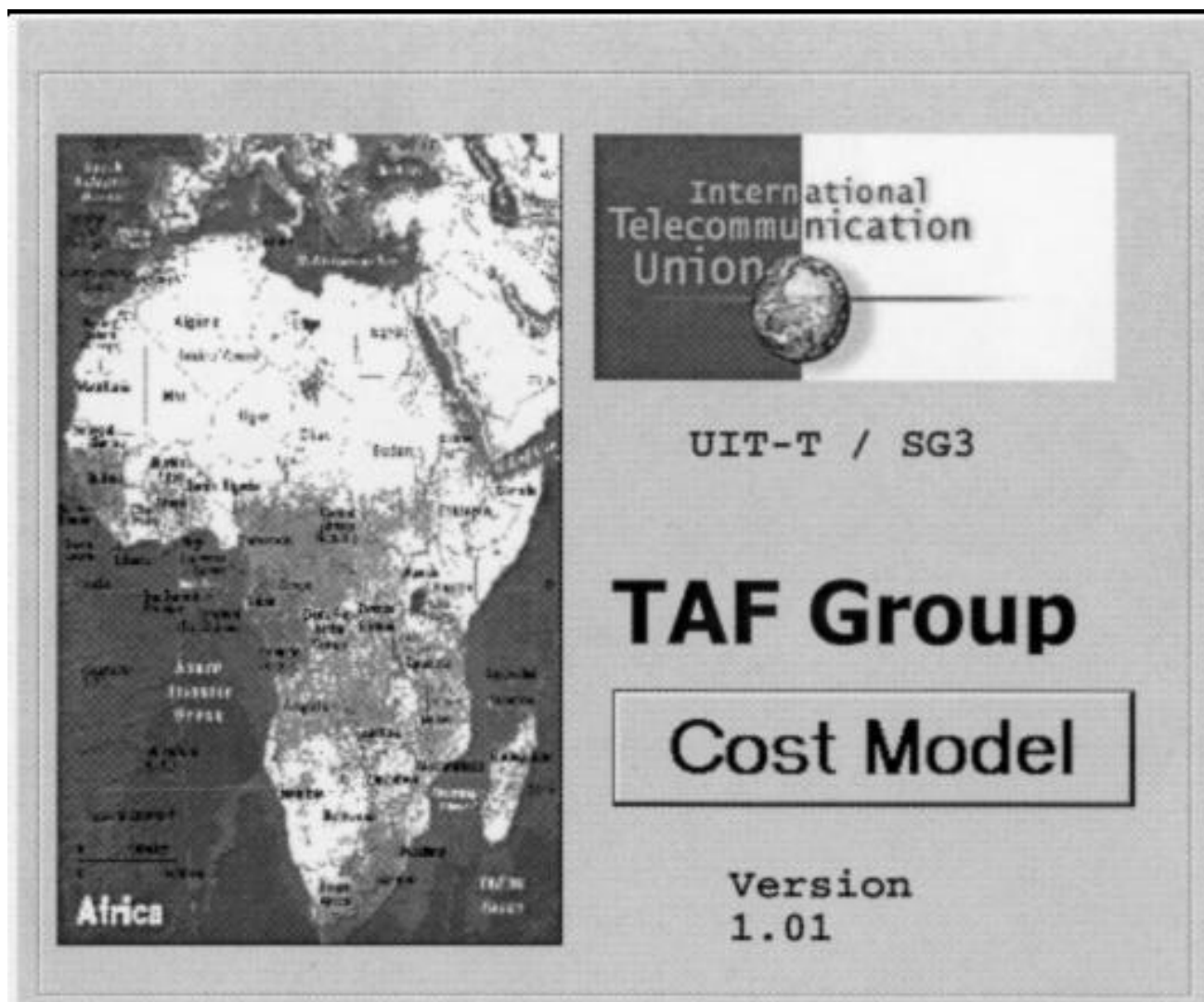




BDT



Pape Gorgui TOURÉ



BDT

Générales | Comptabilité | Trafic | Coûts

Période et entité concernées

Année (AAAA) : 1998

Pays : Sénégal

Administrat : sonatel

Connexion au réseau Internet

☒ J'ai une connexion Internet

OK Annuler



BDT

General | Accounting | Traffic | Costs |

☐ I have got the needed data from Analytic Accounting

☐ I can identify the cost of the different components of my network

☐ The costs of the services other than the Telephone are not included in the figures I will provide later

