

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/01/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	TRUCKS					U.S. MAIL			TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
				1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL							
005	WH-VH	32	0	1	7	2	1	0	0	0	0	11	33.5	57	60	95.00	60	95.00
006	VH-WH	10	0	4	4	0	1	0	0	0	0	9	25.6	26	52	50.00	52	50.00
007	WH-VH	23	0	3	1	1	4	0	0	1	1	10	45.9	49	52	94.23	52	94.23
008	VH-WH	17*	0	9	0	0	1	0	0	0	0	10	21.9	31	60	51.67	60	51.67
009	WH-VH	52	0	1	1	0	1	0	0	0	0	3	34.7	59	60	98.33	60	98.33
010	VH-WH	38*	0	0	1	0	0	0	0	0	0	1	21.0	41	52	78.85	52	78.85
011	WH-OB	40	0	3	1	1	1	0	0	0	0	6	28.7	52	52	100.00	52	100.00
012	VH-WH	38	0	4	2	0	0	0	0	1	1	7	25.5	48	60	80.00	60	80.00
013	WH-VH	54	1*	2	0	0	4	0	0	0	0	7	46.5	74	74	100.00	60	123.33
014	OB-WH	44	1	5	1	0	0	0	0	0	0	7	21.0	52	52	100.00	52	100.00
015	WH-OB	44	0	1	0	0	2	0	0	0	0	3	44.3	53	53	100.00	52	101.92
016	VH-WH	46*	0	5	0	0	0	1	0	0	0	6	26.5	57	60	95.00	60	95.00
017	WH-VH	48	0	2	0	1	0	0	0	1	1	4	37.3	55	60	91.67	60	91.67
018	OB-WH	32*	0	1	3	0	3	0	0	0	0	7	37.9	52	52	100.00	52	100.00
019	WH-OB	43	1*	3	1	0	0	0	0	0	0	5	18.8	50	52	96.15	52	96.15
020	VH-WH	35	0	6	5	0	1	0	0	0	0	12	25.4	55	60	91.67	60	91.67
021	WH-VH	53*	0	0	0	0	0	0	0	0	0	0	.0	54	60	90.00	60	90.00
022	OB-WH	30	1*	6	1	0	1	0	0	0	0	9	23.9	44	52	84.62	52	84.62
023	WH-OB	46	1	4	0	1	0	0	0	0	0	6	24.0	54	54	100.00	52	103.85
024	VH-WH	37	0	5	2	0	0	0	0	1	1	8	26.6	48	60	80.00	60	80.00
025	WH-VH	48	0	2	0	0	1	0	0	0	0	3	32.7	54	60	90.00	60	90.00
026	OB-WH	20*	0	2	2	0	0	0	0	0	0	4	20.8	27	52	51.92	52	51.92
027	WH-OB	63	0	1	0	0	0	0	0	0	0	1	18.0	64	64	100.00	52	123.08
028	VH-WH	9	0	0	0	0	1	0	0	0	0	1	64.0	13	60	21.67	60	21.67
029	WH-VH	66*	0	1	1	0	0	0	0	0	0	2	18.5	70	70	100.00	60	116.67
030	OB-WH	11	0	0	1	0	0	0	0	0	0	1	34.0	13	52	25.00	52	25.00
031	WH-VH	30*	0	1	0	0	0	0	0	0	0	1	18.0	33	52	63.46	52	63.46
032	VH-WH	5	0	1	0	0	0	0	0	0	0	1	19.0	6	60	10.00	60	10.00
101	HY-NT	33*	0	1	1	5	0	0	0	0	0	7	36.0	52	52	100.00	50	104.00
102	NT-HY	21	0	5	1	1	4	1	0	0	0	12	38.7	52	52	100.00	52	100.00
103	HY-NT	32	0	1	2	0	3	0	0	1	1	7	47.8	51	52	98.08	52	98.08
104	NT-HY	24	1*	1	1	1	0	0	0	0	0	4	35.7	32	50	64.00	50	64.00
105	HY-NT	34*	0	1	0	0	4	0	0	0	0	5	50.0	52	52	100.00	50	104.00
106	NT-HY	36	0	2	1	0	3	0	0	1	1	7	46.5	54	54	100.00	52	103.85
107	HY-NT	53*	0	1	1	0	0	0	0	0	0	2	18.0	57	57	100.00	52	109.62
108	NT-HY	30	0	6	1	4	0	0	0	0	0	11	26.4	50	50	100.00	50	100.00
109	HY-NT	37	2	0	0	0	2	0	0	0	0	4	61.5	47	50	94.00	50	94.00
110	NT-HY	27	0	10	2	3	0	0	0	0	0	15	23.3	50	52	96.15	52	96.15
111	HY-NT	36	0	3	0	0	3	0	0	0	0	6	39.8	51	52	98.08	52	98.08
112	NT-HY	13	0	4	0	0	4	0	0	0	0	8	39.4	33	50	66.00	50	66.00
200	VH-WH	6	1*	4	0	2	3	0	0	0	0	10	37.0	30	45	66.67	45	66.67
201	WH-VH	1	0	0	7	3	2	0	0	0	0	12	37.7	32	42	76.19	42	76.19
202	VH-WH	10	0	0	2	1	3	0	0	0	0	6	48.5	29	42	69.05	42	69.05
203	WH-VH	0	0	0	2	1	9	0	0	0	0	12	53.8	43	45	95.56	45	95.56
204	VH-WH	13	0	3	0	1	3	0	0	0	0	7	41.4	31	45	68.89	45	68.89
205	WH-VH	4	1	2	5	0	3	1	0	0	0	12	39.8	34	42	80.95	42	80.95
206	VH-WH	6	0	1	0	2	4	0	0	0	0	7	51.1	29	42	69.05	42	69.05
207	WH-OB	24	0	3	1	1	3	0	0	0	0	8	38.8	44	45	97.78	45	97.78

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
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THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/01/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL	2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	OB-WH	0	0	0	1	1	7	0	0	0	0	0	9	56.0	33	45	73.33	45	73.33
209	WH-VH	18	0	3	2	1	3	0	0	0	0	0	9	38.3	40	42	95.24	42	95.24
210	VH-WH	6	0	2	5	0	0	0	0	0	0	0	11	36.6	34	42	80.95	42	80.95
211	WH-OB	22	0	1	0	0	0	0	0	0	0	0	1	18.0	23	45	51.11	45	51.11
212	OB-WH	24	0	2	2	1	3	0	0	0	0	0	8	41.8	45	45	100.00	45	100.00
213	WH-VH	25	0	1	1	0	2	0	0	0	0	0	4	39.3	36	42	85.71	42	85.71
214	VH-WH	23	1	1	4	1	2	0	0	0	0	0	9	36.5	44	44	100.00	42	104.76
215	WH-OB	37	2*	1	1	0	1	0	0	0	0	0	5	36.7	47	47	100.00	45	104.44
216	OB-WH	19	0	3	7	3	0	0	0	0	0	0	13	27.6	45	45	100.00	45	100.00
217	WH-VH	38*	0	3	0	0	1	0	0	0	0	0	4	29.0	48	48	100.00	42	114.29
