## PHILIPPINE NATIONAL RAILWAYS 2014 Interim Performance Scorecard

Performance Measures		2014 Targets	2014 Accomplishments		CGO-B Validation		Supporting	Notes
Formula	Weight		Score	Rating	Score	Rating	Documents	Notes
e, and Efficient Transport S	Service							
Actual ridership count	15.5% (13+2.5)	<b>26,000,000</b> (22,000,000) (4,000,000)	24,200,480	14.43%	24,200,480	14.43%	2014 Monitoring Report from Operations Department duly signed by Dept. Manager & Railway Operations Officer	Target not met due to increased trip cancellations from typhoons.
	2%	653,000	471,474	1.44%	471,474	1.44%		Target not met (Limited to 4 trips/day
	0%	106,200	N/A	0%	N/A	0%		Re-negotiated target.
				-				_
(No. of Decompose)	13%	70%*	73.08%	13%	70.92% (average)	13%	2014 Monitoring Report from Operations Department duly signed by Dept. Manager & Railway Operations Officer	Target is met.
Seat Offerings) x 100 NB: Ideal load factor is at 70%	2%	70%*	60.89%	1.74%	49.28% (average)	1.74%		Lower load factor translates to increased passenger comfort.
*+ or - 3%	0%	-	-	0%	-	0%		Suspended operations.
s due to Shutdowns/Mechar	nical Breakdown	ns '	19	· • :			<u>x</u>	1 ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) (
No. of Train Trips Cancelled Due to Shutdowns or Mechanical Breakdowns / Total No. of Train Trips During the Year	7%	<1% cancellation due to	2.8% (617 / 21,875)	3.50%	2.8% (617 / 21,777)	4.15%		Did not meet its target as cancellations exceeded by more than 1.8%.
	3%	breakdown	0	3%	0	3%		No Cancellation.
	0%	N/A	N/A	0%	N/A	0%	N/A	Suspended operations. No weight.
	Formula         and Efficient Transport S         Actual ridership count         (No. of Passengers/ Seat Offerings) x 100         NB: Ideal load factor is at 70%         *+ or - 3%         s due to Shutdowns/Mechar         No. of Train Trips Cancelled Due to Shutdowns or Mechanical Breakdowns / Total No. of Train Trips During	Formula       Weight         e, and Efficient Transport Service         Actual ridership count         2%         0%         (No. of Passengers/ Seat Offerings) x 100         NB: Ideal load factor is at 70%         *+ or - 3%         0%         x+ or - 3%         x+ or - 3%         x+ or - 3% <t< td=""><td>FormulaWeighte, and Efficient Transport ServiceActual ridership count15.5% (13+2.5)26,000,000 (22,000,000) (4,000,000)Actual ridership count2%653,000 0%2%653,000 0%0%106,200(No. of Passengers/ Seat Offerings) x 100 NB: Ideal load factor is at 70%13%70%**+ or - 3%0%-No. of Train Trips Cancelled Due to Shutdowns or Mechanical Breakdowns / Total No. of Train Trips During the Year7% 3%&lt;1% cancellation due to mechanical failure breakdown</td><td>Formula         Weight         Score           and Efficient Transport Service         15.5% (13+2.5)         26,000,000 (22,000,000) (4,000,000)         24,200,480           Actual ridership count         2%         653,000         471,474           0%         106,200         N/A           (No. of Passengers/ Seat Offerings) x 100         13%         70%*         73.08%           *+ or - 3%         0%         -         -           0%         -         -         -           s due to Shutdowns/Mechanical Breakdowns         *         -         -           No. of Train Trips Cancelled Due to Shutdowns or Mechanical Breakdowns / Total No. of Train Trips During the Year         7%         &lt;1% cancellation due to mechanical failure breakdown         2.8% (617/21,875)</td><td>Formula         Weight         Score         Rating           e, and Efficient Transport Service         26,000,000         24,200,480         14.43%           Actual ridership count         15.5% (13+2.5)         26,000,000) (22,000,000)         24,200,480         14.43%           Actual ridership count         2%         653,000         471,474         1.44%           0%         106,200         N/A         0%           (No. of Passengers/ Seat Offerings) x 100         13%         70%*         73.08%         13%           NB: Ideal load factor is at 70%         13%         70%*         60.89%         1.74%           *+ or - 3%         0%         -         0%         -         0%           s due to Shutdowns/Mechanical Breakdowns              3%          3.50%           No. of Train Trips Cancelled Due to Shutdowns or Mechanical Breakdown / Total No.         3%            3.50%</td><td>Handbe measures         Velight         Score         Rating         Score           Formula         Weight         Score         Rating         Score           and Efficient Transport Service         I15.5%         26,000,000         24,200,480         14.43%         24,200,480           Actual ridership count         15.5%         (22,000,000)         24,200,480         14.43%         24,200,480           2%         653,000         471,474         1.44%         471,474           0%         106,200         