \$ 13,716 (每辆 / Each Bus)

管理费 / Management fee 50 % = \$ 13,716 (每辆 / Each Bus)

\$ 27,432 x 11,000 (巴士 / Bus)
每月业绩 / Monthly performance = \$ 301,752,000

\$ 301,752,000 X 5
(5倍沉淀款 / 5 times sedimentation) = \$1,508,760,000

2021 Estimated Asset and Group Value 2021年预计资产与集团价值





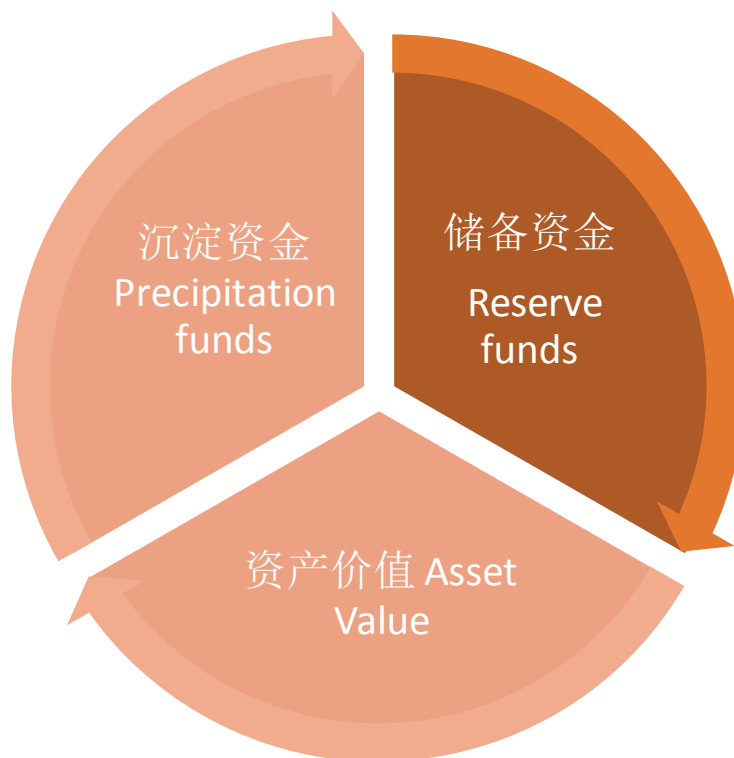
Asset value -2 产业价值-2

\$ 113,000 (巴士市值 / Bus market value)
 X 11,000 (辆 / Nos) = \$ 1,243,000,000

\$ 1,243,000,000 - 20%
 (折旧价 / Depreciation price) = \$ 248,600,000

产业价值 / Asset Value = \$ 994,400,000

2021 Estimated Asset and Group Value 2021年预计资产与集团价值





Reserve Fund -3 储备资金-3

申请为代理，每个代理需预付 \$ 50,000 (美元) 做为代理保证金

\$ 11,000 (巴士代理 / Bus Agent
X 50,000 (代理商预付款 / Agent prepaid deposit) = \$ 550,000,000

储备资金 / Reserve Fund = \$ 550,000,000

2019-2021 Estimated Asset and Group Total Value 2019-2021年预计资产与集团总价值

沉淀资金 / Precipitation Funds = \$ 1,508,760,000

产业价值 / Asset Value = \$ 994,400,000

储备资金 / Reserve Fund = \$ 550,000,000

**总资产，价值与储备金
Total assets, value and reserves fund = \$ 3,052,760,000**

2019-2021 Estimated Asset and Group Total Value 2019-2021年 预计年收入与集团总价值

每年预计业绩总收入
Annual projected total revenue = \$ 1,550,373,000

总资产，价值与储备金
Total assets, value and reserves fund = \$ 3,052,760,000

**预计收入，资产价值与储备金
Estimated income, asset value and
reserves fund = \$4,603,133,000**

11,000 Buses Estimate Total Investment Budget 11,000台巴士预计总投资额

1 首期投资263 辆巴士投资资金预算 / 1st Phase Investment Budget	= USD	29,719,000
2 二期投资493 辆巴士投资资金预算 / 2rd Phase Investment Budget	= USD	55,709,000
3 三期投资600 辆巴士投资资金预算 / 3nd Phase Investment Budget	= USD	67,800,000
4 四期投资644 辆巴士投资资金预算 / 4th Phase Investment Budget	= USD	72,772,000
5 五期投资1000 辆巴士投资资金预算 / 5th Phase Investment Budget	= USD	113,000,000
6 六期投资1000 辆巴士投资资金预算 / 6th Phase Investment Budget	= USD	113,000,000
7 七期投资1000 辆巴士投资资金预算 / 7th Phase Investment Budget	= USD	113,000,000
8 八期投资1000 辆巴士投资资金预算 / 8th Phase Investment Budget	= USD	113,000,000
9 九期投资1000 辆巴士投资资金预算 / 9th Phase Investment Budget	= USD	113,000,000
10 十期投资1000 辆巴士投资资金预算 / 10th Phase Investment Budget	= USD	113,000,000
11 十一期投资1500 辆巴士投资资金预算 / 11th Phase Investment Budget	= USD	169,500,000
12 十二期投资1500 辆巴士投资资金预算 / 12th Phase Investment Budget	= USD	169,500,000
Working Capital / 启动资金	= USD	2,000,000