218	VH-WH	25	0	2	2	1	2	0	0	0	0	0	7	36.7	42	42	100.00	42	100.00
219	WH-OB	36	0	5	2	0	0	0	0	0	0	0	7	19.9	45	45	100.00	45	100.00
220	OB-WH	15	0	5	2	0	0	0	0	0	0	0	6	20.6	24	45	53.33	45	53.33
221	WH-VH	30	0	2	2	1	1	0	0	0	0	0	6	32.7	43	43	100.00	42	102.38
222	VH-WH	7	0	5	1	0	0	0	0	0	0	0	6	18.7	14	42	33.33	42	33.33
223	WH-OB	44*	0	1	0	0	1	0	0	0	0	0	2	41.0	50	50	100.00	45	111.11
224	OB-WH	13	0	4	1	0	0	0	0	0	0	0	5	17.0	19	45	42.22	45	42.22
225	WH-VH	41	0	3	0	0	1	0	0	0	0	0	4	29.8	48	48	100.00	42	114.29
226	VH-WH	3	0	0	0	0	1	0	0	0	0	0	1	64.0	7	42	16.67	42	16.67
227	WH-VH	47	0	4	1	0	0	0	0	0	0	0	5	17.6	53	53	100.00	45	117.78
301	HY-NT	4	1	2	4	3	4	0	0	0	0	0	14	39.4	40	40	100.00	39	102.56
302	NT-HY	0	0	1	3	0	6	0	0	0	0	0	10	46.8	31	39	79.49	39	79.49
305	HY-NT	2	0	0	3	0	7	0	0	0	0	0	10	53.0	36	39	92.31	39	92.31
306	NT-HY	1	0	1	2	2	6	0	0	0	0	0	11	49.1	36	39	92.31	39	92.31
309	HY-NT	2	0	0	2	0	8	0	0	0	0	0	10	54.2	38	39	97.44	39	97.44
310	NT-HY	0	0	1	3	0	7	0	0	0	0	0	11	50.4	35	39	89.74	39	89.74
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		1936	14	174	112	45	142	3	0	6	6	6	496	56.8	3100	3713	83.49	3632	85.35

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
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THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/02/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	31	0	3	6	0	2	0	0	0	0	11	31.8	54	60	90.00	60	90.00
006	VH-WH	23	0	5	0	0	1	0	0	0	0	6	24.5	32	52	61.54	52	61.54
007	WH-VH	38	0	1	0	0	2	0	0	1	1	4	58.3	49	52	94.23	52	94.23
008	VH-WH	43*	1*	6	0	0	1	0	0	0	0	8	27.6	56	60	93.33	60	93.33
009	WH-VH	53	0	6	0	0	0	0	0	0	0	6	18.3	59	60	98.33	60	98.33
010	VH-WH	38	0	2	0	0	1	0	0	0	0	3	33.3	44	52	84.62	52	84.62
011	WH-OB	50*	0	0	0	0	0	0	0	0	0	0	.0	52	52	100.00	52	100.00
012	VH-WH	47	0	4	1	0	0	0	0	1	1	6	24.8	55	60	91.67	60	91.67
013	WH-VH	50*	0	4	0	0	0	0	0	0	0	4	18.3	55	60	91.67	60	91.67
014	OB-WH	51*	0	2	0	0	0	0	0	0	0	2	18.0	54	54	100.00	52	103.85
015	WH-OB	42*	0	1	0	0	2	0	0	0	0	3	45.0	52	52	100.00	52	100.00
016	VH-WH	47	0	3	2	0	0	0	0	0	0	5	24.8	54	60	90.00	60	90.00
017	WH-VH	47	0	2	1	0	0	0	0	0	0	3	22.7	51	60	85.00	60	85.00
018	OB-WH	47*	0	1	1	0	0	0	0	0	0	2	26.0	51	52	98.08	52	98.08
019	WH-OB	46*	2	0	1	0	0	0	0	0	0	3	32.0	51	52	98.08	52	98.08
020	VH-WH	41	0	7	0	2	0	0	0	0	0	9	21.8	54	60	90.00	60	90.00
021	WH-VH	49	0	0	0	1	0	0	0	0	0	1	36.0	52	60	86.67	60	86.67
022	OB-WH	39	0	3	1	0	0	0	0	0	0	4	21.5	44	52	84.62	52	84.62
023	WH-OB	48	1	7	0	0	0	0	0	0	0	8	19.4	56	56	100.00	52	107.69
024	VH-WH	28	0	6	1	0	0	0	0	1	1	8	23.9	38	60	63.33	60	63.33
025	WH-VH	53	0	2	1	0	0	0	0	0	0	3	18.7	57	60	95.00	60	95.00
026	OB-WH	26*	0	2	0	0	0	0	0	0	0	2	17.0	29	52	55.77	52	55.77
027	WH-OB	50	0	3	0	0	0	0	0	0	0	3	17.3	53	53	100.00	52	101.92
028	VH-WH	11	0	2	0	0	0	0	0	0	0	2	17.5	13	60	21.67	60	21.67
029	WH-VH	54	0	3	0	0	0	0	0	0	0	3	16.7	57	60	95.00	60	95.00
030	OB-WH	14	0	0	0	0	0	0	0	0	0	0	.0	14	52	26.92	52	26.92
031	WH-VH	42	1*	1	0	0	0	0	0	0	0	2	17.0	45	52	86.54	52	86.54
032	VH-WH	5	0	0	0	0	0	0	0	0	0	0	.0	5	60	8.33	60	8.33
101	HY-NT	35	0	1	0	1	2	0	0	0	0	4	44.5	47	50	94.00	50	94.00
102	NT-HY	47	0	3	0	0	1	0	0	0	0	4	29.0	54	54	100.00	52	103.85
103	HY-NT	50	0	0	1	0	0	0	0	1	1	2	54.0	54	54	100.00	52	103.85
104	NT-HY	45*	0	1	0	0	0	0	0	0	0	1	18.0	47	50	94.00	50	94.00
105	HY-NT	44	2	1	1	0	0	0	0	0	0	4	20.0	49	50	98.00	50	98.00
106	NT-HY	50*	0	1	0	0	0	0	0	1	1	2	51.0	54	54	100.00	52	103.85
107	HY-NT	48*	0	4	0	0	0	0	0	0	0	4	17.5	53	53	100.00	52	101.92
108	NT-HY	41	0	3	0	0	0	0	0	0	0	3	18.3	44	50	88.00	50	88.00
109	HY-NT	40	0	2	0	0	2	0	0	0	0	4	38.0	50	50	100.00	50	100.00
110	NT-HY	34	0	3	1	3	0	0	0	0	0	7	29.1	48	52	92.31	52	92.31
111	HY-NT	49	0	0	0	0	1	0	0	0	0	1	59.0	53	53	100.00	52	101.92
112	NT-HY	13	0	2	0	0	0	0	0	0	0	2	19.0	15	50	30.00	50	30.00
200	VH-WH	11	0	2	0	2	1	0	0	0	0	5	38.8	23	45	51.11	45	51.11
201	WH-VH	0	0	0	5	2	4	0	0	0	0	11	45.1	32	42	76.19	42	76.19
202	VH-WH	16	0	2	2	1	3	0	0	0	0	8	39.0	37	42	88.10	42	88.10
203	WH-VH	38	0	2	0	0	1	0	0	0	0	3	34.0	44	45	97.78	45	97.78
204	VH-WH	35*	1*	2	0	0	1	0	0	0	0	4	30.3	44	45	97.78	45	97.78
205	WH-VH	2	1*	1	4	1	2	0	0	0	0	9	35.1	24	42	57.14	42	57.14