N/A         0%         N/A           (No. of Passengers/ Seat Offerings) x 100         13%         70%*         73.08%         13%         70.92% (average)           *+ or - 3%         0%         -         -         0%         -           No. of Train Trips Cancelled Due to Shutdowns / Total No. of Train Trips During the Yaer         7%         &lt;1% cancellation due to mechanical failure breakdown         2.8% (617/21,875)         3.50%         2.8% (617/21,777)</td><td>Handber Medsures         Very larget         Score         Rating         Score         Rating           Formula         Weight         Score         Rating         Score         Rating           e, and Efficient Transport Service         I15.5% (13+2.5)         26,000,000 (22,000,000) (4,000,000)         24,200,480         14.43%         24,200,480         14.43%           Actual ridership count         Interview         2%         653,000         471,474         1.44%         471,474         1.44%           0%         106,200         N/A         0%         N/A         0%           No. of Passengers/ Seat Offerings) x 100 NB: Ideal load factor is at 70%         I3%         70%*         60.89%         1.74%         49.28% (average)         1.74%           *+ or - 3%         0%         -         -         0%         -         0%           Stude to Shutdowns/Mechanical Breakdowns         -         -         0%         -         0%           No. of Train Trips Cancelled Due to Shutdowns / Total No. of train Trips During the Veer         7%         &lt;1% cancellation due to mechanical failure breakdown         3%         0         3%         0         3%</td><td>Interest resolutes         Dot toget         Dot toget         Dot toget         Dot toget         Doporting Score         Doporting Rating         Doporting Score         Doporting Rating         Doporting Documents           p. and Efficient Transport Service         I         5.5% (13+2.5)         26,000,000 (22,000,000) (2,000,000)         24,200,480         14.43%         24,200,480         14.43%         2014 Monitoring Report from Operations           Actual ridership count         I         5.5% (13+2.5)         26,000,000 (22,000,000)         24,200,480         14.43%         24,200,480         14.43%         2014 Monitoring Report from Operations           0%         0%         106,200         N/A         0%         N/A         0%         Operations           No. of Passengers/ Seat Offengins) x 100         13%         70.92% (average)         13% (average)         2014 Monitoring Report from Operations           No. of Train Trips Cancelled Due to Shutdowns /Mechanical Breakdowns         -         -         0%         -         0%         -         0%         -         0%         -         0%         -         0%         -         0%         -         0%         -         0%         -         0%         -         0%         -         0%         -         0%         -         &lt;</td></t<>	FormulaWeighte, and Efficient Transport ServiceActual ridership count15.5% (13+2.5)26,000,000 (22,000,000) (4,000,000)Actual ridership count2%653,000 0%2%653,000 0%0%106,200(No. of Passengers/ Seat Offerings) x 100 NB: Ideal load factor is at 70%13%70%**+ or - 3%0%-No. of Train Trips Cancelled Due to Shutdowns or Mechanical Breakdowns / Total No. of Train Trips During the Year7% 3%<1% cancellation due to mechanical failure breakdown	Formula         Weight         Score           and Efficient Transport Service         15.5% (13+2.5)         26,000,000 (22,000,000) (4,000,000)         24,200,480           Actual ridership count         2%         653,000         471,474           0%         106,200         N/A           (No. of Passengers/ Seat Offerings) x 100         13%         70%*         73.08%           *+ or - 3%         0%         -         -           0%         -         -         -           s due to Shutdowns/Mechanical Breakdowns         *         -         -           No. of Train Trips Cancelled Due to Shutdowns or Mechanical Breakdowns / Total No. of Train Trips During the Year         7%         <1% cancellation due to mechanical failure breakdown         2.8% (617/21,875)	Formula         Weight         Score         Rating           e, and Efficient Transport Service         26,000,000         24,200,480         14.43%           Actual ridership count         15.5% (13+2.5)         26,000,000) (22,000,000)         24,200,480         14.43%           Actual ridership count         2%         653,000         471,474         1.44%           0%         106,200         N/A         0%           (No. of Passengers/ Seat Offerings) x 100         13%         70%*         73.08%         13%           NB: Ideal load factor is at 70%         13%         70%*         60.89%         1.74%           *+ or - 3%         0%         -         0%         -         0%           s due to Shutdowns/Mechanical Breakdowns              3%          3.50%           No. of Train Trips Cancelled Due to Shutdowns or Mechanical Breakdown / Total No.         3%            3.50%	Handbe measures         Velight         Score         Rating         Score           Formula         Weight         Score         Rating         Score           and Efficient Transport Service         I15.5%         26,000,000         24,200,480         14.43%         24,200,480           Actual ridership count         15.5%         (22,000,000)         24,200,480         14.43%         24,200,480           2%         653,000         471,474         1.44%         471,474           0%         106,200         N/A         0%         N/A           (No. of Passengers/ Seat Offerings) x 100         13%         70%*         73.08%         13%         70.92% (average)           *+ or - 3%         0%         -         -         0%         -           No. of Train Trips Cancelled Due to Shutdowns / Total No. of Train Trips During the Yaer         7%         <1% cancellation due to mechanical failure breakdown         2.8% (617/21,875)         3.50%         2.8% (617/21,777)	Handber Medsures         Very larget         Score         Rating         Score         Rating           Formula         Weight         Score         Rating         Score         Rating           e, and Efficient Transport Service         I15.5% (13+2.5)         26,000,000 (22,000,000) (4,000,000)         24,200,480         14.43%         24,200,480         14.43%           Actual ridership count         Interview         2%         653,000         471,474         1.44%         471,474         1.44%           0%         106,200         N/A         0%         N/A         0%           No. of Passengers/ Seat Offerings) x 100 NB: Ideal load factor is at 70%         I3%         70%*         60.89%         1.74%         49.28% (average)         1.74%           *+ or - 3%         0%         -         -         0%         -         0%           Stude to Shutdowns/Mechanical Breakdowns         -         -         0%         -         0%           No. of Train Trips Cancelled Due to Shutdowns / Total No. of train Trips During the Veer         7%         <1% cancellation due to mechanical failure breakdown         3%         0         3%         0         3%	Interest resolutes         Dot toget         Dot toget         Dot toget         Dot toget         Doporting Score         Doporting Rating         Doporting Score         Doporting Rating         Doporting Documents           p. and Efficient Transport Service         I         5.5% (13+2.5)         26,000,000 (22,000,000) (2,000,000)         24,200,480         14.43%         24,200,480         14.43%         2014 Monitoring Report from Operations           Actual ridership count         I         5.5% (13+2.5)         26,000,000 (22,000,000)         24,200,480         14.43%         24,200,480         14.43%         2014 Monitoring Report from Operations           0%         0%         106,200         N/A         0%         N/A         0%         Operations           No. of Passengers/ Seat Offengins) x 100         13%         70.92% (average)         13% (average)         2014 Monitoring Report from Operations           No. of Train Trips Cancelled Due to Shutdowns /Mechanical Breakdowns         -         -         0%         -         0%         -         0%         -         0%         -         0%         -         0%         -         0%         -         0%         -         0%         -         0%         -         0%         -         0%         -         0%         -         <

a. Suburban Railway - Tutuban –Alabang - Tutuban - Sta. Rosa	No. of Train Trips on- time / No. of Train Trips During the Year	2.5% 2.5% 1.5% 1.5%	<ul> <li>&gt;80% on time departure</li> <li>&gt;60% on time arrival</li> <li>&gt;85% on time departure</li> <li>&gt;50% on time arrival</li> </ul>	92.83% 68.25% 88.30% 53.96%	2.5% 2.5% 1.5% 1.5%	92.83% 68.25% 88.30% 53.96%	2.5% 2.5% 1.5% 1.5%	2014 Monitoring Report from Operations Department duly signed by Dept. Manager & Railway Operations Officer	Target is met.
b. Naga-Sipocot Intercity Railway		1% 1%	>95% on time departure >87% on time arrival	98.83% 91.42%	1% 1%	98.83% 91.42%	1% 1%		Target is met.
c. Manila-Legaspi Long Distance Railway		0%	N/A	N/A	0%	N/A	0%	N/A	Suspended operations. No weight.
Financial 1: Ticket Sales	II								
a. Suburban Railway - Tutuban –Alabang - Tutuban - Sta. Rosa	<ul> <li>Total Revenues from Train Ticket Sales</li> </ul>	0%	365,442,000	305,041,079	0%	305,041,079	0%	2014 Unaudited Income Statement	No weight.
b. Naga-Sipocot Intercity Railway		0%	10,624,000	8,758,976	0%	8,758,976	0%		No weight.
c. Manila-Legaspi Long Distance Railway		0%	109,705,000	N/A	0%	N/A	0%	N/A	Suspended operations. No weight.
