

2016

		2016					
					%		
		287472	73069	81544	111.60%	85048	
		50000	16692	16480	98.73%	14236	
1		1261	1833	766	41.79%	330	7
2		2955	1915	2644		1169	
3	HC-10	11701	5295	3439	64.95%	5576	9 20 75 55 320 440
4		1700	651	858		457	
5		516	237	124	52.32%	339	
6	108	5170	761	2056	270.17%	2645	
7		5197	3000	5454	181.80%		
8		1500	1500	1159	77.23%	540	
9	C			156			
10	S307 LJ2			-176			
11	LJ-8	4815				405	
12	LJ-3	5044				2025	12 3.9 182 70 21 5
13	312 LJ-05	1500				750	
		8641	1500				
		60000	19301	19204	99.50%	22288	
1	HD13	10926	4349	3083	70.89%	4133	500 600m 600m

2016

		2016					
					%		
2	G206 G310 QL2	844	250	255	102.00%	220	7
3	2015 WQ15-1	756	111	61	54.95%		
4		2566	960	700	72.92%	1948	
5				510			
6	108 I	388					
7	A	2992	784	685	87.37%	1928	
8	541 SH-2	7548	1933	2359	122.04%	2774	
9	SG-13	2113					
10	SG-14	1797		223			
11	108	5000	480	1029	214.38%	1001	138m 309m 66m 354m
12		20000	10434	7037	67.44%	10284	18 141.5 49 44 60 190 210
13	17			3264			
		5070					
		60000	14704	13736	93.42%	13183	
1	LJ-2	18608	4400	7011	159.34%	5558	18 32 14 40 1 1 720 720

2016

2016

%

2016

		2016					
					%		
8	- LJ-11	3135				1018	15 52 30 6,
		16205				2000	
		50000	9871	20214	204.78%	18611	
1		11712	4871	5711	117.24%	4465	7 100% 100% 9
2		3275	1000	1926	192.60%	457	9
3				10844			
4	LJ-25	1974		320		1491	
5	2016 DL-2	8420		1363		7057	7
6	2016	4541				4541	9 10
7	2016-2017			49			
		20078	4000			600	
		26472	6100	3833	62.84%	7472	
1	338 1	2472	600			2472	
2		19000	5000	3833	76.66%	4000	
3		5000	500			1000	
		3900	1120	1405	125.45%	1100	
1		3500	1000	1267	126.70%	1000	
2		400	120	138	115.00%	100	