206	VH-WH	0	0	0	1	0	4	0	0	0	0	5	53.6	18	42	42.86	42	42.86
207	WH-OB	31*	0	1	0	0	2	0	0	0	0	3	45.0	42	45	93.33	45	93.33

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

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SSA115
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TRP	ROUTE	TOTAL AUTOS	TRLRS	TRUCKS					U.S. MAIL			TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
				1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL							
208	OB-WH	34*	0	2	1	0	2	0	0	0	0	5	36.8	47	47	100.00	45	104.44
209	WH-VH	36	1	3	1	0	1	0	0	0	0	6	26.2	46	46	100.00	42	109.52
210	VH-WH	16	0	0	2	0	3	0	0	0	0	5	46.4	32	42	76.19	42	76.19
211	WH-OB	25*	0	2	2	0	2	0	0	0	0	6	33.7	40	45	88.89	45	88.89
212	OB-WH	43*	1*	2	0	0	0	0	0	0	0	3	19.0	48	48	100.00	45	106.67
213	WH-VH	26	1*	4	0	1	1	0	0	0	0	7	32.3	39	42	92.86	42	92.86
214	VH-WH	43*	0	1	1	0	0	0	0	0	0	2	25.0	47	47	100.00	42	111.90
215	WH-OB	42	1*	1	1	0	0	0	0	1	1	4	36.0	49	49	100.00	45	108.89
216	OB-WH	39	1*	4	1	0	1	0	0	0	0	7	30.5	51	51	100.00	45	113.33
217	WH-VH	35	0	2	2	0	0	0	0	0	0	4	19.3	41	42	97.62	42	97.62
218	VH-WH	36	0	2	0	0	2	0	0	0	0	4	38.8	46	46	100.00	42	109.52
219	WH-OB	40	1*	3	0	1	0	0	0	0	0	5	28.5	48	48	100.00	45	106.67
220	OB-WH	24	1*	4	3	0	0	0	0	0	0	8	22.1	36	45	80.00	45	80.00
221	WH-VH	44	0	4	0	0	0	0	0	0	0	4	18.3	48	48	100.00	42	114.29
222	VH-WH	32*	0	5	0	0	0	0	0	0	0	5	17.6	39	42	92.86	42	92.86
223	WH-OB	39*	1*	6	1	0	1	0	0	0	0	9	27.1	54	54	100.00	45	120.00
224	OB-WH	5	0	2	1	0	0	0	0	0	0	3	22.0	9	45	20.00	45	20.00
225	WH-VH	55	0	2	0	0	0	0	0	0	0	2	18.0	57	57	100.00	42	135.71
226	VH-WH	1	0	0	0	0	0	0	0	0	0	0	.0	1	42	2.38	42	2.38
227	WH-VH	43	0	4	0	1	0	0	0	0	0	5	22.0	50	50	100.00	45	111.11
301	HY-NT	4	0	0	7	3	3	0	0	0	0	13	38.0	39	39	100.00	39	100.00
302	NT-HY	0	0	1	1	0	8	0	0	0	0	10	53.7	35	39	89.74	39	89.74
305	HY-NT	10	0	0	1	1	5	1	0	0	0	8	54.6	40	40	100.00	39	102.56
306	NT-HY	5	0	0	4	1	6	0	0	0	0	11	47.5	40	40	100.00	39	102.56
309	HY-NT	33	0	5	0	0	0	0	0	0	0	5	18.6	38	39	97.44	39	97.44
310	NT-HY	0	0	0	2	2	3	0	0	0	0	7	44.9	22	39	56.41	39	56.41
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		2452	17	166	61	23	71	1	0	6	6	345	65.8	3160	3715	85.06	3632	87.00

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/03/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	TRUCKS					U.S. MAIL			TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
				1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL							
005	WH-VH	49	0	2	1	0	0	0	0	0	0	3	21.0	53	60	88.33	60	88.33
006	VH-WH	7	1*	2	0	0	1	0	0	0	0	4	37.0	15	52	28.85	52	28.85
007	WH-VH	52	0	2	0	0	1	0	0	0	0	3	31.0	58	58	100.00	52	111.54
008	VH-WH	4	1*	5	0	0	0	0	0	0	0	6	22.0	11	60	18.33	60	18.33
009	WH-VH	48*	0	3	1	0	2	0	0	0	0	6	32.3	62	62	100.00	60	103.33
010	VH-WH	28	0	3	0	0	1	0	0	0	0	4	27.3	35	52	67.31	52	67.31
011	WH-OB	56	0	3	1	0	0	0	0	0	0	4	19.0	61	61	100.00	52	117.31
012	VH-WH	33	0	6	1	0	0	0	0	0	0	7	18.9	41	60	68.33	60	68.33
013	WH-VH	58	3*	6	0	0	0	0	0	0	0	9	23.2	68	68	100.00	60	113.33
014	OB-WH	38	0	1	2	0	0	0	0	0	0	3	19.3	43	52	82.69	52	82.69
015	WH-OB	45*	1	1	1	0	0	0	0	0	0	3	18.5	50	52	96.15	52	96.15
016	VH-WH	50	0	4	0	0	0	0	0	0	0	4	18.5	54	60	90.00	60	90.00
017	WH-VH	56*	0	1	0	0	0	0	0	0	0	1	19.0	58	60	96.67	60	96.67
018	OB-WH	47	0	1	0	0	0	0	0	0	0	1	15.0	48	52	92.31	52	92.31
019	WH-OB	50	0	0	1	0	0	0	0	0	0	1	21.0	52	52	100.00	52	100.00
020	VH-WH	43*	1*	1	2	0	0	0	0	0	0	4	35.3	51	60	85.00	60	85.00
021	WH-VH	50	0	2	0	0	0	0	0	0	0	2	17.5	52	60	86.67	60	86.67
022	OB-WH	17	0	3	0	0	0	0	0	0	0	3	17.7	20	52	38.46	52	38.46
023	WH-OB	43	1	4	0	0	0	0	0	0	0	5	20.8	48	52	92.31	52	92.31
024	VH-WH	18	0	1	0	0	0	0	0	0	0	1	18.0	19	60	31.67	60	31.67
025	WH-VH	52	0	7	0	0	0	0	0	0	0	7	17.6	59	60	98.33	60	98.33
026	OB-WH	23	1	1	0	0	0	0	0	0	0	2	16.0	25	52	48.08	52	48.08
027	WH-OB	44	1	4	1	0	0	0	0	0	0	6	19.2	51	52	98.08	52	98.08
028	VH-WH	8	0	0	0	0	0	0	0	0	0	0	.0	8	60	13.33	60	13.33
029	WH-VH	50	0	5	0	0	0	0	0	0	0	5	18.2	55	60	91.67	60	91.67
030	OB-WH	10	0	0	0	0	0	0	0	0	0	0	.0	10	52	19.23	52	19.23
031	WH-VH	12	0	2	0	0	0	0	0	0	0	2	17.0	14	52	26.92	52	26.92
032	VH-WH	6	0	1	0	0	0	0	0	0	0	1	18.0	7	60	11.67	60	11.67
