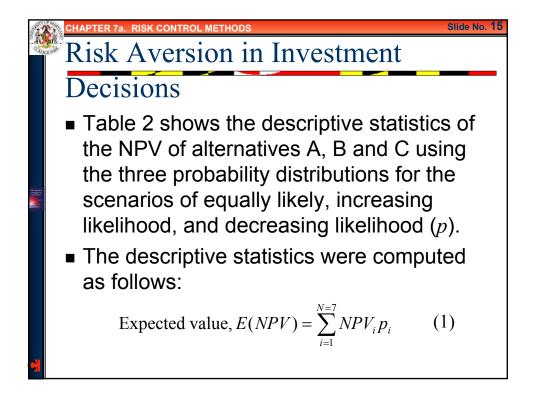


Auge V	Risk Ave				nve	estrr	nen	t	Slide No. 14
	Decisions	5							
	Table 1. Scenarios	s for Th	iree	Alterr	native	s			
	Quantity	Extreme Low	ely	Very Low	Low	Good	High	Very High	Extremely High
	Net Present Values (NP)	<i>v</i> )							
=	Alternative A (\$)		100	200	300	400	500	600	700
	Alternative B (\$)	2	300	400	500	600	700	800	900
	Alternative C (\$)		0	200	400	600	800	1000	1200
	Probabilities (p)								
	Equally likely		1/7	1/7	1/7	1/7	1/7	1/7	1/7
	Increasing Likelihood	1	/28	2/28	3/28	4/28	5/28	6/28	7/28
	Decreasing Likelihood	7	/28	6/28	5/28	4/28	3/28	2/28	1/28



	CHAPTER 7a.	<b>RISK CONTROL</b>	METHODS
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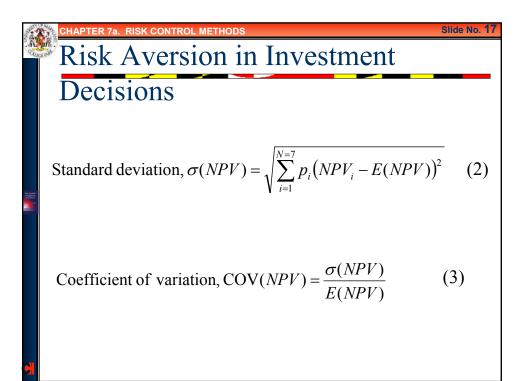
Slide No. 16

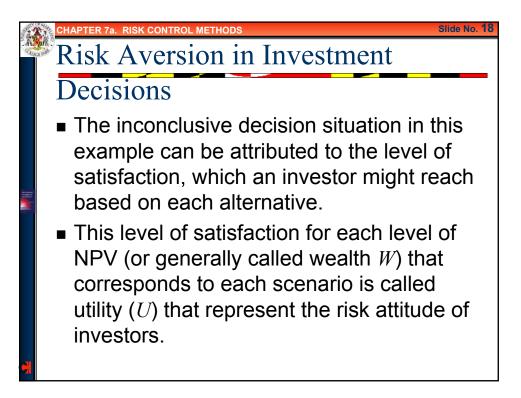
## Risk Aversion in Investment

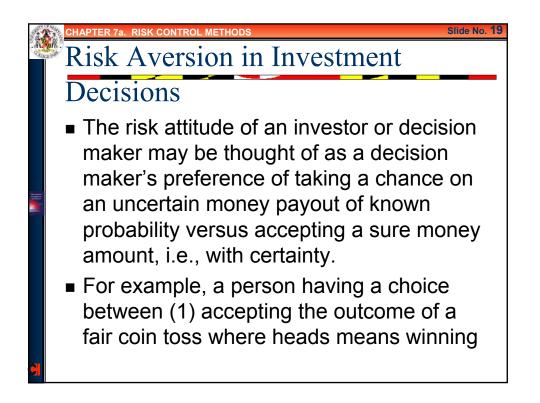
#### **Decisions**

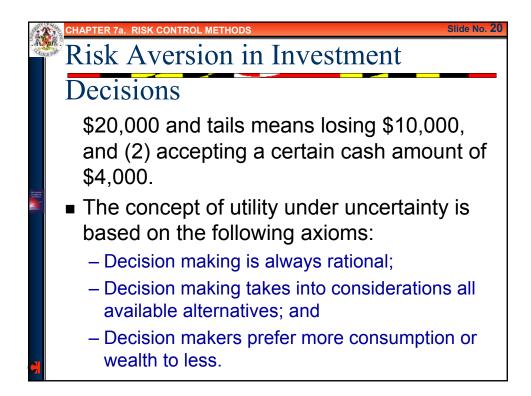
Table 2. Descriptive Statistics of the Net Present Values of Alternatives A and B

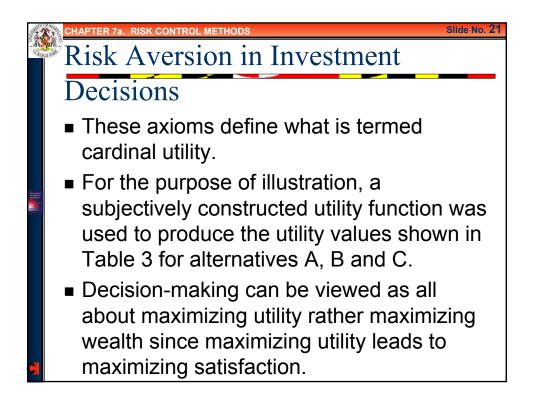
Quantity	Alternative A	Alternative B	Alternative C
Equally likely			
Expected NPV (\$)	400	600	600
Standard Deviation of NPV (\$)	200	200	400
Coefficient of Variation of NPV	0.5	0.333	0.667
Increasing Likelihood			
Expected NPV (\$)	500	700	800
Standard Deviation of NPV (\$)	173.21	173.21	346.41
Coefficient of Variation of NPV	0.346	0.247	0.433
Decreasing Likelihood			
Expected NPV (\$)	300	500	400
Standard Deviation of NPV (\$)	173.21	173.21	346.41
Coefficient of Variation of NPV	0.577	0.346	0.866











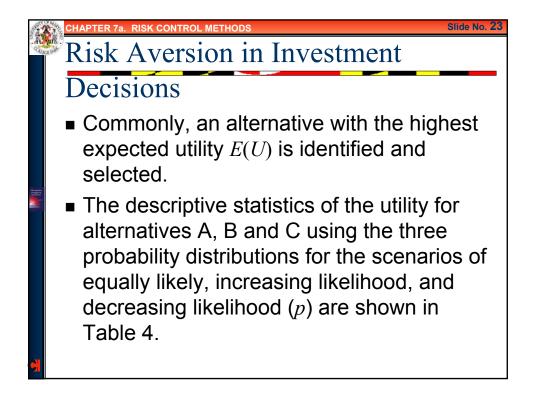
CHAPTER 7a.	RISK	CONTROL	METHODS

Slide No. 22

### Decisions

**Table 3**. Utility Values for Net Present Values

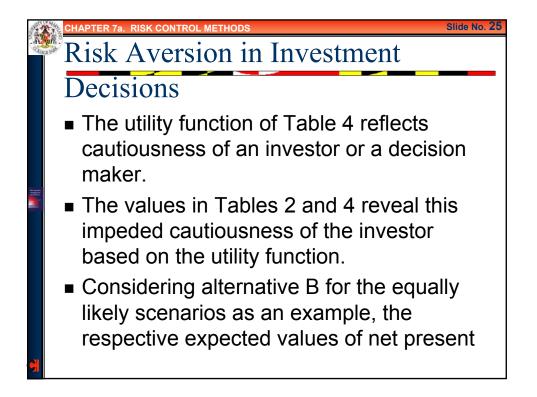
Quantity	Extremely Low	Very Low	Low	Good	High	Very High	Extremely High
Alternative A (\$) NPV (\$)	100	200	300	400	500	600	700
Utility	77	148	213	272	325	372	413
Alternative B NPV (\$)	300	400	500	600	700	800	900
Utility	213	272	325	372	413	448	477
Alternative C NPV (\$)	0	200	400	600	800	1000	1200
Utility	0	148	272	372	448	500	528

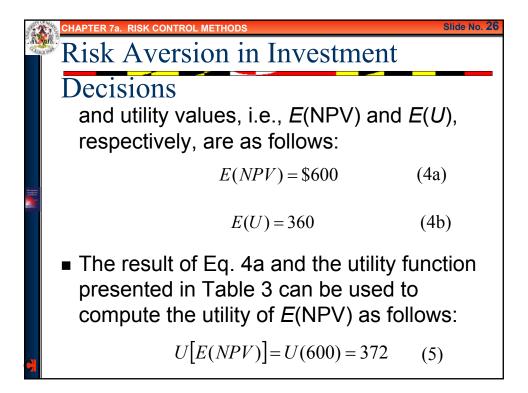


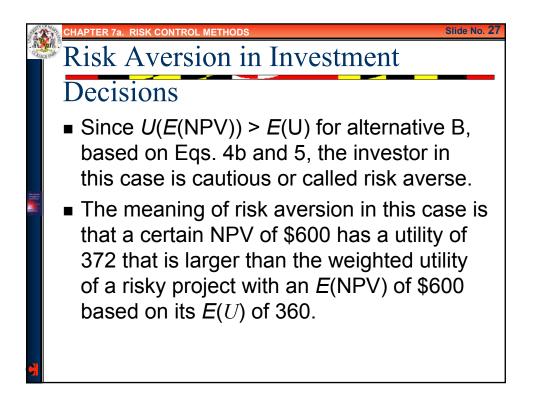
#### Decisions

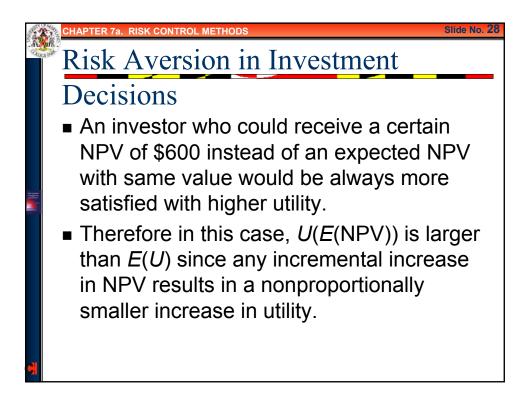
Table 4. Descriptive Statistics for the Utility of Alternatives A and B