☐ The common costs can be directly affected to the right services by using an advanced cost distribution mechanism like "ABC"

OK Cancel



BDT

General | Accounting | Traffic | Costs

☐ I have got, expressed in minutes, the traffic of all the services following an exhaustive observation of the communication data in my network

☒ I know the international traffic (incoming and outgoing) expressed in minutes

☒ I know the volume of the sub-regional traffic (incoming and outgoing), expressed in minutes

☐ I know the volumes expressed in minutes of the urban traffic and the interurban traffic

☒ I shall use this geographical correction coefficient

OK Cancel



BDT

General | Accounting | Traffic | **Costs**

Average annual value of one SDR expressed in local currency:

☒ I shall consider the trend of the cost of the equipments

☒ I shall not apply the billing costs the international incoming traffic

☒ The cost of actions engaged to recover the unpaid international settlements will only be applied to the international incoming traffic

☒ The cost of international accounting will not be applied to the domestic services traffic

☒ The cost of advertisement will be shared by all the services

☒ The return on assets does not include taxes and levies

☒ Tariffs calculation

☒ Termination charge
☐ Interconnection charge

OK Cancel



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Click on the
button

Enter all the costs coming
from general accounting

Enter the data related to the
cost structure of the network

Estimate the International /
Sub-regional incoming
traffic

Estimate the domestic traffic

Continue....



BDT

Costs coming from General accounting data

| | |
|-------------------------------|-----------------------|
| Buyings and stocks variations | 6,619,000,000 |
| Transports | 198,000,000 |
| External services received: | 8,480,000,000 |
| levies and taxes | 1,428,000,000 |
| Salaries and wages | 11,595,000,000 |
| Other costs | 3,108,000,000 |
| Financial costs and alike | 2,250,000,000 |
| Annual depreciation: | 15,490,000,000 |
| Annual reserves | 3,719,000,000 |
| TOTAL | 52 927 000 000 |

Non telephone costs to be subtracted (%)



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Distribution of the cost of the network equipments

| | |
|----------------------------|--------|
| International Transmission | 7.07% |
| International Switching(%) | 5.04% |
| National Switching(%) | 19.06% |
| National Transmission (%) | 14.04% |
| Access Network (%) | 18.12% |
| Other assets (%) | 36.66% |
| TOTAL | |

OK

Cancel



Share of the Capital city in the international traffic (%):

Share of the international originated transit traffic (%):

Share of the sub-regional originated transit traffic (%):

Share of the whole transit traffic destined to the sub-region:

International+Sub-regional outgoing traffic (minutes):

Results

Urban traffic:

Interurban traffic:

Sub-region

Capital city

Provinces

Calculate **Validate**



BDT

| Terminal traffic data | | Transit Traffic | | Costs of marketing and sales | |
|--|---------------|---|-----------|------------------------------|---------------|
| Urban traffic: | 428,436,196 | Int->Sreg | 2,178,160 | Service development | 56,000,000 |
| Interurban Traffic: | 232,401,840 | Int->Int | 544,540 | Sales | 345,000,000 |
| Outgoing Sub-reg Traffic | 6,806,748 | SReg->SReg | 933,497 | Advertisement | 320,000,000 |
| Incomming Sub-reg. Traffic: | 7,779,141 | SReg -> Int | 233,374 | Lines production | 2,500,000,000 |
| Outgoing Internation. Traffic: | 74,679,755 | | | Billing | 567,000,000 |
| Incoming Internation. Traffic: | 74,679,755 | | | Customer Care | 100,000,000 |
| Share of the capital in the urban traffic | 88% | | | | |
| Share of the Capital in the International Traffic: | 75% | Planning and Engineering 250,000,000 | | | |
| Share of the International traffic of the Capital using a segment of the national transmission network | 1% | Other support costs 2,600,000,000 | | | |
| Specific expenses | | International activity costs | | | |
| Reserves for domestic uncollectibles | 3,595,000,000 | International activities follow-up: | | 150,000,000 | |
| Reserves for international uncollectibles | 150,000,000 | International Accounting: | | 30,000,000 | |
| | | Third parties international service costs | | 1,200,000,000 | |
| Cancel | | Next ... | | | |