101	HY-NT	40	0	2	0	0	2	0	0	0	0	4	38.5	50	50	100.00	50	100.00
102	NT-HY	12	0	3	1	0	2	0	0	0	0	6	32.5	25	52	48.08	52	48.08
103	HY-NT	51*	0	1	1	0	0	0	0	0	0	2	18.5	55	55	100.00	52	105.77
104	NT-HY	23	0	1	0	0	1	0	0	0	0	2	39.0	28	50	56.00	50	56.00
105	HY-NT	43	0	1	1	0	0	0	0	0	0	2	18.5	46	50	92.00	50	92.00
106	NT-HY	36*	0	4	1	0	1	0	0	0	0	6	25.5	47	52	90.38	52	90.38
107	HY-NT	52	0	1	1	0	0	0	0	0	0	2	26.0	55	55	100.00	52	105.77
108	NT-HY	5*	0	1	0	1	1	0	0	0	0	3	37.7	14	50	28.00	50	28.00
109	HY-NT	34	3*	1	0	0	2	0	0	0	0	6	45.3	49	50	98.00	50	98.00
110	NT-HY	3	0	0	1	1	1	0	0	0	0	3	43.0	12	52	23.08	52	23.08
111	HY-NT	13*	2*	6	1	0	2	0	0	0	0	11	31.9	33	52	63.46	52	63.46
112	NT-HY	0	0	0	0	1	0	0	0	0	0	1	35.0	3	50	6.00	50	6.00
200	VH-WH	6	0	2	0	0	1	0	0	0	0	3	32.0	12	45	26.67	45	26.67
201	WH-VH	1	2*	2	3	2	0	1	0	0	0	10	42.5	24	42	57.14	42	57.14
202	VH-WH	6	0	4	0	0	1	0	0	0	0	5	26.6	14	42	33.33	42	33.33
203	WH-VH	43	1	6	2	0	0	0	0	0	0	9	19.1	54	54	100.00	45	120.00
204	VH-WH	14*	0	4	1	1	0	1	0	0	0	7	29.1	29	45	64.44	45	64.44
205	WH-VH	34	0	5	0	0	0	0	0	0	0	5	17.8	39	42	92.86	42	92.86
206	VH-WH	26	0	4	0	0	0	0	0	0	0	4	17.3	30	42	71.43	42	71.43
207	WH-OB	43	1*	1	0	0	0	0	0	0	0	2	38.0	46	46	100.00	45	102.22

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/03/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	TRUCKS					U.S. MAIL			TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
				1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL							
208	OB-WH	43	0	7	0	0	0	0	0	0	0	7	18.3	50	50	100.00	45	111.11
209	WH-VH	31	0	2	0	0	0	0	0	0	0	2	17.5	33	42	78.57	42	78.57
210	VH-WH	43*	0	0	0	0	1	0	0	0	0	1	59.0	48	48	100.00	42	114.29
211	WH-OB	29	0	5	0	0	0	0	0	0	0	5	18.4	34	45	75.56	45	75.56
212	OB-WH	34	0	3	1	0	1	0	0	0	0	5	28.6	43	45	95.56	45	95.56
213	WH-VH	33	0	2	0	0	2	0	0	0	0	4	37.8	43	43	100.00	42	102.38
214	VH-WH	35*	0	1	1	0	0	0	0	0	0	2	20.0	40	42	95.24	42	95.24
215	WH-OB	40*	1	3	0	1	0	0	0	0	0	5	23.0	48	48	100.00	45	106.67
216	OB-WH	26	0	2	2	0	0	0	0	0	0	4	20.5	32	45	71.11	45	71.11
217	WH-VH	44	1	2	0	0	0	0	0	0	0	3	19.0	47	47	100.00	42	111.90
218	VH-WH	14	0	1	0	0	0	0	0	0	0	1	19.0	15	42	35.71	42	35.71
219	WH-OB	43	0	5	0	0	0	0	0	0	0	5	18.0	48	48	100.00	45	106.67
220	OB-WH	12	0	2	0	0	0	0	0	0	0	2	17.5	14	45	31.11	45	31.11
221	WH-VH	49	1*	2	0	0	0	0	0	0	0	3	27.5	53	53	100.00	42	126.19
222	VH-WH	12	1	0	0	0	0	1	0	0	0	2	70.0	18	42	42.86	42	42.86
223	WH-OB	39*	0	4	0	0	1	0	0	0	0	5	27.0	48	48	100.00	45	106.67
224	OB-WH	9	0	0	0	0	0	0	0	0	0	0	.0	9	45	20.00	45	20.00
225	WH-VH	42	1*	5	0	0	0	0	0	0	0	6	21.8	49	49	100.00	42	116.67
226	VH-WH	11	0	0	0	0	0	0	0	0	0	0	.0	11	42	26.19	42	26.19
227	WH-VH	38	0	2	0	0	0	0	0	0	0	2	18.0	40	45	88.89	45	88.89
301	HY-NT	21	0	0	6	0	2	0	0	0	0	8	36.6	41	41	100.00	39	105.13
302	NT-HY	3	0	0	1	0	1	0	0	0	0	2	40.0	9	39	23.08	39	23.08
305	HY-NT	21	0	1	2	3	1	0	0	0	0	7	36.6	39	39	100.00	39	100.00
306	NT-HY	0	0	1	2	0	0	0	0	0	0	3	29.3	5	39	12.82	39	12.82
309	HY-NT	33	0	5	0	0	0	0	0	0	0	5	17.2	38	39	97.44	39	97.44
310	NT-HY	3	0	0	0	0	0	0	0	0	0	0	.0	3	39	7.69	39	7.69
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY	TOTAL	2190	24	175	39	10	28	3	0	0	0	279	83.3	2651	3719	71.28	3632	72.99

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/04/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	13	0	6	1	1	0	0	0	0	0	8	23.0	24	60	40.00	60	40.00
006	VH-WH	3	0	1	0	0	0	0	0	0	0	1	19.0	4	52	7.69	52	7.69
007	WH-VH	36	1	2	4	0	1	0	0	0	0	8	26.6	51	52	98.08	52	98.08
008	VH-WH	5	0	0	1	0	0	0	0	0	0	1	22.0	7	60	11.67	60	11.67
009	WH-VH	49	0	1	0	0	2	0	0	0	0	3	45.3	58	60	96.67	60	96.67
010	VH-WH	18	1*	4	0	0	0	0	0	0	0	5	22.5	24	52	46.15	52	46.15
011	WH-OB	42	0	1	2	0	0	0	0	0	0	3	24.3	47	52	90.38	52	90.38
012	VH-WH	36	0	1	1	1	1	0	0	0	0	4	40.0	46	60	76.67	60	76.67
013	WH-VH	49	1	4	1	0	1	0	0	0	0	7	26.2	60	60	100.00	60	100.00
014	OB-WH	35*	0	3	1	0	1	0	0	0	0	5	26.4	45	52	86.54	52	86.54
015	WH-OB	49	0	1	0	0	1	0	0	0	0	2	37.0	54	54	100.00	52	103.85
016	VH-WH	31*	0	3	1	0	0	0	0	0	0	4	18.0	37	60	61.67	60	61.67
017	WH-VH	44*	0	5	2	1	0	0	0	0	0	8	21.0	57	60	95.00	60	95.00
018	OB-WH	23	0	2	0	0	1	0	0	0	0	3	31.7	29	52	55.77	52	55.77