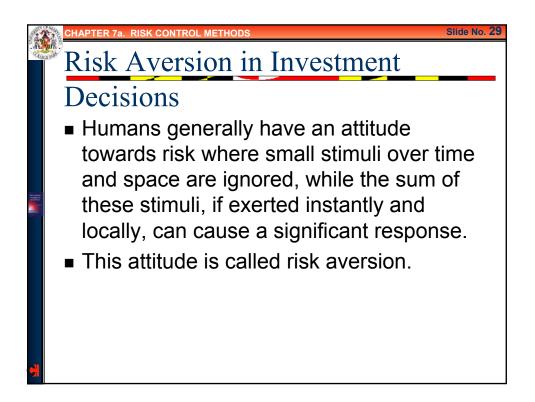
· · · · · · · · · · · · · · · · · · ·		2	
Quantity	Alternative A	Alternative B	Alternative B
Equally likely			
Expected Utility	260	360	324
Standard Deviation of Utility	112.48	88.61	180.84
Coefficient of Variation of Utility	0.433	0.246	0.558
Increasing Likelihood			
Expected Utility	316	404	412
Standard Deviation of Utility	92.24	71.58	136.47
Coefficient of Variation of Utility	0.292	0.177	0.331
Decreasing Likelihood			
Expected Utility	204	316	236
Standard Deviation of Utility	102.59	81.90	176.91
Coefficient of Variation of Utility	0.503	0.259	0.750