Données de coûts du réseau

| | Depreciation | Current Cost Adjustment | Operation and maintenance costs | TOTAL | Cost CAGR | Depreciation delay | |
|-----------------------------|----------------------|-------------------------|---------------------------------|-----------------------|-----------|--------------------|----------|
| | | | | | | Real | Convened |
| International Transmission: | 980,565,122 | 0 | 3,147,945,983 | 4,128,511,105 | % | 10 | 10 |
| International Switching: | 700,035,355 | 0 | 2,247,350,467 | 2,947,385,822 | % | 10 | 10 |
| National Transmission: | 1,953,622,450 | 0 | 6,271,789,403 | 8,225,411,852 | % | 10 | 10 |
| National Switching: | 2,654,502,026 | 0 | 8,521,850,107 | 11,176,352,133 | % | 10 | 10 |
| Access Network | 2,521,934,678 | 0 | 8,096,264,041 | 10,618,198,718 | % | 10 | 10 |
| TOTAL: | 8,810,659,631 | 0 | 28,285,200,000 | 37,095,859,631 | | | |
| | Other depreciations | Net assets | | | | | |
| | 5,130,340,369 | 120,000,000,000 | | | | | |

Autres données de gestion

| | | | | | | | |
|-----------------------------|---------------|--------------------------|-----------------|--------------------------------------|---------|--------------------------------------|-------|
| Interconnection charges: | 1,200,000,000 | LMT Debts | 9,305,000,000 | Installed capacity | 156,000 | Extension delay | 2 |
| Average interest rate (%) | 8.5% | Capital employed | 141,000,000,000 | Capacity in Use | 126,000 | Average annual monetary depreciation | 2.19% |
| Expected return on capital: | 15.5% | Levies on the assets (%) | % | Lines in use annual growth rate (%): | 15.5% | | |

Previous

Validate

Terminate



| Données de coûts du réseau | | | | | | | |
|-----------------------------|----------------------|-------------------------|---------------------------------|-----------------------|-----------|--------------------|----------|
| | Depreciation | Current Cost Adjustment | Operation and maintenance costs | TOTAL | Cost CAGR | Depreciation delay | |
| | | | | | | Real | Convened |
| International Transmission: | 985,481,745 | 115,378,756 | 1,649,190,928 | 2,750,051,429 | % | 10 | 10 |
| International Switching: | 703,161,550 | 82,325,122 | 1,176,731,741 | 1,962,218,413 | % | 10 | 10 |
| National Transmission: | 1,957,355,149 | 229,164,267 | 3,275,608,474 | 5,462,127,890 | % | 10 | 10 |
| National Switching: | 2,657,841,364 | 311,176,164 | 4,447,863,076 | 7,416,880,604 | % | 10 | 10 |
| Access Network | 2,526,274,432 | 295,772,501 | 4,227,687,520 | 7,049,734,454 | % | 10 | 10 |
| TOTAL: | 8,830,114,241 | 1,033,816,809 | 14,777,081,739 | 24,641,012,790 | | | |
| | Other depreciations | Net assets | | | | | |
| | 5,110,885,759 | 120,000,000,000 | | | | | |

| Autres données de gestion | | | | | | | | |
|-----------------------------|---------------|--------------------------|-----------------|--------------------------------------|---------|--------------------------------------|---|--|
| Interconnection charges: | 1,200,000,000 | LMT Debts | 9,305,000,000 | Installed capacity | 156,000 | Extension delay | 2 | <div>Previous</div> <div>Validate</div> <div>Terminate</div> |
| Average interest rate (%) | 8.5% | Capital employed | 141,000,000,000 | Capacity in Use | 126,000 | Average annual monetary depreciation | | |
| Expected return on capital: | 15.2% | Levies on the assets (%) | % | Lines in use annual growth rate (%): | 15.2% | 2.19% | | |