019	WH-OB	44	1*	3	1	0	0	0	0	0	0	5	27.8	51	52	98.08	52	98.08
020	VH-WH	37*	0	1	3	0	0	0	0	0	0	4	29.3	45	60	75.00	60	75.00
021	WH-VH	28*	1*	4	1	0	0	0	0	0	0	6	17.6	37	60	61.67	60	61.67
022	OB-WH	25	0	1	2	0	0	0	0	0	0	3	28.0	30	52	57.69	52	57.69
023	WH-OB	19	0	3	0	0	0	0	0	0	0	3	16.7	22	52	42.31	52	42.31
024	VH-WH	42	0	1	0	0	0	0	0	0	0	1	18.0	43	60	71.67	60	71.67
025	WH-VH	17	2*	2	0	0	0	0	0	0	0	4	27.5	23	60	38.33	60	38.33
026	OB-WH	33	0	2	0	0	0	0	0	0	0	2	17.0	35	52	67.31	52	67.31
027	WH-OB	24*	0	4	0	0	0	0	0	0	0	4	16.8	29	52	55.77	52	55.77
028	VH-WH	37	0	1	0	0	0	0	0	0	0	1	19.0	38	60	63.33	60	63.33
029	WH-VH	20	0	5	0	0	0	0	0	0	0	5	17.8	25	60	41.67	60	41.67
030	OB-WH	47	0	1	1	0	0	0	0	0	0	2	19.5	50	52	96.15	52	96.15
031	WH-VH	1	0	2	0	0	0	0	0	0	0	2	19.0	3	52	5.77	52	5.77
032	VH-WH	42	0	2	1	0	0	0	0	0	0	3	20.0	46	60	76.67	60	76.67
101	HY-NT	17	0	3	1	1	3	0	0	0	0	8	37.0	37	50	74.00	50	74.00
102	NT-HY	7	0	1	0	1	4	1	0	0	0	7	53.9	32	52	61.54	52	61.54
103	HY-NT	19	1*	2	2	2	2	0	0	0	0	9	37.8	41	52	78.85	52	78.85
104	NT-HY	10	0	1	0	0	3	0	0	0	0	4	50.3	23	50	46.00	50	46.00
105	HY-NT	12	0	4	0	1	0	0	0	0	0	5	13.6	19	50	38.00	50	38.00
106	NT-HY	11	1	0	0	0	0	0	0	0	0	1	.0	12	52	23.08	52	23.08
107	HY-NT	29	1	4	0	0	2	0	0	0	0	7	32.5	42	52	80.77	52	80.77
108	NT-HY	6	0	2	2	4	0	0	0	0	0	8	31.8	24	50	48.00	50	48.00
109	HY-NT	17	0	0	0	0	1	0	0	0	0	1	59.0	21	50	42.00	50	42.00
110	NT-HY	8	0	0	0	0	1	0	0	0	0	1	64.0	12	52	23.08	52	23.08
111	HY-NT	8	2*	3	0	0	0	0	0	0	0	5	16.7	14	52	26.92	52	26.92
112	NT-HY	22	0	2	0	0	0	0	0	0	0	2	18.5	24	50	48.00	50	48.00
200	VH-WH	0	0	3	0	0	2	0	0	0	0	5	34.8	11	45	24.44	45	24.44
201	WH-VH	0	0	0	7	1	1	1	0	0	0	10	39.1	27	42	64.29	42	64.29
202	VH-WH	3	0	1	0	0	1	0	0	0	0	2	39.0	8	42	19.05	42	19.05
203	WH-VH	0	0	0	2	0	4	0	0	0	0	6	46.8	20	45	44.44	45	44.44
204	VH-WH	8	0	0	0	0	1	0	0	0	0	1	63.0	12	45	26.67	45	26.67
205	WH-VH	12	0	1	1	0	1	0	0	0	0	3	32.7	19	42	45.24	42	45.24
206	VH-WH	6	0	0	0	0	1	0	0	0	0	1	59.0	10	42	23.81	42	23.81
207	WH-OB	25*	1*	2	1	0	0	0	0	0	0	4	33.7	32	45	71.11	45	71.11

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/04/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	OB-WH	0	0	0	1	0	3	0	0	0	0	4	50.3	14	45	31.11	45	31.11
209	WH-VH	28	1*	1	0	0	0	0	0	0	0	2	19.0	31	42	73.81	42	73.81
210	VH-WH	19*	0	1	1	0	0	0	0	0	0	2	25.5	23	42	54.76	42	54.76
211	WH-OB	40	0	2	1	0	0	0	0	0	0	3	19.0	44	45	97.78	45	97.78
212	OB-WH	23	0	2	0	0	0	0	0	0	0	2	18.5	25	45	55.56	45	55.56
213	WH-VH	37	0	6	0	0	0	0	0	0	0	6	17.0	43	43	100.00	42	102.38
214	VH-WH	16	0	2	1	0	0	0	0	0	0	3	23.3	20	42	47.62	42	47.62
215	WH-OB	21	0	2	2	1	0	0	0	0	0	5	25.0	30	45	66.67	45	66.67
216	OB-WH	11	0	1	1	1	0	0	0	0	0	3	25.3	17	45	37.78	45	37.78
217	WH-VH	7	0	0	0	0	0	0	0	0	0	0	.0	7	42	16.67	42	16.67
218	VH-WH	36	1*	2	1	0	0	0	0	0	0	4	22.7	42	42	100.00	42	100.00
219	WH-OB	9*	0	1	0	0	1	0	0	0	0	2	40.0	15	45	33.33	45	33.33
220	OB-WH	29	0	5	1	0	0	0	0	0	0	6	18.3	36	45	80.00	45	80.00
221	WH-VH	6	0	0	0	0	0	0	0	0	0	0	.0	6	42	14.29	42	14.29
222	VH-WH	33*	1	1	1	1	0	0	0	0	0	4	30.0	41	42	97.62	42	97.62
223	WH-OB	4	0	2	0	0	0	0	0	0	0	2	18.0	6	45	13.33	45	13.33
301	HY-NT	0	0	0	3	5	4	0	0	0	0	12	43.4	37	39	94.87	39	94.87
302	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	39	.00	39	.00
305	HY-NT	8	1*	0	0	0	2	0	0	0	0	3	60.5	18	39	46.15	39	46.15
306	NT-HY	0	0	0	2	4	3	0	0	0	0	9	43.8	28	39	71.79	39	71.79
309	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	39	.00	39	.00
310	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	39	.00	39	.00
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY	TOTAL	1396	17	123	54	25	48	2	0	0	0	269	60.0	1943	3461	56.14	3458	56.19

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/05/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	11	0	4	5	3	1	0	0	0	0	13	29.8	38	60	63.33	60	63.33
006	VH-WH	36	0	4	1	1	1	0	0	0	0	7	29.6	49	52	94.23	52	94.23
007	WH-VH	7	0	6	1	0	4	0	0	1	1	12	37.5	33	52	63.46	52	63.46
008	VH-WH	52	0	5	0	0	0	0	0	0	0	5	16.8	57	60	95.00	60	95.00
009	WH-VH	32	0	10	5	0	1	0	0	1	1	17	25.4	58	60	96.67	60	96.67
010	VH-WH	48	0	6	1	0	0	0	0	0	0	7	18.1	56	56	100.00	52	107.69