Financial 2: Farebox Ratio				-					
a. Suburban Railway - Tutuban –Alabang - Tutuban - Sta. Rosa	Ticket Sales (Revenue)/ Direct Operating Cost	3%	1.40	1.23	3%	1.23	2.64%	2014 Unaudited	Behind its target.
b. Naga-Sipocot Intercity Railway		1%	0.40	0.40	1%	0.40	1%	Income Statement	Target is met.
c. Manila-Legaspi Long Distance Railway	NB: Ideal ratio is greater than 1	0%	-	-	0%	-	0%	N/A	Suspended operations.
	Sub-total of Weights:	56.50%			51.11%		51.40%		
MFO 2: Restoration and Mai	ntenance of Tracks and R	olling Stocks	including Safety Facilities						
Quantity 1 : Compliance with the approved schedule of activities for restoration &maintenance of major tracks projects		5%	100% of projects awarded in prior year; at least 50%	100% of projects awarded in prior year; at least 50% started; at least 25% completed	5%	100% of projects awarded in prior year; at least 50% started; at least 25% completed	5%	2014 Budget Report	Target is met.
Quantity 2: Compliance with the approved schedule of activities for restoration &maintenance of rolling stocks projects		5%	started; at least 25% completed	100% of projects awarded in prior year; at least 50% started; at least 25% completed	5%	100% of projects awarded in prior year; at least 50% started; at least 25% completed	5%	status of programs	Target is met.

Issuance of Notice to Proceed on or before 31 December 2014 for the winning bidder to commence assessment by the 1st week of January 2015.	Actual issuance	2.5%	Issuance of Notice to Proceed	NTP issued to winning bidder before 31 Dec 2014	2.5%	-	0%	No supporting document since NTP was not issued on or before 31 Dec 2014.	NTP was issued only in May of 2015.
	Sub-total of Weights:	12.50%			12.50%		10.00%		
MFO 3: Restoration of Service	ces in Cases of Train and	Track Accider	nts and Incidents						
Quantity 1 : Reduction of minor incidents at crossing areas	No. of minor incidents at crossing areas as to the total no. of trips per year *Minor refers to accidents without fatality	5%	13 incidents/ 28,748 train runs (0.000452)	<b>15 incidents</b> / 21,785 train runs <i>(0.000686)</i>	3.50%	<b>15 incidents</b> / 21,785 train runs (0.000686)	3.48%	<ul> <li>2014 Monitoring Report from Operations Department duly signed by Dept. Manager &amp; Railway Operations Officer</li> </ul>	Target not met. Minor incidents were more than the projected limit.
<b>Quantity 2</b> : Reduction of major incidents at crossing areas	No. of major incidents at crossing areas as to the total no. of trips per year *Major refers to accidents with fatality	5%	2 incidents/ 28,748 train runs (0.000070)	<b>5 incidents</b> / 21,785 train runs (0.000230)	2%	5 incidents/ 21,785 train runs (0.000230)	1.71%		Target not met. Majo incidents resulting to fatalities were more than the projected limit.
Timeliness 1: Resumption of services in case of tracks/train incidents and accidents	Park Security and Safety	5%	Services resumed within 15 minutes for minor accidents and incidents; Services resumed within 12 hours for major accidents and incidents	Resumed w/in 15 minutes for minor Resumed within 12 hours for major	5%	Resumed w/in 15 minutes for minor Resumed within 12 hours for major	5%		Services were resumed within targe timeline.
	Sub-total of Weights:	15%			10.50%		10.19%		
General Administrative and	Support Services								
Final Settlement of Liabilities with the GSIS on Premium Delinquencies for the years 2006-2009 (updated since 2010)	е. — — — — — — — — — — — — — — — — — — —	0%			0%	¥.	0%	*	* 
Settlement of Advances with DOF (P22 Billion)		0%	N/A	N/A	0%	N/A	0%	N/A	Deleted measure.
	Sub-total of Weights:	0%			0%		0%		
	TOTAL OF WEIGHTS:	84.00%			74.11%		74.29%		
	EFFECTIVE RATING:	100.00% (84% / 84%)			88.23% (74.11% / 84%)		<b>88.44%</b> (74.29% / 84%)		