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| | | |
|--|---|-------------------------------------|
| Urban in the Capital 376,267,331 | Urban in the Provinces 52,168,865 | Interurban 232,401,840 |
| Capital to Sub-region 5,105,061 | Sub-region to Capital 5,834,356 | Internat -> Internat 544,540 |
| Sub-region to Provinces 1,944,785 | Province to Sub-region 1,701,687 | Internat -> Sub-region 2,178,160 |
| International to Capital 56,009,816 | International to Province 18,669,939 | Sub-region -> Internat 233,374 |
| Capital to International 18,669,939 | Province to International 6,223,313 | Sub-region to Sub-region 933,497 |
| OK | | |



BDT

| | |
|-----------------------------|----------------|
| International Transmission: | 2,750,051,429 |
| International Switching | 1,962,218,413 |
| National Switching | 7,416,880,604 |
| National Transmission | 5,462,127,890 |
| Access Network | 7,049,734,454 |
| Invested Capital Cost | 17,517,121,852 |
| Other Common Costs | 10,586,885,759 |
| Inefficiency Cost | 0 |

OK

Costs specific to ...
International incoming Traffic
150,000,000
The Whole Internat.Traffic
180,000,000
Far internat. Traffic
1200000000
Locally Originated Traffic
4,607,000,000
Incoming
1,200,000,000



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| | Urban | Interurban | SubRegIN | SubRegOUT | InternatIN | InternatOUT | IntToInt | IntToSReg | SRegToInt | SRegToS |
|-----------------|---------------|---------------|-------------|-------------|---------------|-------------|------------|------------|-----------|---------|
| IntTransm | 0 | 0 | 0 | 0 | 1,992,490,092 | 664,163,364 | 29,057,147 | 58,114,294 | 6,226,532 | |
| IntSwitch | 0 | 0 | 129,305,991 | 113,142,742 | 1,241,337,513 | 413,779,171 | 9,051,419 | 36,205,677 | 3,879,180 | 15,516 |
| NatTransm | 0 | 4,584,253,026 | 153,447,800 | 134,266,825 | 379,322,962 | 126,440,987 | 0 | 42,965,384 | 4,603,434 | 36,827 |
| NatSwitch | 4,100,222,828 | 2,224,133,581 | 74,447,986 | 65,141,988 | 714,700,665 | 238,233,555 | 0 | 0 | 0 | |
| AccessNetw | 3,897,255,960 | 2,114,035,802 | 70,762,705 | 61,917,367 | 679,321,965 | 226,440,655 | 0 | 0 | 0 | |
| InvestedCap | 9,635,510,472 | 5,226,706,770 | 174,952,528 | 153,083,462 | 1,679,544,267 | 559,848,089 | 12,246,677 | 48,986,708 | 5,248,576 | 20,994 |
| CommonCosts | 5,823,448,022 | 3,158,883,516 | 105,736,687 | 92,519,601 | 1,015,072,193 | 338,357,398 | 7,401,568 | 29,606,272 | 3,172,101 | 12,688 |
| SpecInt | 0 | 0 | 11,861,614 | 10,378,913 | 113,871,499 | 37,957,166 | 830,313 | 3,321,252 | 355,848 | 1,423 |
| SpecFarInt | 0 | 0 | 0 | 0 | 874,051,593 | 291,350,531 | 6,373,293 | 25,493,171 | 2,731,411 | |
| SpecLocOri | 2,850,104,184 | 1,546,016,568 | 0 | 45,280,820 | 0 | 165,598,427 | 0 | 0 | 0 | |
| SpecIntIN | 0 | 0 | 13,513,514 | 0 | 129,729,730 | 0 | 945,946 | 3,783,784 | 405,405 | 1,621 |
| Interconnection | 691,679,749 | 375,196,232 | 12,558,870 | 0 | 120,565,149 | 0 | 0 | 0 | 0 | |
| Inefficiency | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