011	WH-OB	34	0	3	5	0	0	0	0	0	0	8	22.1	47	52	90.38	52	90.38
012	VH-WH	48*	0	7	1	0	0	0	0	1	1	9	23.6	60	60	100.00	60	100.00
013	WH-VH	45	0	5	0	0	2	0	0	0	0	7	28.4	58	60	96.67	60	96.67
014	OB-WH	45	0	4	0	0	0	0	0	1	1	5	26.3	51	52	98.08	52	98.08
015	WH-OB	46	1*	1	0	0	0	0	0	0	0	2	36.0	49	52	94.23	52	94.23
016	VH-WH	54	0	1	2	0	0	0	0	0	0	3	26.7	59	60	98.33	60	98.33
017	WH-VH	60	0	1	0	0	0	0	0	0	0	1	17.0	61	61	100.00	60	101.67
018	OB-WH	40	0	3	3	0	1	0	0	0	0	7	24.7	53	53	100.00	52	101.92
019	WH-OB	32	0	1	1	2	0	0	0	0	0	4	31.3	41	52	78.85	52	78.85
020	VH-WH	50	0	2	1	0	1	0	0	0	0	5	27.0	60	60	100.00	60	100.00
021	WH-VH	45	0	6	1	0	1	0	0	0	0	8	23.8	57	60	95.00	60	95.00
022	OB-WH	47*	0	2	1	0	0	0	0	0	0	3	23.3	52	52	100.00	52	100.00
023	WH-OB	47	1	3	0	0	1	0	0	0	0	5	29.5	55	55	100.00	52	105.77
024	VH-WH	44	0	4	2	0	0	0	0	0	0	7	27.2	54	60	90.00	60	90.00
025	WH-VH	34	1*	5	1	0	2	0	0	0	0	9	30.4	51	60	85.00	60	85.00
026	OB-WH	39*	0	3	1	0	0	0	0	0	0	4	20.8	45	52	86.54	52	86.54
027	WH-OB	24	0	5	5	0	0	0	0	0	0	10	20.5	39	52	75.00	52	75.00
028	VH-WH	46	0	4	1	0	1	0	0	0	0	6	27.3	56	60	93.33	60	93.33
029	WH-VH	12	0	4	1	0	0	0	0	0	0	5	18.8	18	60	30.00	60	30.00
030	OB-WH	35	0	1	0	0	0	0	0	0	0	1	19.0	36	52	69.23	52	69.23
031	WH-VH	9	0	5	0	0	0	0	0	0	0	5	17.8	14	52	26.92	52	26.92
032	VH-WH	27	0	2	0	0	1	0	0	0	0	3	32.7	33	60	55.00	60	55.00
101	HY-NT	11	0	7	4	2	1	0	0	0	0	14	27.0	36	50	72.00	50	72.00
102	NT-HY	15	0	4	0	1	6	0	0	0	0	11	43.6	46	52	88.46	52	88.46
103	HY-NT	12	0	5	3	1	3	0	0	1	1	13	36.9	40	52	76.92	52	76.92
104	NT-HY	31	0	2	0	0	1	0	0	0	0	3	32.0	37	50	74.00	50	74.00
105	HY-NT	19*	0	2	2	0	1	0	0	0	0	5	31.0	30	50	60.00	50	60.00
106	NT-HY	30*	0	2	1	0	3	0	0	1	1	7	46.7	49	52	94.23	52	94.23
107	HY-NT	38*	0	2	3	1	1	0	0	0	0	7	29.0	54	54	100.00	52	103.85
108	NT-HY	26	0	5	1	2	2	0	0	0	0	10	32.0	47	50	94.00	50	94.00
109	HY-NT	17	1*	7	3	0	2	0	0	0	0	13	28.7	40	50	80.00	50	80.00
110	NT-HY	15	0	2	5	4	2	0	0	0	0	13	36.7	47	52	90.38	52	90.38
111	HY-NT	15	1	5	0	0	6	0	0	0	0	12	43.4	45	52	86.54	52	86.54
112	NT-HY	5	0	2	1	0	3	0	0	0	0	6	41.0	21	50	42.00	50	42.00
200	VH-WH	27	0	2	0	0	3	0	0	0	0	5	42.8	41	45	91.11	45	91.11
201	WH-VH	0	0	0	7	4	1	0	0	0	0	12	37.5	30	42	71.43	42	71.43
202	VH-WH	0	1	1	2	2	3	0	0	0	0	9	46.8	24	42	57.14	42	57.14
203	WH-VH	0	0	1	0	0	5	0	0	0	0	6	52.7	21	45	46.67	45	46.67
204	VH-WH	23	0	1	0	1	2	0	0	0	0	4	48.3	35	45	77.78	45	77.78
205	WH-VH	1	0	3	5	0	3	0	0	0	0	11	33.5	26	42	61.90	42	61.90
206	VH-WH	1	0	0	0	1	1	0	0	0	0	2	53.5	8	42	19.05	42	19.05
207	WH-OB	9	0	1	1	0	1	0	0	0	0	3	34.0	16	45	35.56	45	35.56

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/05/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	TRUCKS					U.S. MAIL			TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
				1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL							
208	OB-WH	0	0	0	1	0	7	0	0	0	0	8	56.3	30	45	66.67	45	66.67
209	WH-VH	2	0	1	5	2	1	0	0	0	0	9	31.9	23	42	54.76	42	54.76
210	VH-WH	2	0	1	2	0	5	0	0	0	0	8	47.3	27	42	64.29	42	64.29
211	WH-OB	17	0	5	0	0	2	0	0	0	0	7	30.3	30	45	66.67	45	66.67
212	OB-WH	37	0	7	0	2	0	0	0	0	0	9	22.6	50	50	100.00	45	111.11
213	WH-VH	24	0	3	2	0	3	0	0	0	0	8	35.8	43	43	100.00	42	102.38
214	VH-WH	22	0	1	0	0	4	0	0	0	0	5	52.6	39	42	92.86	42	92.86
215	WH-OB	33*	1	4	4	1	1	0	0	1	1	12	33.8	56	56	100.00	45	124.44
216	OB-WH	22	1	2	4	3	1	0	0	0	0	11	33.5	46	46	100.00	45	102.22
217	WH-VH	37	1*	9	3	0	0	0	0	0	0	13	19.3	54	54	100.00	42	128.57
218	VH-WH	28	0	5	3	1	1	0	0	0	0	10	28.6	46	46	100.00	42	109.52
219	WH-OB	20	0	6	0	1	0	0	0	0	0	7	22.9	29	45	64.44	45	64.44
220	OB-WH	36	0	5	6	0	0	0	0	0	0	11	23.9	53	53	100.00	45	117.78
221	WH-VH	12	0	1	2	0	1	0	0	0	0	4	29.8	21	42	50.00	42	50.00
222	VH-WH	40	0	4	2	0	0	0	0	0	0	6	19.2	48	48	100.00	42	114.29
223	WH-OB	3	0	2	1	0	0	0	0	0	0	3	18.0	7	45	15.56	45	15.56
224	OB-WH	44	0	3	0	0	0	0	0	0	0	3	17.0	47	47	100.00	45	104.44
225	WH-VH	0	0	0	0	0	0	0	0	0	0	0	.0	0	42	.00	42	.00
226	VH-WH	36	0	8	1	0	0	0	0	0	0	9	18.3	46	46	100.00	42	109.52
227	WH-VH	4	0	1	0	0	0	0	0	0	0	1	18.0	5	45	11.11	45	11.11
301	HY-NT	0	0	0	4	3	5	0	0	0	0	12	43.8	37	39	94.87	39	94.87
302	NT-HY	0	0	1	2	0	5	0	0	0	0	8	48.8	25	39	64.10	39	64.10