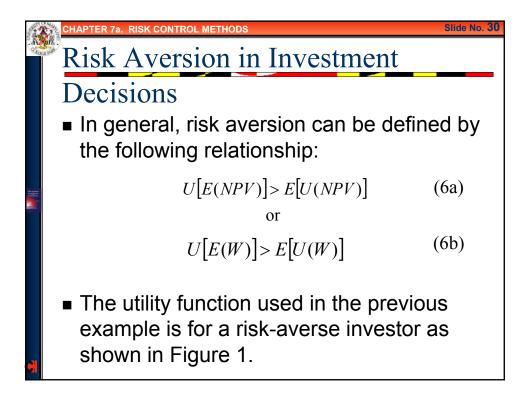


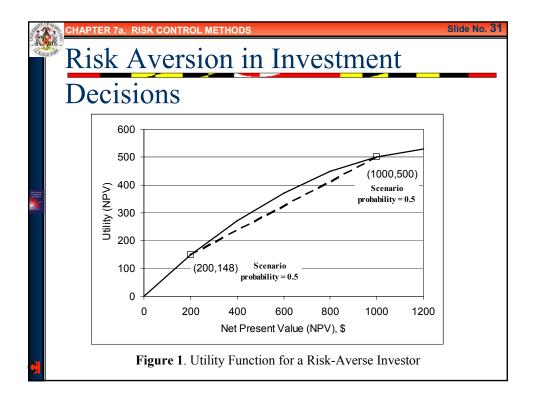


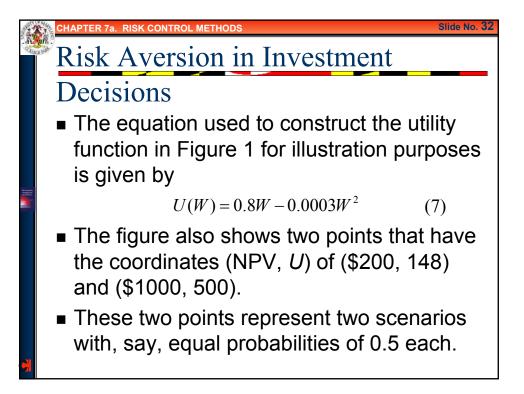


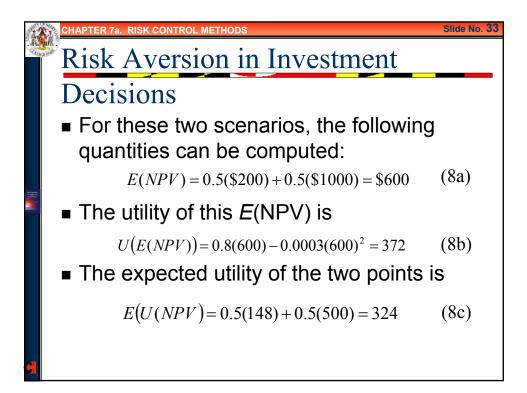


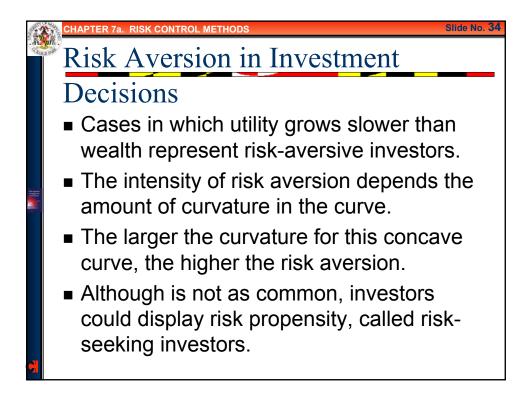


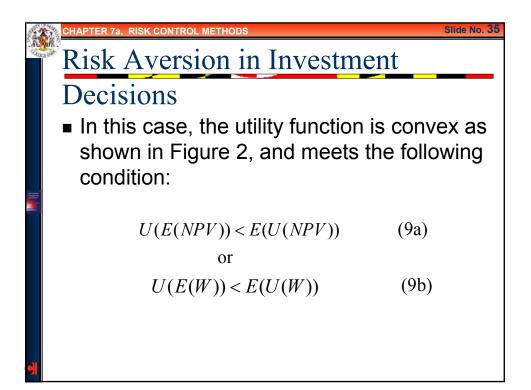


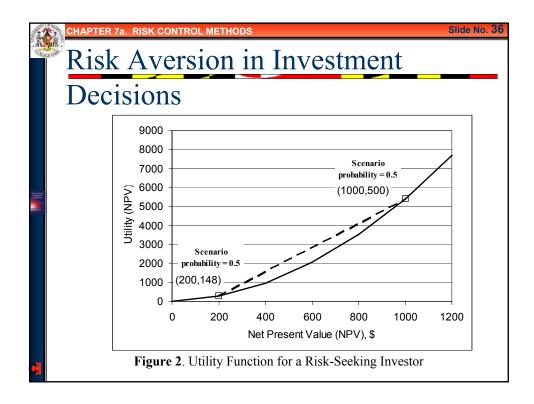


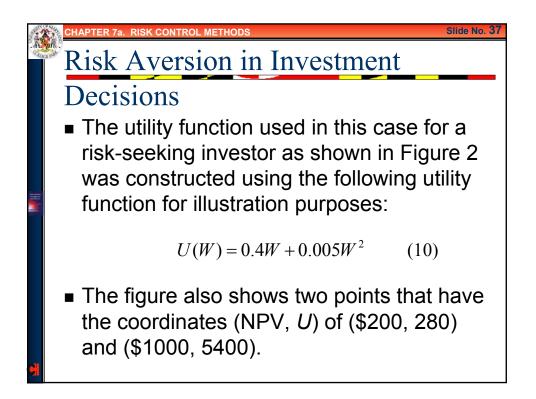


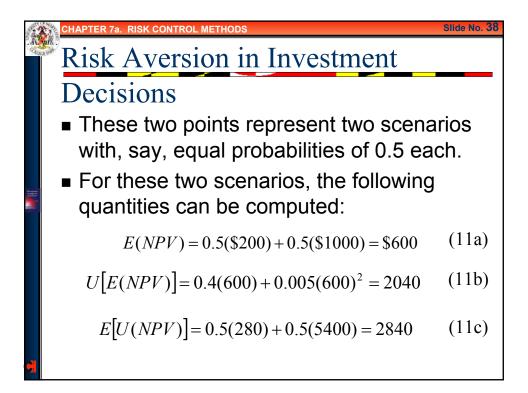


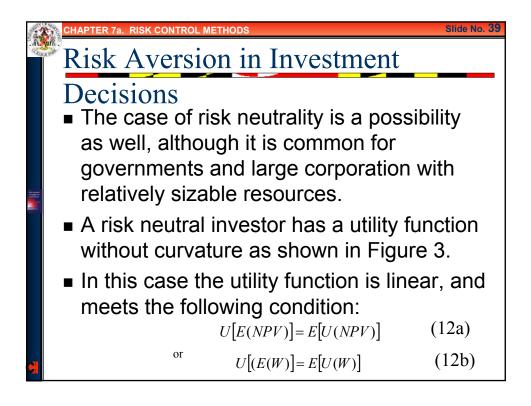


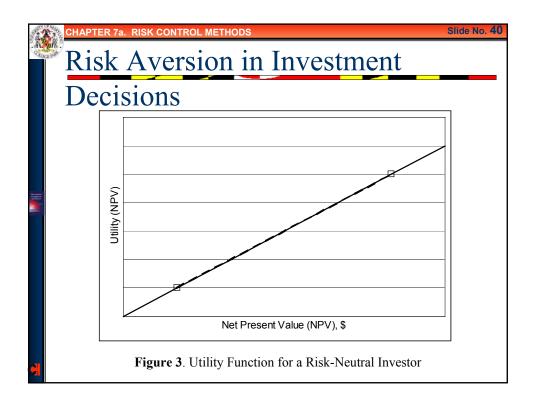


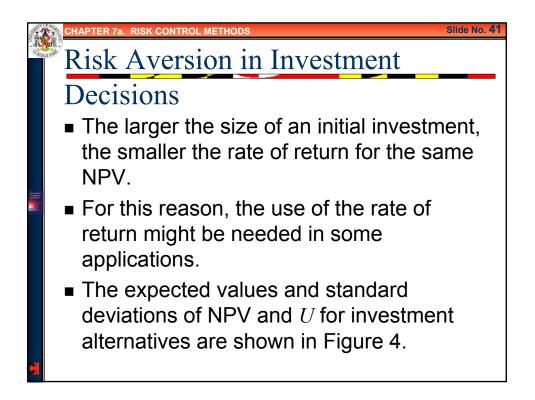


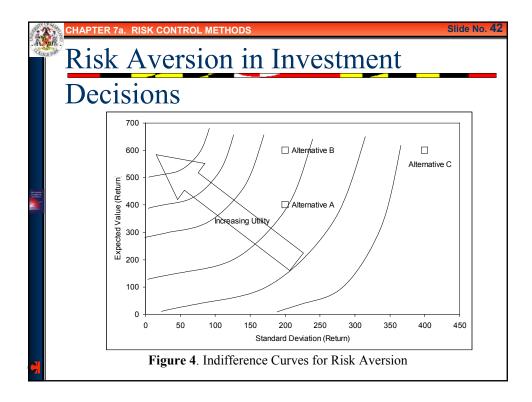


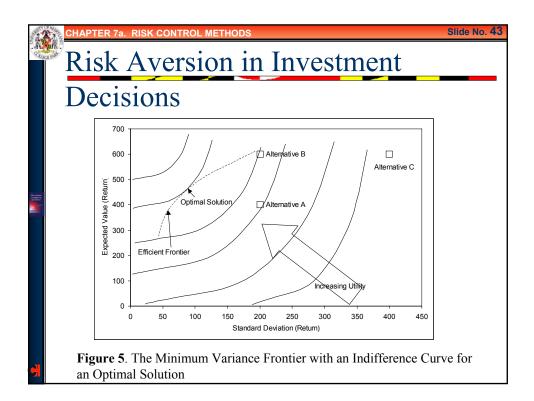


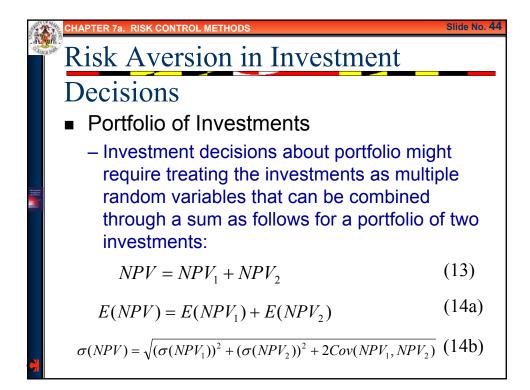


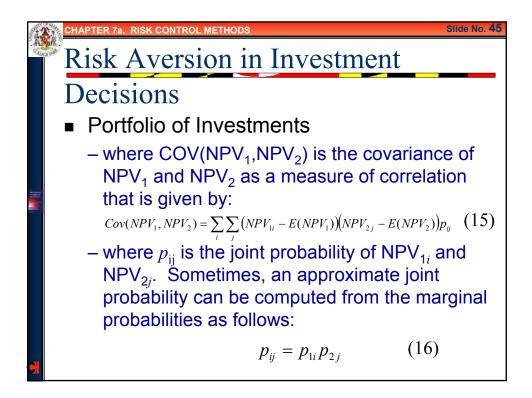


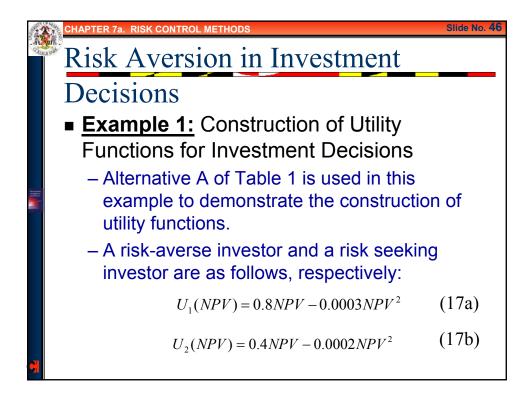


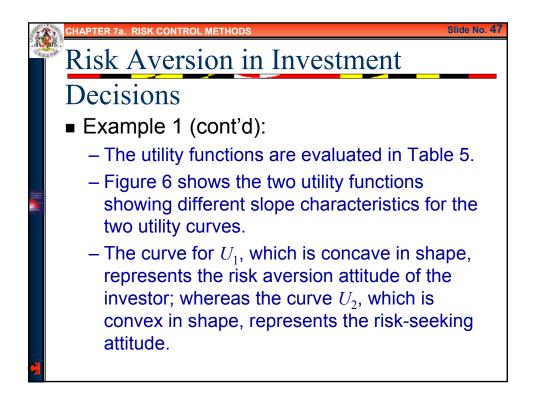












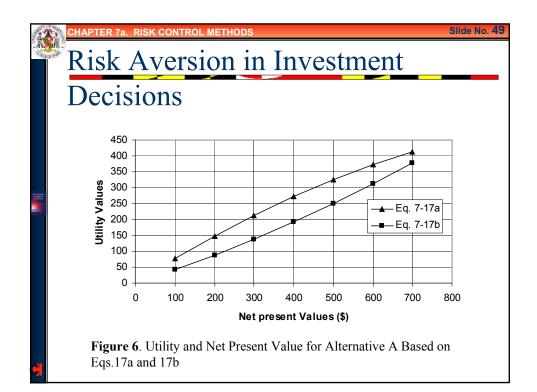
HAPTER 7a.	RISK CONTROL METHODS

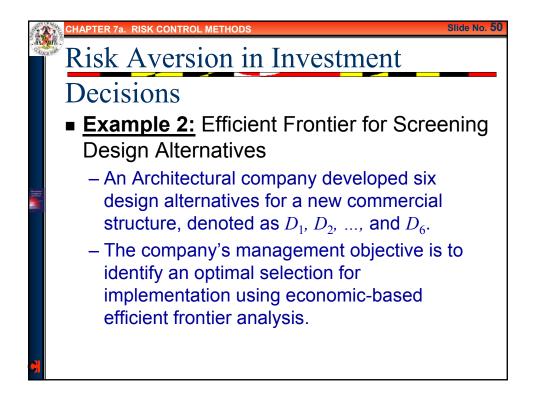
Slide No. 48

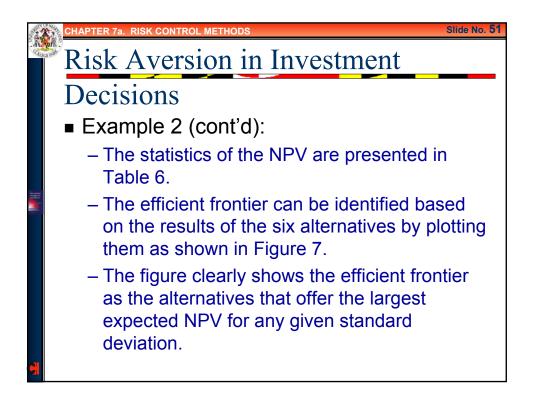
### Decisions

#### **Table 5**. Utility Values for Alternative A Based on Eqs. 17a and 17b

NPV (\$)	100	200	300	400	500	600	700	Equations
U <sub>1</sub> (NPV)	77	148	213	272	325	372	413	7-17a
<i>U</i> <sub>2</sub> ( <i>NPV</i> )	42	88	138	192	250	312	378	7-17b







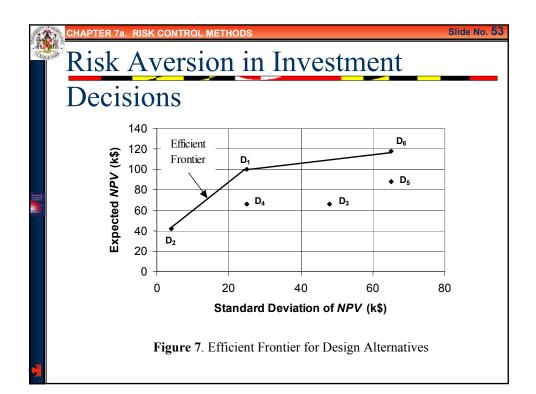
NUADTED 70	<b>RISK CONTROL</b>	METHODO
PAPIER /a.	RISK CONTROL	METHODS

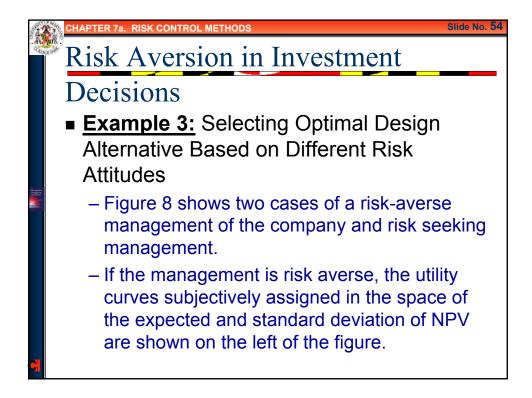
## Decisions

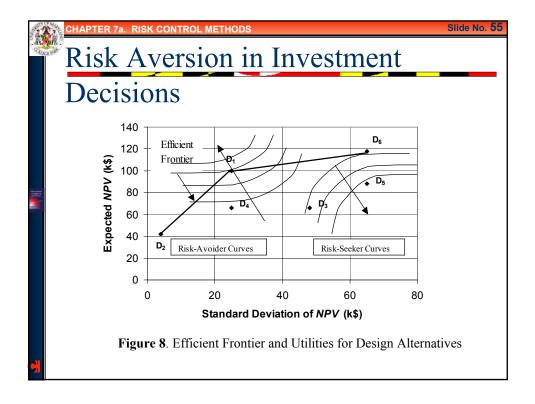
#### Table 6. Expected and Standard Deviation NPV for Design Alternatives