OK



BDT

| Services | sonatel 1998 | Averages of the TAF Group | Averages of the best 10 | Cost range of the best 10 of each | |
|--------------------------|------------------------|---------------------------------|----------------------------|-----------------------------------|--------------------|
| | | | | Minimum | Maximum |
| Urban | 63.02 | . | . | . | . |
| Interurban | 82.74 | . | . | . | . |
| Incoming International | 119.71 | . | . | . | . |
| Outgoing International: | 123.01 | . | . | . | . |
| Incoming Sub-regional: | 95.97 | . | . | . | . |
| Outgoing Sub-regional: | 99.27 | . | . | . | . |
| Cost of transit | Int -> Int : 121.03 | Int -> SReg: 114.08 | SReg->Int: 114.08 | SReg -> SRég: 95.42 | |
| Cost of network elements | IntTrans 63.76 | IntSwitch 39.72 | NatTransm 47.14 | NatSwitch 25.28 | AccessNet 24.03 |

Compare with the
results of the other TAF
Group members

OK



BDT

| Services | sonatel 1998 | Averages of the TAF Group | Averages of the best 10 | Cost range of the best 10 of each | |
|--------------------------|-----------------|---------------------------------|----------------------------|-----------------------------------|-----------|
| | | | | Minimum | Maximum |
| Urban | 63.02 | 37.04 | 36.37 | 7.04 | 65.75 |
| Interurban | 82.74 | 92.69 | 90.97 | 20.6 | 173.63 |
| Incoming International | 119.71 | 164.1 | 157.47 | 26.96 | 227.85 |
| Outgoing International: | 123.01 | 182.94 | 179.17 | 26.96 | 253.52 |
| Incoming Sub-regional: | 95.97 | 163.93 | 155.91 | 31.28 | 217.96 |
| Outgoing Sub-regional: | 99.27 | 170.05 | 161.51 | 31.28 | 261.69 |
| Cost of transit | Int -> Int : | Int -> SReg: | SReg->Int: | SReg -> SRég: | |
| | 121.03 | 114.08 | 114.08 | 95.42 | |
| Cost of network elements | IntTrans | IntSwitch | NatTransm | NatSwitch | AccessNet |
| | 63.76 | 39.72 | 47.14 | 25.28 | 24.03 |

Compare with the
results of the other TAF
Group members

OK



BDT

| | |
|--|----------------|
| Levies on the benefits | 12,000,000,000 |
| Universal Services Obligation Costs: | 5.% |
| Price of a minute of urban communication: | 38. |
| Price of a minute of interurban communication: | 82 |
| Monthly subscription: | 2,500 |
| <hr/> | |
| Average price of a minute of incoming international traffic: | 410. |
| Average price of a minute of outgoing international traffic: | 340. |
| Average price of a minute of incoming sub-regional traffic: | 164. |
| Price of a minute of outgoing sub-regional traffic: | 211. |
| <hr/> | |
| OK | Cancel |



BDT

| | | | |
|-------------------------|--|----------------------------------|---|
| International operator: | | <input type="text" value="int"/> | |
| Traffic | | Settlement rate in SDR | |
| Incoming: | <input type="text" value="9,000,000"/> | <input type="text" value="0.5"/> | <div><input checked="" type="radio"/> International <input type="radio"/> Sub-regional</div> <div>Price of a minute: Regular Reduced</div> <div><input type="text" value="800."/> <input type="text" value="600."/></div> |
| Outgoing: | <input type="text" value="7,000,000"/> | <input type="text" value="0.5"/> | |

| | |
|---------|---------|
| int 01 | sreg 13 |
| int 16 | sreg 14 |
| int 17 | sreg 15 |
| int 18 | |
| int 19 | |
| int 20 | |
| int 21 | |
| int 22 | |
| int 23 | |
| int 24 | |
| int 25 | |
| sreg 11 | |
| sreg 12 | |

Add...

Clear

Modify

Delete

Validate



BDT

| Terminal traffic | |
|---|--------|
| Minute of urban traffic: | 85.41 |
| Minute of interurban traffic: | 112.14 |
| Minute of international incoming traffic: | 171.3 |
| Minute of international outgoing traffic: | 166.72 |
| Minute in sub-regional incoming traffic: | 137.34 |
| Minute of sub-regional outgoing traffic: | 134.55 |

OK

| Transit traffic | |
|-----------------|--------|
| Int <-> Int | 173.19 |
| Int <-> SReg | 163.24 |
| SReg <-> SReg | 136.54 |