305	HY-NT	5	0	1	2	0	7	0	0	0	0	10	48.0	38	39	97.44	39	97.44
306	NT-HY	0	0	0	7	1	5	0	0	0	0	13	41.7	37	39	94.87	39	94.87
309	HY-NT	4	0	1	2	2	6	0	0	0	0	11	48.9	39	39	100.00	39	100.00
310	NT-HY	0	0	0	1	0	8	0	0	0	0	9	56.0	34	39	87.18	39	87.18
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		1772	9	232	131	43	128	0	0	8	8	551	58.3	2943	3697	79.61	3632	81.03

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
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THE STEAMSHIP AUTHORITY
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 DATE: 7/06/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	3	0	6	7	2	3	0	0	0	0	18	32.7	41	60	68.33	60	68.33
006	VH-WH	25	0	7	0	1	3	0	0	0	0	11	32.1	47	52	90.38	52	90.38
007	WH-VH	13	0	13	4	0	2	0	0	1	1	20	26.1	44	52	84.62	52	84.62
008	VH-WH	48	0	8	1	0	0	0	0	0	0	9	18.1	58	60	96.67	60	96.67
009	WH-VH	30	0	12	6	3	0	0	0	0	0	21	22.7	63	63	100.00	60	105.00
010	VH-WH	39	0	5	1	0	1	0	0	0	0	7	24.4	50	52	96.15	52	96.15
011	WH-OB	36	0	6	1	2	0	0	0	0	0	9	24.2	50	52	96.15	52	96.15
012	VH-WH	41	1	4	1	0	1	0	0	1	1	8	36.0	54	60	90.00	60	90.00
013	WH-VH	48	0	0	3	0	1	1	0	0	0	5	37.2	63	63	100.00	60	105.00
014	OB-WH	44	1	4	1	0	0	0	0	0	0	6	20.8	51	52	98.08	52	98.08
015	WH-OB	0	0	0	0	0	0	0	0	0	0	0	.0	0	52	.00	52	.00
016	VH-WH	50*	0	6	3	0	0	0	0	0	0	9	20.6	63	63	100.00	60	105.00
017	WH-VH	70	0	5	0	0	0	0	0	1	1	6	24.8	77	77	100.00	60	128.33
018	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	52	.00	52	.00
019	WH-OB	0	0	0	0	0	0	0	0	0	0	0	.0	0	52	.00	52	.00
020	VH-WH	53	0	4	3	1	0	0	0	0	0	8	26.0	66	66	100.00	60	110.00
021	WH-VH	47*	2*	5	1	0	1	0	0	0	0	9	27.3	63	63	100.00	60	105.00
022	OB-WH	30*	0	2	3	0	0	0	0	0	0	5	22.2	39	39	100.00	39	100.00
023	WH-OB	0	0	0	0	0	0	0	0	0	0	0	.0	0	39	.00	39	.00
024	VH-WH	48	0	6	3	0	0	0	0	1	1	10	24.9	62	62	100.00	60	103.33
025	WH-VH	39	1	7	2	0	1	0	0	0	0	11	26.1	55	60	91.67	60	91.67
026	OB-WH	30	0	1	4	0	0	0	0	0	0	5	22.8	39	39	100.00	39	100.00
027	WH-OB	21	1*	6	0	0	0	0	0	0	0	7	21.2	29	52	55.77	52	55.77
028	VH-WH	45	0	8	1	2	1	0	0	0	0	12	25.1	65	65	100.00	60	108.33
029	WH-VH	15	0	5	0	0	0	0	0	0	0	5	17.2	20	60	33.33	60	33.33
030	OB-WH	42	0	2	4	0	1	0	0	0	0	7	27.6	56	56	100.00	52	107.69
031	WH-VH	10*	0	1	0	0	0	0	0	0	0	1	15.0	13	52	25.00	52	25.00
032	VH-WH	31	0	5	2	0	0	0	0	0	0	7	19.1	40	60	66.67	60	66.67
101	HY-NT	11	0	5	7	3	2	0	0	0	0	17	29.0	47	50	94.00	50	94.00
102	NT-HY	18	0	5	0	2	5	0	0	0	0	12	40.7	49	52	94.23	52	94.23
103	HY-NT	17	0	4	2	0	7	0	0	1	1	14	45.7	55	55	100.00	52	105.77
104	NT-HY	26	1*	3	1	0	1	1	0	0	0	7	41.0	44	50	88.00	50	88.00
105	HY-NT	30	0	3	2	0	3	0	0	0	0	8	34.0	49	50	98.00	50	98.00
106	NT-HY	25	0	6	2	1	3	0	0	1	1	13	32.3	52	52	100.00	52	100.00
107	HY-NT	49	0	6	0	0	0	0	0	0	0	6	17.7	55	55	100.00	52	105.77
108	NT-HY	18	0	6	4	2	3	0	0	0	0	15	32.3	50	50	100.00	50	100.00
109	HY-NT	24	0	5	3	1	3	0	0	0	0	12	34.0	50	50	100.00	50	100.00
110	NT-HY	11	1*	4	1	5	3	0	0	0	0	14	38.3	46	52	88.46	52	88.46
111	HY-NT	6	0	6	1	0	7	0	0	0	0	14	40.3	42	52	80.77	52	80.77
112	NT-HY	6	0	3	0	0	3	0	0	0	0	6	39.8	21	50	42.00	50	42.00
200	VH-WH	26*	1*	10	0	0	3	0	0	0	0	14	30.0	51	51	100.00	45	113.33
201	WH-VH	0	0	0	7	2	2	0	0	0	0	11	37.9	28	42	66.67	42	66.67
202	VH-WH	0	1	3	5	1	2	0	0	0	0	12	33.7	25	42	59.52	42	59.52
203	WH-VH	0	0	0	3	0	5	0	0	0	0	8	48.0	26	45	57.78	45	57.78
204	VH-WH	33	0	2	1	1	2	0	0	0	0	6	39.5	48	48	100.00	45	106.67
205	WH-VH	0	0	1	7	0	4	0	0	0	0	12	37.8	31	42	73.81	42	73.81
206	VH-WH	8	0	1	1	2	4	0	0	0	0	8	47.9	33	42	78.57	42	78.57
207	WH-OB	7	0	5	3	1	2	0	0	0	0	11	30.1	29	45	64.44	45	64.44

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/06/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	TRUCKS 2-SP	3-SP	4-SP	5-SP	U.S. MAIL 1-SP	2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	OB-WH	0	1	1	2	0	7	0	0	0	0	11	51.1	34	45	75.56	45	75.56
209	WH-VH	2	1*	1	7	2	1	0	0	0	0	12	37.4	29	42	69.05	42	69.05
210	VH-WH	8	0	2	5	0	4	0	0	0	0	11	38.9	36	42	85.71	42	85.71
211	WH-OB	18	0	8	1	0	2	0	0	0	0	11	26.2	36	45	80.00	45	80.00
212	OB-WH	32	1*	4	0	0	2	0	0	0	0	7	36.5	46	46	100.00	45	102.22
213	WH-VH	25*	1	1	1	0	3	0	0	0	0	6	46.2	42	42	100.00	42	100.00