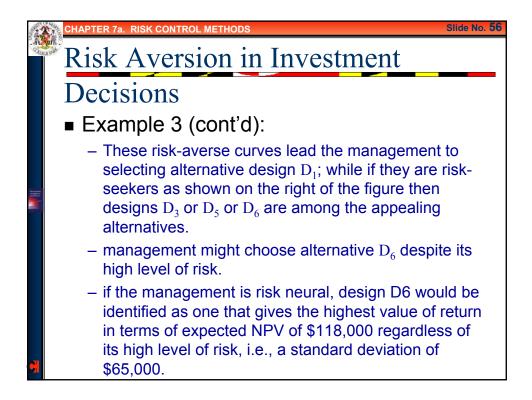
Slide No. 52

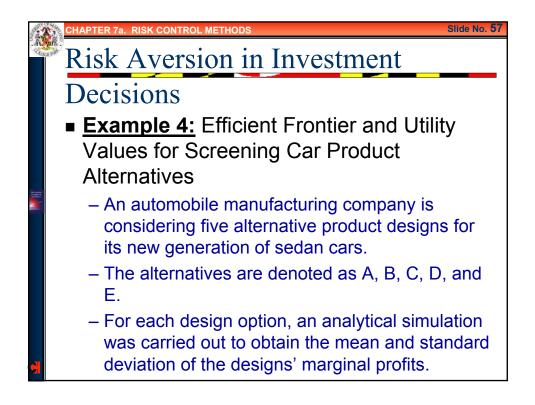
Design	$D_1$	D <sub>2</sub>	D <sub>3</sub>	$D_4$	D <sub>5</sub>	D <sub>6</sub>
Expected NPV (\$1000)	100	42	66	66	88	118
Standard Deviation of NPV (\$1000)	25	4	48	25	65	65

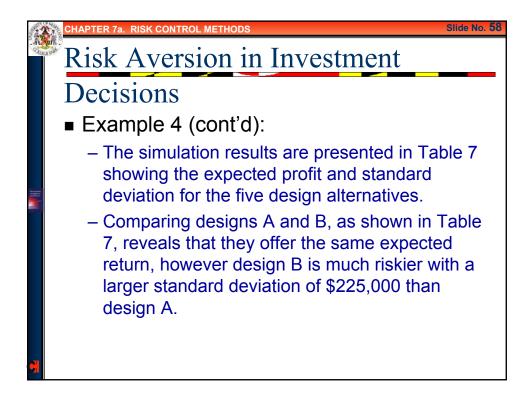




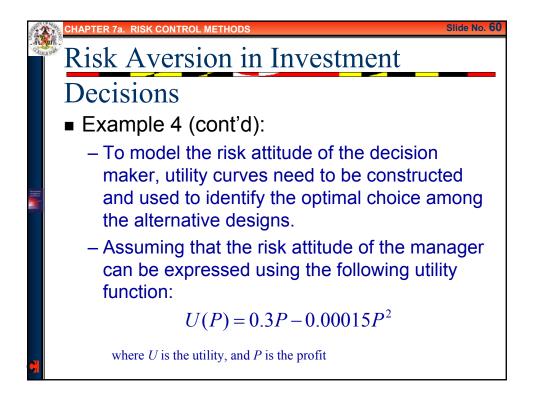


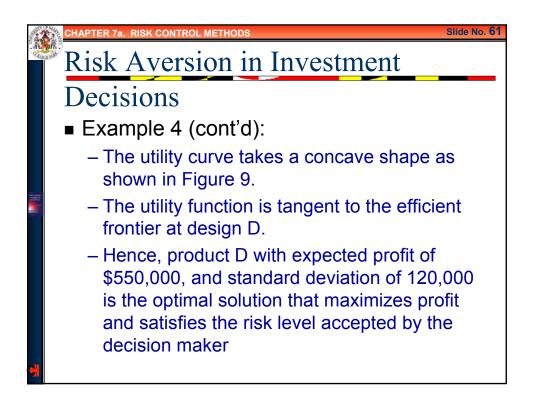


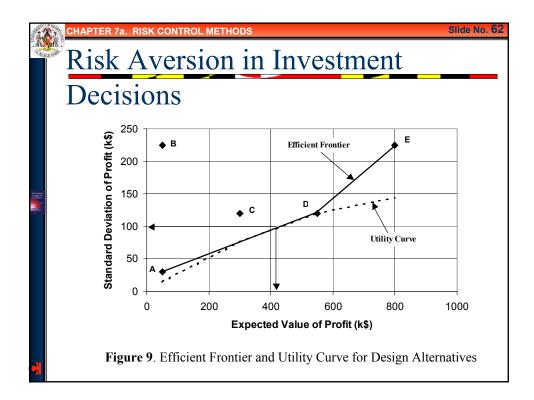


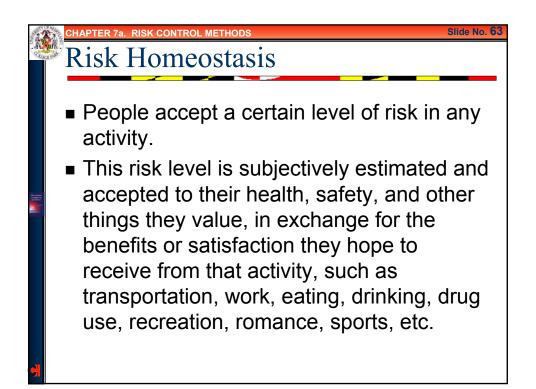


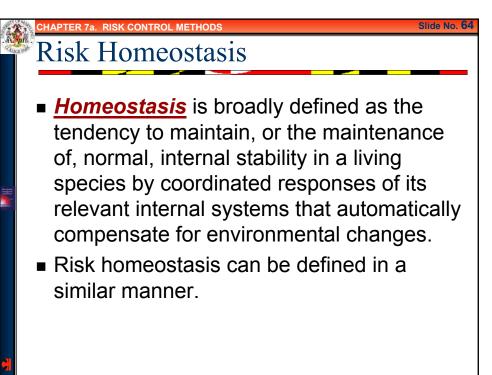
	Risk Av Decisio	version in In	nvestment	_
Tal	ble 7. Expected	Value and Standard Dev	iation of Profits for Car Product D	Design
	Alternatives	Expected Profit (\$1000)	Standard Deviation of Profit (\$1000)	
	А	50	30	
	В	50	225	
	C	300	120	
	D	550	120	
	Е	800	225	