Total Investment / 总投资额 = USD 1,245,000,000

2021-2023 Estimated Asset and Group Total Value 2021-2023年 预计资产与集团总价值

每月营业额 / Monthly turnover \$ 150,876,000 x 12 (/Month)	= \$	1,810,521,000
每月广告收入 / Monthly advertising revenue \$ 2,750,000 x 12 (月/Month)	= \$	33,000,000
每月津贴收入 / Monthly allowance income \$ 31,680,000 x 12 (/Month)	= \$	380,160,000
每年总收入 / Annual total revenue	= \$	2,223,681,000
沉淀资金 / Precipitation funds \$ 754,380,000	= \$	754,380,000
储备资金 / Reserve Fund \$ 548,948,263	= \$	548,948,263
年储备金 / Annual Reserve Fund	= \$	1,303,328,263
资产价值 / Asset Value	= \$	996,000,000

2019-2023 Estimated Asset and Group Total Value 2019-2023年 预计年收入与集团总价值

每年预计业绩总收入 Annual projected total revenue	= \$2,223,681,000
总资产，价值与储备金 Total assets, value and reserves fund	= \$2,299,328,263
预计收入，资产价值与储备金 Estimated income, asset value and reserves fund	= \$4,523,009,263

5 Years Company Profit and Lost 5 年公司利润与亏损

每年预计营业额 / Estimated turnover each year	= \$ 2,223,681,000
年营业额 / Annual turnover	= \$ 2,223,681,000
管理费用 / Management Expense 15%	= \$ 333,552,150
每年净利润 / Annual net profit 85%	= \$ 1,890,128,850
项目总投资 / total project investment	= \$ 1,245,000,000
首年累计营业额 / 1st year Accumulated turnover	= \$ 673,733,051
第二年累计营业额 / 2nd year Accumulated turnover	= \$ 1,843,892,160
第三年累计营业额 / 3rd year Accumulated turnover	= \$ 2,223,681,000
第四年累计营业额 / 4th year Accumulated turnover	= \$ 2,223,681,000
第五年累计营业额 / 5th year Accumulated turnover	= \$ 2,223,681,000
5年总营业额 / 5 years total turnover	= \$ 9,188,668,211





5 Years Company Profit and Lost 5 年公司利润与亏损

5年总营业额 / 5 years total turnover	= \$ 9,188,668,211
管理费用 / Management Expense 15%	= \$ 1,378,300,231
5年累计净利润 / 5 years cumulative net profit 85%	= \$ 7,810,367,980
项目总投资 / total project investment	= \$ 1,245,000,000
5年净利润 / 5 years of net profit	= \$ 6,565,367,980
5年储备金 / 5 Year Reserve Fund	= \$ 1,303,328,263
5年资产折旧价值 / 5-year asset depreciation value 50%	= \$ 621,500,000

净利润，储备金与资产价值 / Net profit, reserve and asset value
 \$ 8,490,196,243 - \$ 1,245,000,000 = \$ 7,245,196,243

投入资金 / Investment \$ 1,245,000,000 净利润 / Net Profit \$ 7,245,196,243

净利润5.8倍 / 5.8 times net profit

Share Value 股权价值

项目总投资 / total project investment \$ 1,245,000,000	
\$ 1,245,000,000 / 4 (40%)	= \$ 311,250,000 (10%)
1% 股权价值 / Share Value	= \$ 31,125,000
5 年预计价值 5.8 倍 / 5 Year Estimate Value 5.8 Time	
\$ 31,125,000 X 5.8 (倍 / time)	= \$ 180,525,000





Share Value 股权价值

1% 股权价值 / Share Value = \$ 31,125,000

5 年预计价值 5.8 倍 / 5 Year Estimate Value 5.8 Time

\$ 31,125,000 X 5.8 (倍 / time) = \$ 180,525,000

股权优惠 / Share Offering

1%–5% 股权70% 优惠 / 1%-5% Share Discount 70% (1%) = \$ 9,337,500

6%–10% 股权50% 优惠 / 6%-10% Share Discount 50% (1%) = \$ 15,562,500

7%–15% 股权30% 优惠 / 7%-15% Share Discount 30% (1%) = \$ 21,787,500