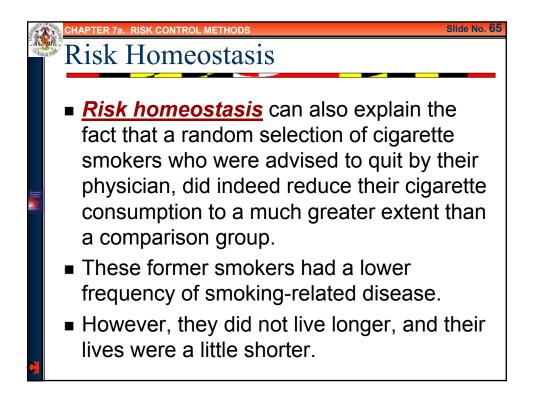


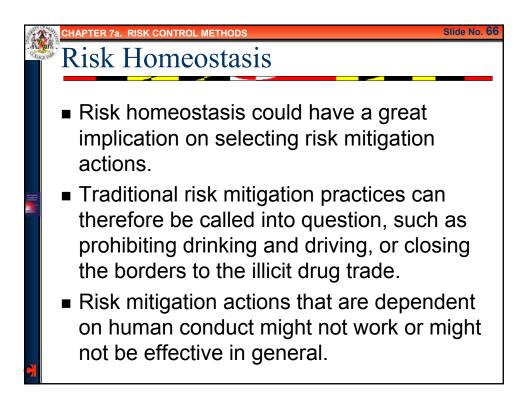


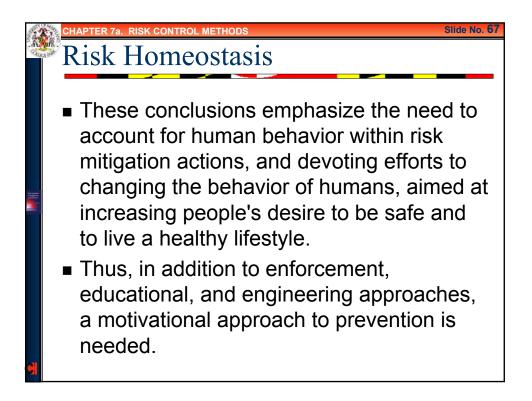


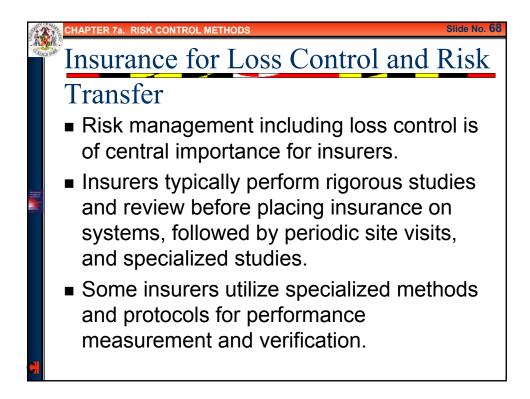


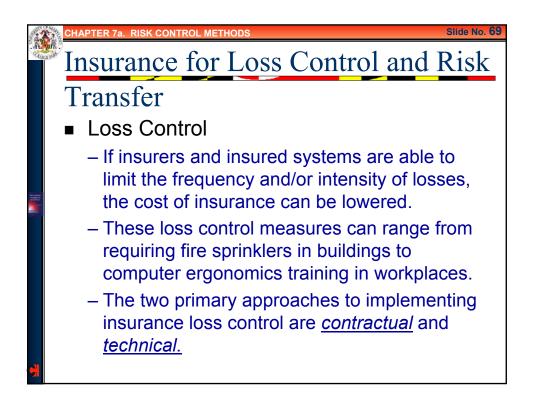


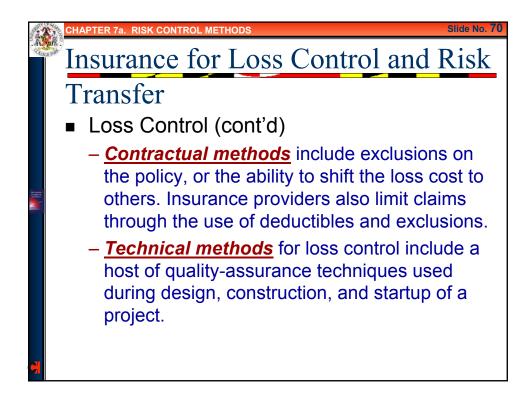


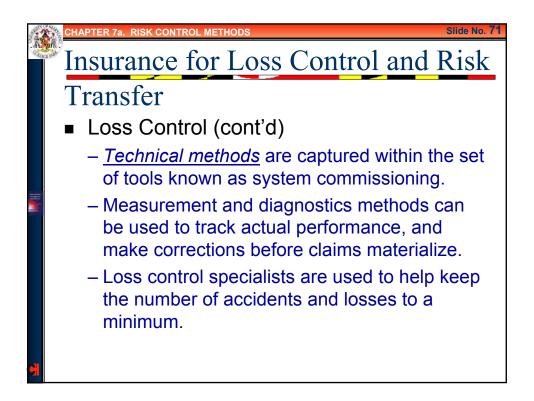


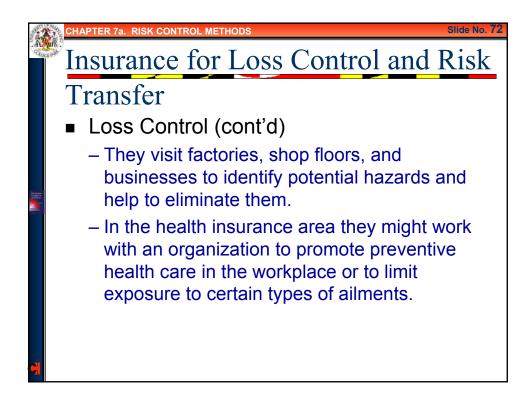


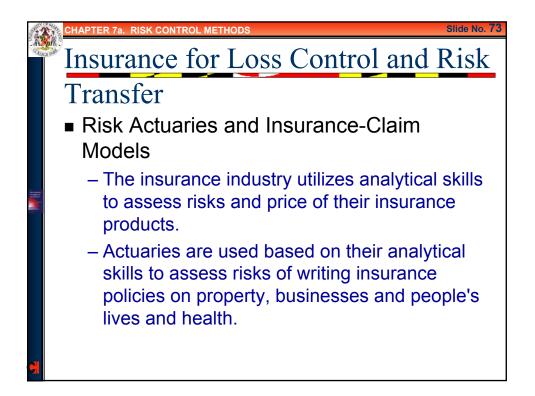


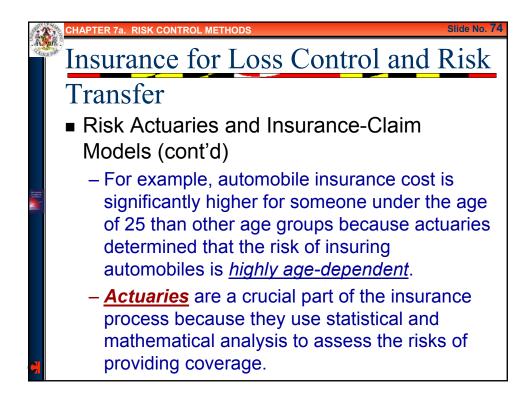


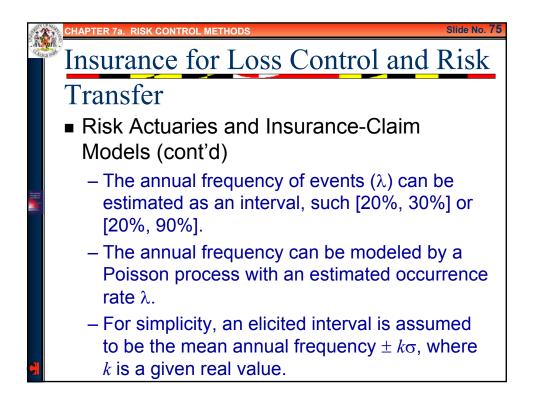


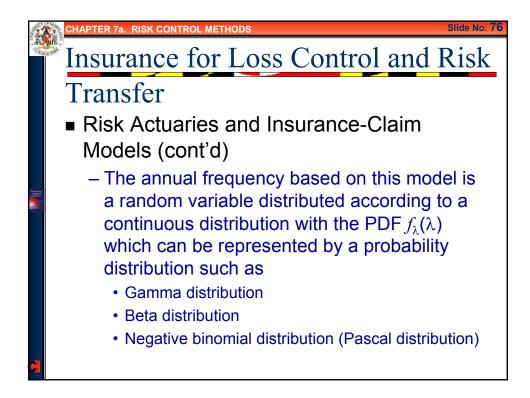


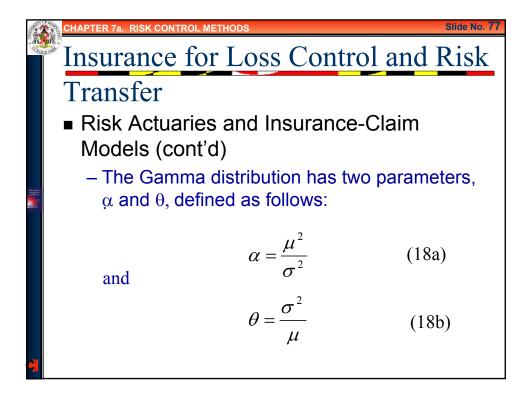


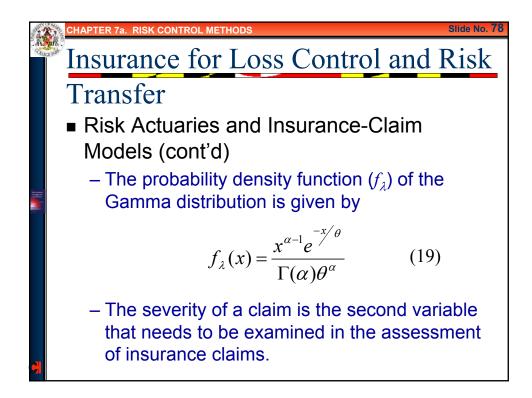


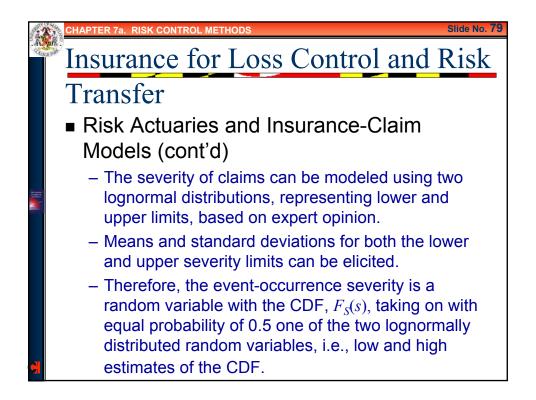


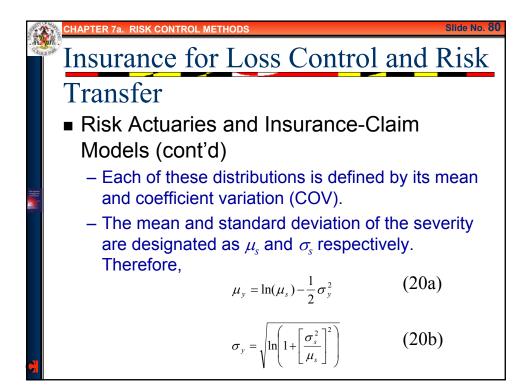


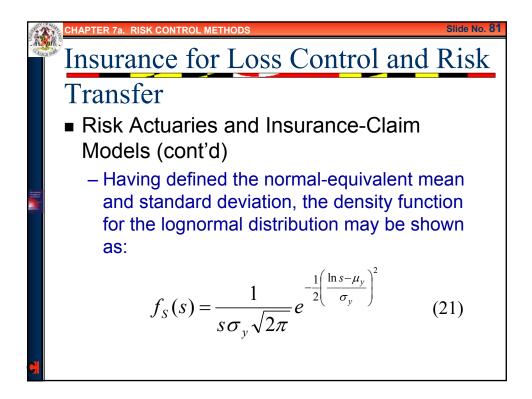


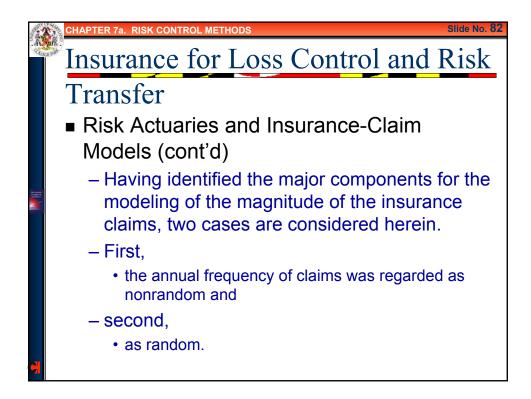


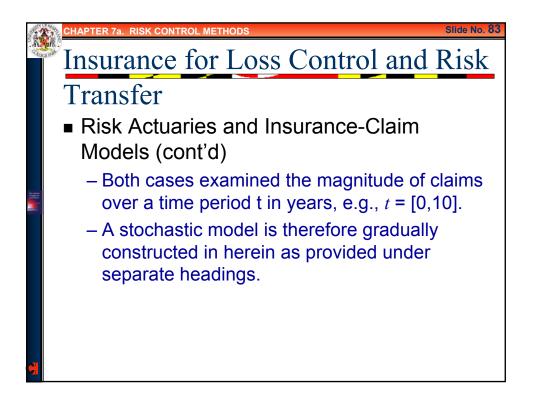


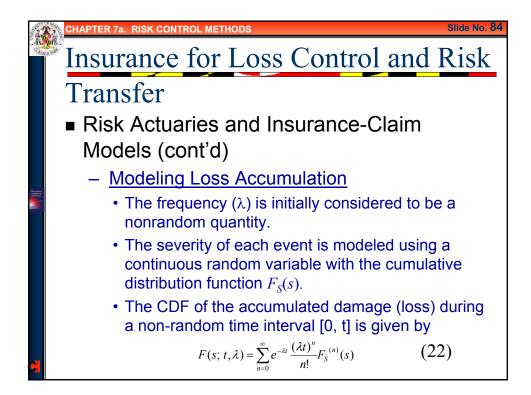


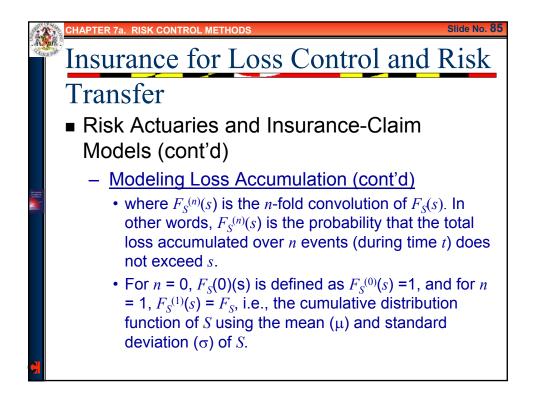


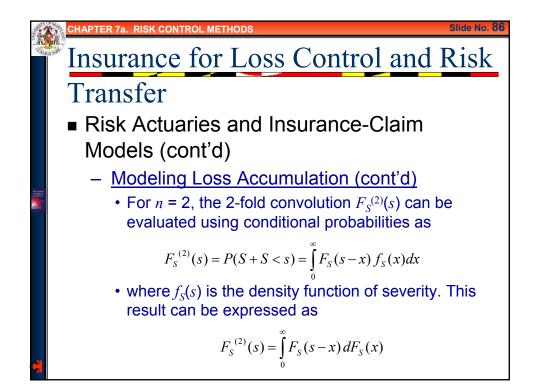


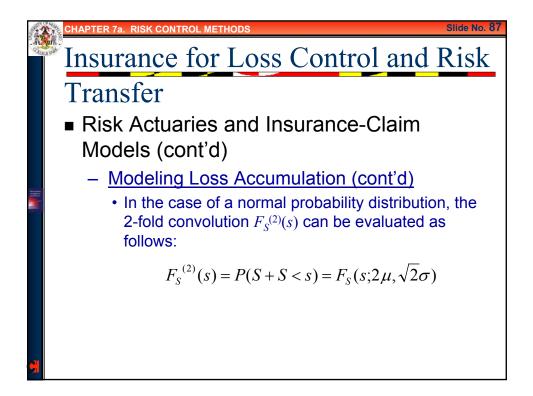


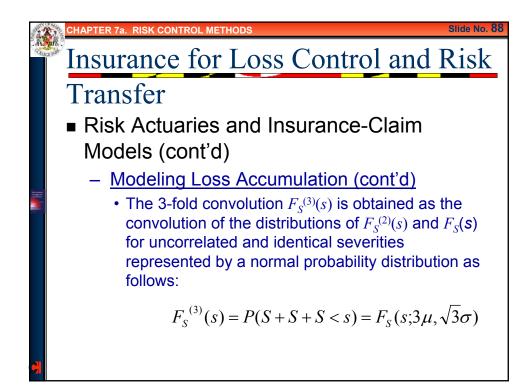


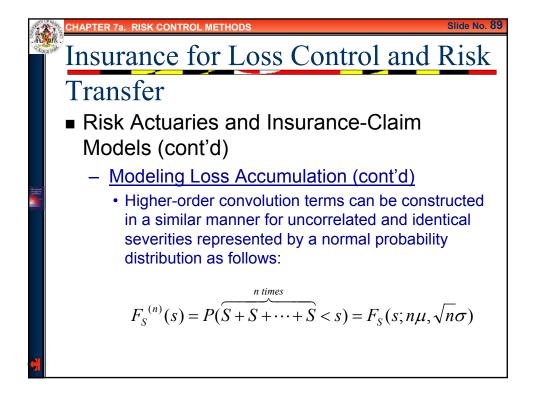


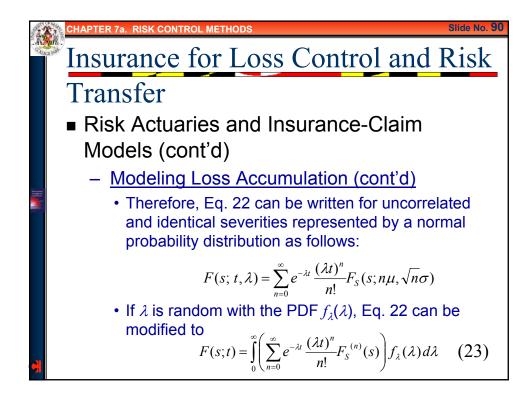


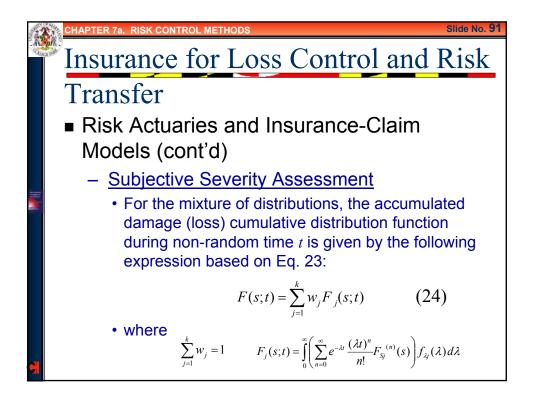


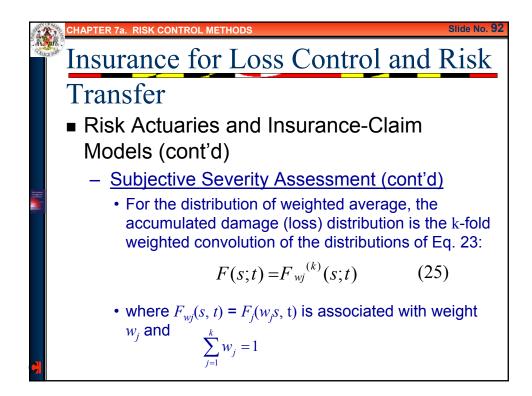


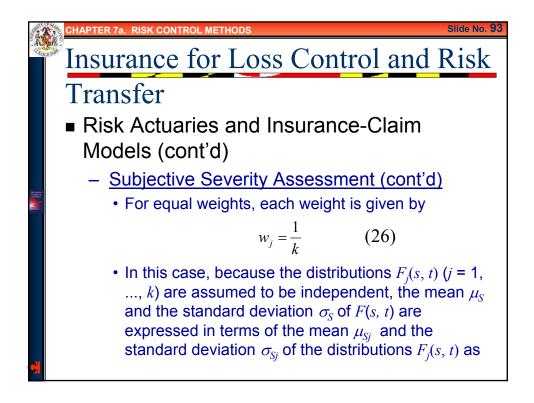


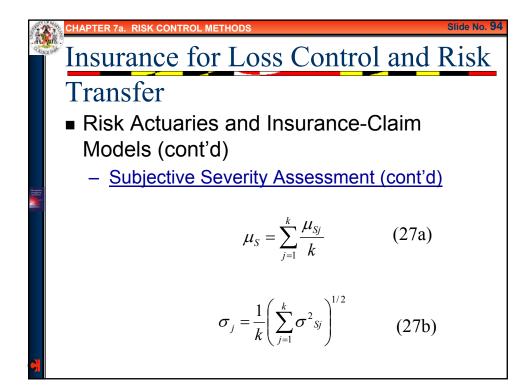


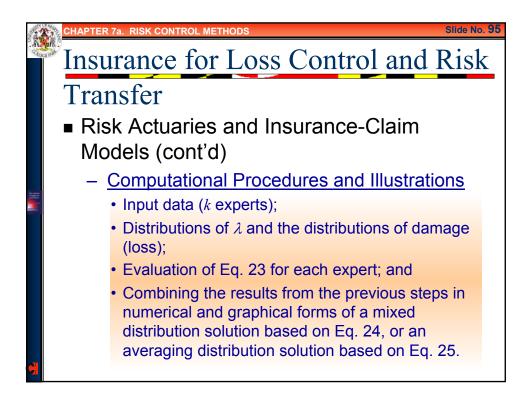


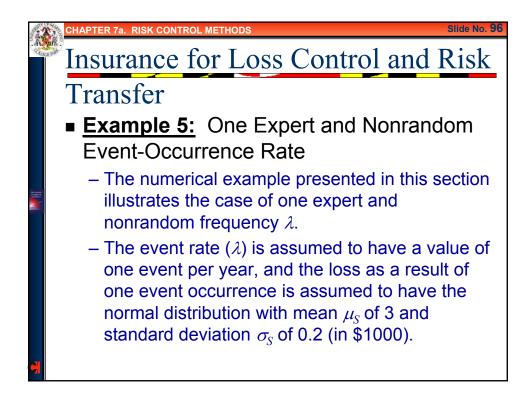


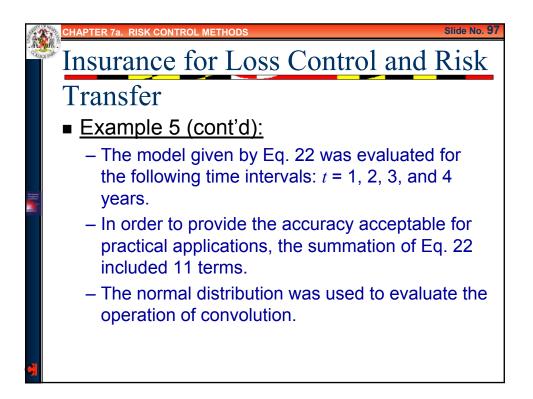


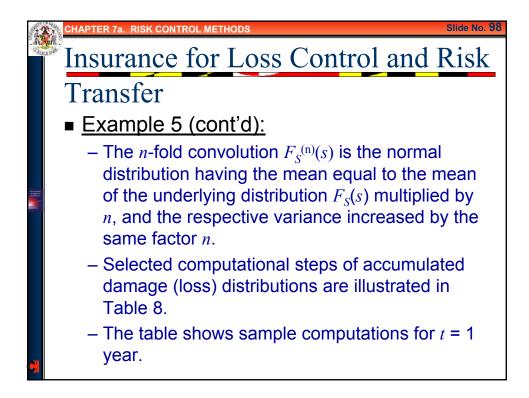








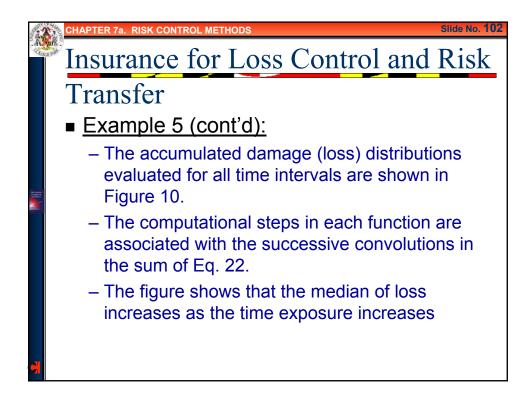


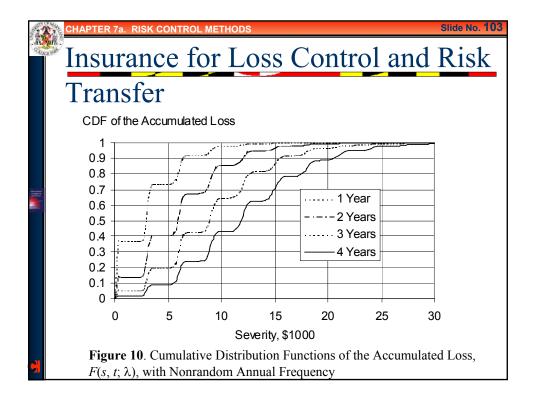


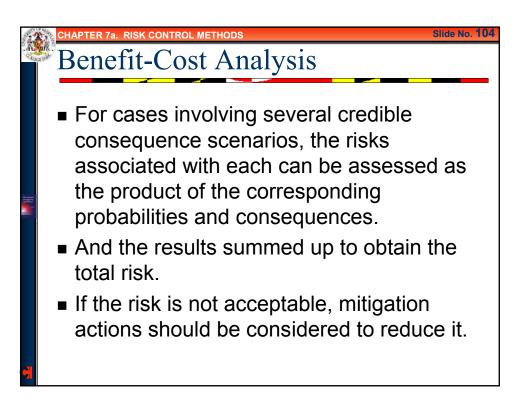
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I able 8. A	ccumulated Dama	ge (Los	s) Dist	ributio	on Base	d on F	2q. 22 f	or $t =$	I yea
Number	Occurrence				$_{-\lambda t} (\lambda t)^n$	$\mathbf{r}^{(n)}$	\ \		
of Events	Probability of n				$e^{-\lambda t} \frac{(\lambda t)^n}{n!}$	$F_S (s)$	)		
in t	Events =				S				
п	$e^{-\lambda t} \frac{(\lambda t)^n}{n!}$	0.3	0.6		3.3		6.6		36
	<i>n</i> !	3.679	3.679		3.679		3.679		3.67
0	0.367879	E-01	E-01		E-01		E-01		E-0
		0.000	0.000		3.433		3.679		3.67
1	0.367879	E+00	E+00		E-01		E-01		E-0
		0.000	0.000		0.000		1.808		1.83
	0.18394	E+00	E+00		E+00		E-01		E-0
2		0.000 E+00	0.000 E+00		0.000		1.315 E-13		6.13
3	0.061313				E+00		E-15		E-0

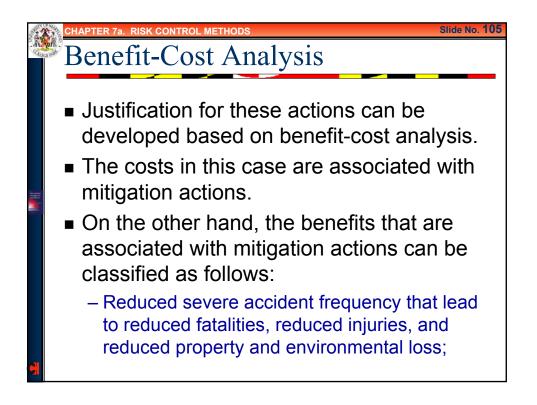
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	Tran	isier								
Та	able 8. (con	t'd) Accumulated I	Damage (	(Loss) l	Distribu	ution Ba	sed on	Eq. 22	for $t =$	1 yea
Г	Number	Occurrence				(1.)				
	of Events	Probability of <i>n</i>				$e^{-\lambda t} \frac{(\lambda t)^n}{n!}$	$-F_{s}^{(n)}(s)$	1		
	in t	Events =								
	n		0.2	0.6		2.2				26
		$e^{-\lambda t} \frac{(\lambda t)^n}{(\lambda t)^n}$	0.3	0.6		3.3		6.6		36
-		<i>n</i> !	0.000	0.000		0.000		0.000		1.5
	4	0.015328	0.000 E+00	0.000 E+00		0.000 E+00		0.000 E+00		1.53 E-0
F	-	0.015528	0.000	0.000		0.000		0.000		3.00
	5	0.003066	E+00	E+00		E+00		E+00		E-0
Γ			0.000	0.000		0.000		0.000		5.10
-	6	0.000511	E+00	E+00		E+00		E+00		E-(
	7	7.25.05	0.000	0.000 E+00		0.000		0.000 E+00		7.29
	/	7.3E-05	E+00 0.000	0.000		E+00 0.000		0.000		E-0 9.12
-				0.000		E+00		E+00		E-0

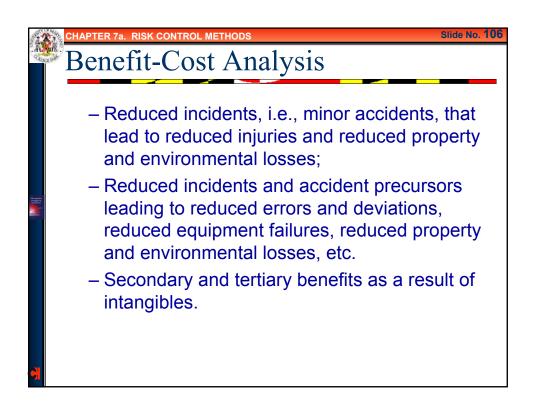
	rance for		050				un	u I	
Irai	nsfer								
able 8. (con	nt'd) Accumulated	Damage	(Loss)	Distril	oution B	ased o	n Eq. 22	2 for <i>t</i>	= 1 ye
Number	Occurrence				(				
of Events	Probability of <i>n</i>				$e^{-\lambda t} \frac{(\lambda t)^n}{n!}$	$-F_{s}^{(n)}(s)$	)		
in t	Events =	<u>n!</u>							
n	$e^{-\lambda t} \frac{(\lambda t)^n}{n!}$	0.3	0.6		3.3		6.6		36
		0.000	0.000		0.000		0.000		1.01
9	1.01E-06	E+00	E+00		E+00		E+00		E-0
10	1.01E-07	0.000 E+00	0.000 E+00		0.000 E+00		0.000 E+00		1.01 E-0
11	9.22E-09	0.000 E+00	0.000 E+00		0.000 E+00		0.000 E+00		9.21 E-0
	$= \sum_{n=1}^{11} e^{-\lambda t} \frac{(\lambda t)^n}{n!} F_s^{(n)}(s) =$	3.68	3.68		7.11		9.17		1.00
$F(s; t, \lambda) =$	$\sum_{n=0}^{\infty} e^{-nt} \frac{1}{n!} F_s^{(n)}(s) =$	E-01	E-01		E-01		E-01		

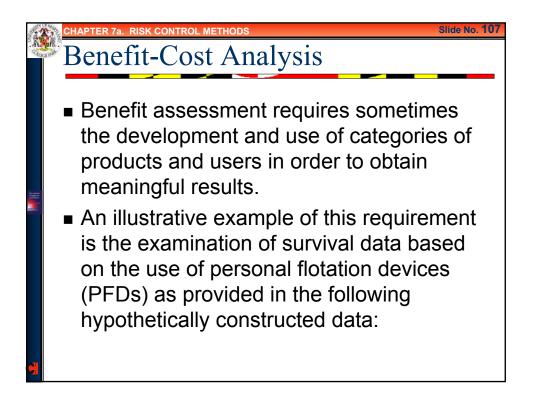




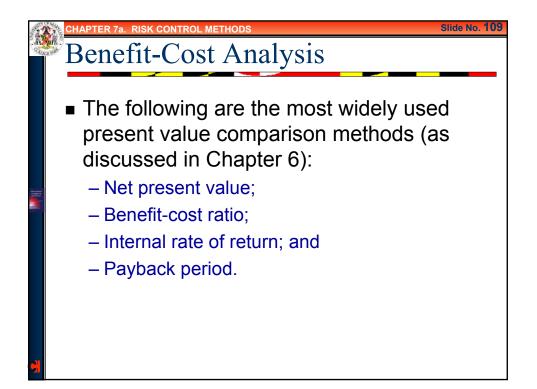


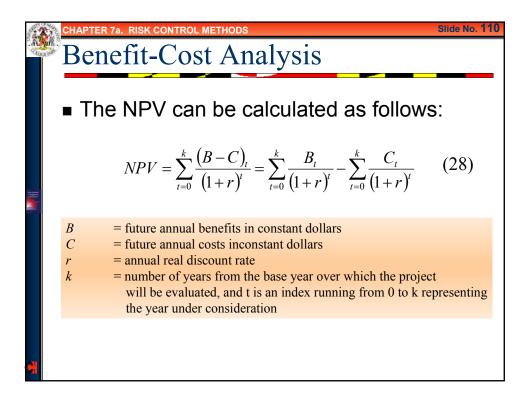


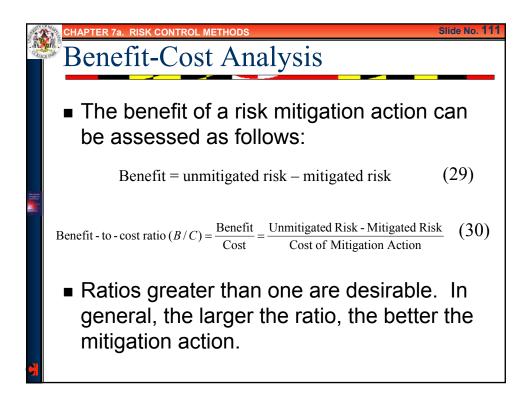


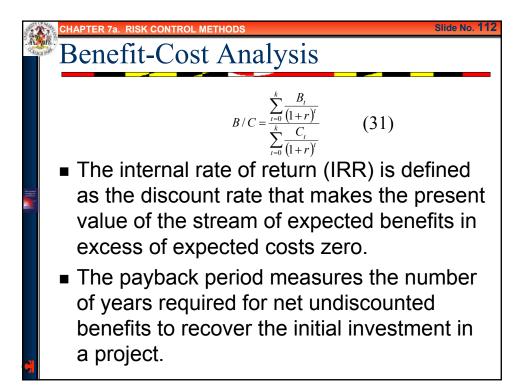


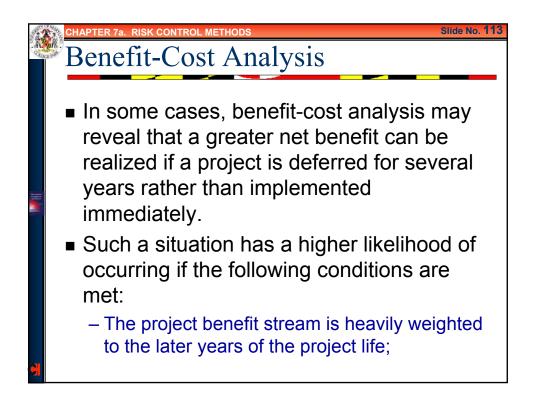
Ad	lults	Children	Adults & Children
	$\frac{8}{-}=0.98$	$\frac{320}{400} = 0.80$	$\frac{418}{500} = 0.836$
Not wearing PFDs $\frac{93}{10}$	$\frac{50}{000} = 0.95$	$\frac{250}{400} = 0.625$	$\frac{1200}{1400} = 0.857$

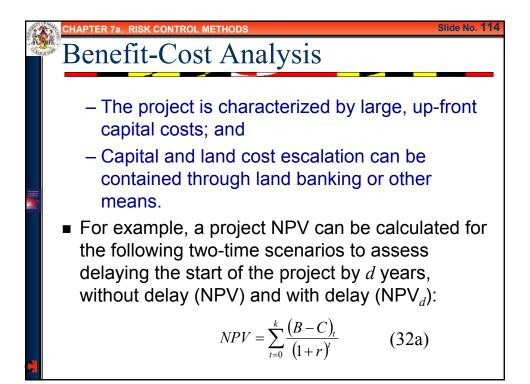


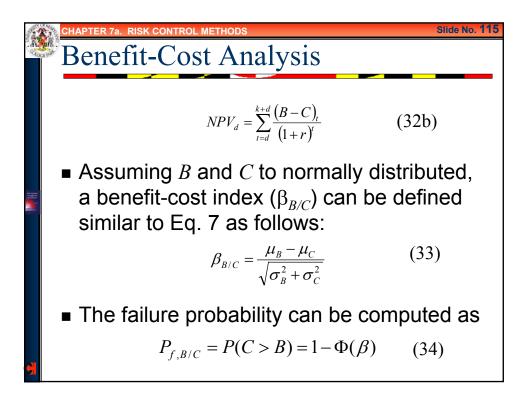


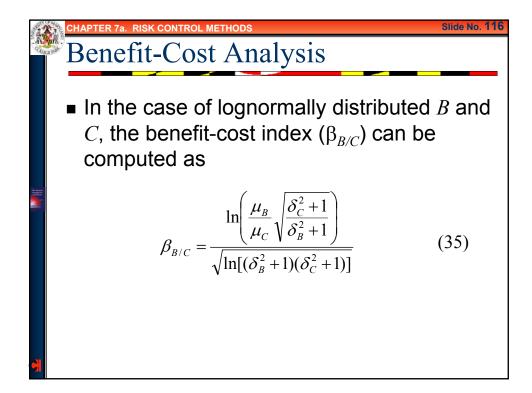


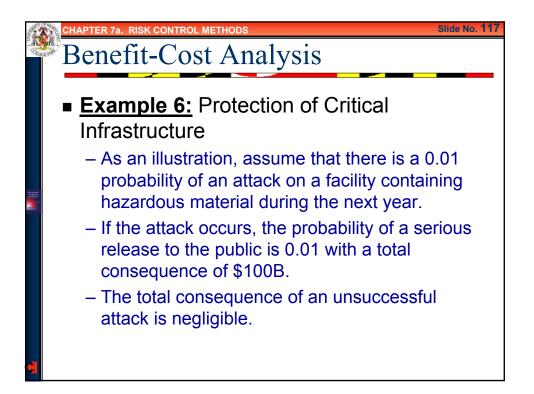


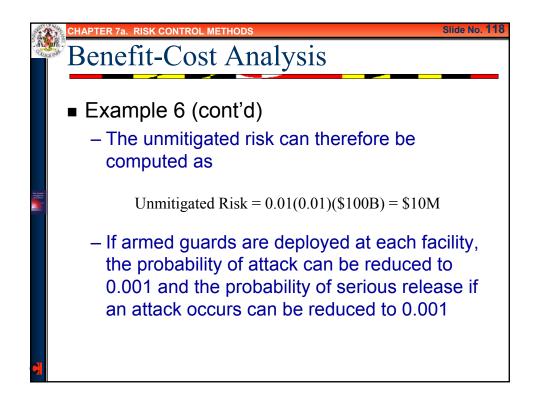


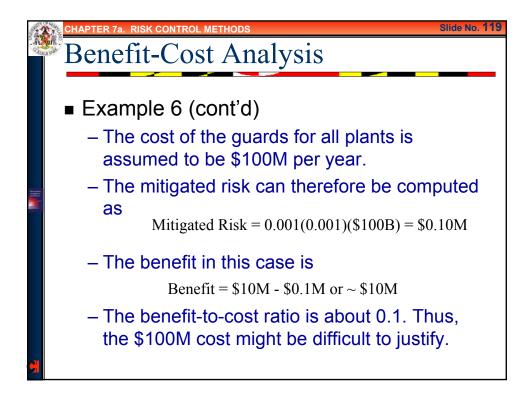


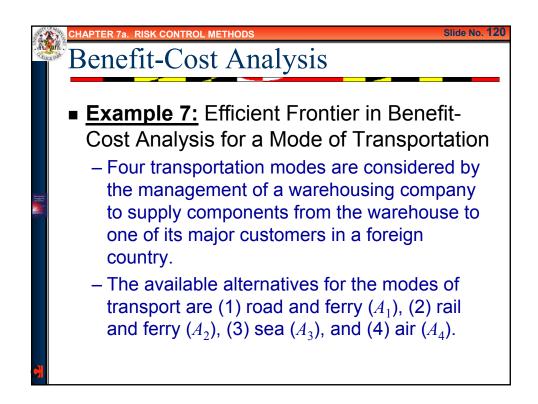


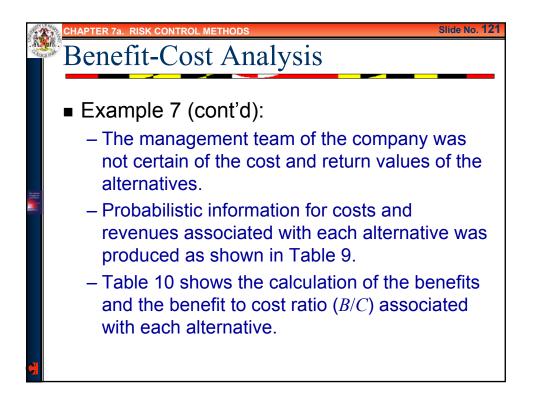












ł.	CHAPTER 7a.	RISK CONTROL METHODS	

## Benefit-Cost Analysis

## Table 9. Assessments of Modes of Transportation for Delivery to Foreign Clients

	Cost		Revenu	e
	Estimated NPV of		Estimated NPV of	
Alternatives	Cost (\$10 <sup>6</sup> )	Probability	Revenue (\$10 <sup>6</sup> )	Probability
A1: Road and Ferry	100	0.6	300	0.5
	90	0.3	250	0.4
	80	0.1	200	0.1
A2: Rail and Ferry	80	0.4	210	0.3
	70	0.4	225	0.4
	35	0.2	240	0.3
A <sub>3</sub> : Sea	100	0.6	140	0.5
	90	0.3	120	0.4
	80	0.1	110	0.1
A <sub>4</sub> : Air	150	0.7	250	0.2
	120	0.2	150	0.4
	100	0.1	130	0.3
			100	0.1

Table 10. Benefit to	Cost Ratios for	r the Modes of Tra	insportation		
Alternatives	Cost (\$10 <sup>6</sup> )	Revenue (\$10 <sup>6</sup> )	Benefits (\$10 <sup>6</sup> )	B/C	Rank
	· · · ·	270	175	1.84	3
A1: Road and Ferry	95	270			
$A_1$ : Road and Ferry $A_2$ : Rail and Ferry	95 67	225	158	2.36	1
					1