214	VH-WH	17	0	1	1	0	4	0	0	0	0	6	48.7	36	42	85.71	42	85.71
215	WH-OB	35*	2*	5	0	1	1	0	0	0	0	9	34.4	51	51	100.00	45	113.33
216	OB-WH	30	1	4	3	3	0	0	0	0	0	11	29.4	50	50	100.00	45	111.11
217	WH-VH	17	0	4	1	2	2	0	0	0	0	9	35.8	37	42	88.10	42	88.10
218	VH-WH	31*	0	4	7	0	0	0	0	0	0	11	24.9	50	50	100.00	42	119.05
219	WH-OB	27	0	5	2	1	2	0	0	0	0	10	30.3	47	47	100.00	45	104.44
220	OB-WH	29	1	5	3	1	0	0	0	0	0	10	25.1	44	45	97.78	45	97.78
221	WH-VH	29	1	8	1	0	1	0	0	0	0	11	22.9	44	44	100.00	42	104.76
222	VH-WH	23	1*	5	1	1	1	1	0	0	0	10	34.0	44	44	100.00	42	104.76
223	WH-OB	16	0	4	0	0	1	0	0	0	0	5	27.2	24	45	53.33	45	53.33
225	WH-VH	0	0	0	0	0	0	0	0	0	0	0	.0	0	42	.00	42	.00
226	VH-WH	12	0	7	5	0	0	1	0	0	0	13	24.7	34	42	80.95	42	80.95
301	HY-NT	0	0	0	3	2	5	1	0	0	0	12	46.4	40	40	100.00	39	102.56
302	NT-HY	0	0	0	0	0	6	0	0	0	0	8	58.3	30	39	76.92	39	76.92
305	HY-NT	1	0	1	5	0	5	0	0	0	0	11	40.6	32	39	82.05	39	82.05
306	NT-HY	2	0	2	1	0	7	1	0	0	0	11	50.6	39	39	100.00	39	100.00
309	HY-NT	2	0	1	3	1	7	0	0	0	0	12	46.5	40	40	100.00	39	102.56
310	NT-HY	0	0	2	4	0	7	0	0	0	0	13	44.0	38	39	97.44	39	97.44
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		1529	20	281	157	49	147	6	0	6	6	666	59.0	2942	3592	81.90	3503	83.99

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/07/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	5	0	9	4	4	2	0	0	0	0	19	31.2	42	60	70.00	60	70.00
006	VH-WH	31	0	6	0	0	3	0	0	0	0	9	31.9	49	52	94.23	52	94.23
007	WH-VH	11	1*	8	4	2	2	0	0	1	1	18	32.7	45	52	86.54	52	86.54
008	VH-WH	44	0	8	1	0	1	0	0	0	0	10	21.6	58	60	96.67	60	96.67
009	WH-VH	26	2*	11	9	0	1	0	0	0	0	23	26.0	64	64	100.00	60	106.67
010	VH-WH	44	0	6	0	0	0	0	0	0	0	6	18.0	50	52	96.15	52	96.15
011	WH-OB	28	0	8	2	1	0	0	0	0	0	11	21.7	43	52	82.69	52	82.69
012	VH-WH	42	0	8	1	0	0	0	0	1	1	10	22.1	54	60	90.00	60	90.00
013	WH-VH	36	0	5	1	0	3	1	0	0	0	10	36.3	60	60	100.00	60	100.00
014	OB-WH	48	1	2	0	0	0	0	0	0	0	3	23.5	51	52	98.08	52	98.08
015	WH-OB	40	0	4	2	1	1	0	0	0	0	8	29.0	55	55	100.00	52	105.77
016	VH-WH	49	0	4	3	1	0	0	0	0	0	8	24.5	62	62	100.00	60	103.33
017	WH-VH	54	0	3	1	0	0	0	0	1	1	5	27.3	61	61	100.00	60	101.67
018	OB-WH	33	0	2	6	1	1	0	0	0	0	10	26.7	54	54	100.00	52	103.85
019	WH-OB	46	0	5	2	0	0	0	0	0	0	7	20.6	55	55	100.00	52	105.77
020	VH-WH	47	0	6	1	3	0	0	0	0	0	10	26.4	64	64	100.00	60	106.67
021	WH-VH	55	1*	8	1	1	0	0	0	0	0	11	23.0	70	70	100.00	60	116.67
022	OB-WH	38	0	6	2	1	0	0	0	0	0	9	23.9	51	52	98.08	52	98.08
023	WH-OB	46	2*	7	0	0	0	0	0	0	0	9	21.7	56	56	100.00	52	107.69
024	VH-WH	38	1*	7	5	0	0	0	0	1	1	14	26.8	59	60	98.33	60	98.33
025	WH-VH	42	0	8	0	0	2	0	0	0	0	10	27.7	58	60	96.67	60	96.67
026	OB-WH	30	0	2	2	0	0	0	0	0	0	4	23.5	36	52	69.23	52	69.23
027	WH-OB	42*	0	4	0	0	0	0	0	0	0	4	18.0	48	52	92.31	52	92.31
028	VH-WH	38	2*	9	2	1	1	1	0	0	0	16	30.1	67	67	100.00	60	111.67
029	WH-VH	39	0	7	0	0	0	0	0	0	0	7	18.6	46	60	76.67	60	76.67
030	OB-WH	31	3*	7	0	0	1	0	0	0	0	11	30.3	47	52	90.38	52	90.38
031	WH-VH	24	0	4	0	0	0	0	0	0	0	4	17.5	28	52	53.85	52	53.85
032	VH-WH	34	0	8	3	0	0	0	0	0	0	11	19.0	48	60	80.00	60	80.00
101	HY-NT	9	0	4	4	2	3	0	0	0	0	13	35.3	39	50	78.00	50	78.00
102	NT-HY	22	0	6	1	1	4	0	0	0	0	12	34.2	49	52	94.23	52	94.23
103	HY-NT	23	0	4	2	1	1	1	0	1	1	10	36.7	45	52	86.54	52	86.54
104	NT-HY	31	0	3	0	0	2	0	0	0	0	5	36.6	42	50	84.00	50	84.00
105	HY-NT	26	0	5	2	2	1	1	0	0	0	11	33.7	50	50	100.00	50	100.00
106	NT-HY	28	0	1	3	0	3	0	0	1	1	8	45.9	49	52	94.23	52	94.23
107	HY-NT	43	1*	5	2	1	0	0	0	0	0	9	21.4	57	57	100.00	52	109.62
108	NT-HY	25	0	2	7	2	0	0	0	0	0	11	27.5	47	50	94.00	50	94.00
109	HY-NT	22	0	5	1	2	4	0	0	0	0	12	37.5	51	51	100.00	50	102.00
110	NT-HY	23	0	7	6	2	0	0	0	0	0	15	22.3	48	52	92.31	52	92.31
111	HY-NT	16	0	6	0	0	6	1	0	0	0	13	43.1	51	52	98.08	52	98.08
112	NT-HY	21	0	4	1	0	5	0	0	0	0	10	40.7	47	50	94.00	50	94.00
200	VH-WH	18	0	11	2	1	2	0	0	0	0	16	26.6	44	45	97.78	45	97.78
201	WH-VH	0	0	0	6	2	2	1	0	0	0	11	40.9	31	42	73.81	42	73.81
202	VH-WH	2	1	1	3	1	3	0	0	0	0	9	46.1	25	42	59.52	42	59.52
203	WH-VH	0	0	1	3	0	5	1	0	0	0	10	48.5	32	45	71.11	45	71.11
204	VH-WH	21	1	7	0	1	3	0	0	0	0	12	34.1	44	45	97.78	45	97.78
205	WH-VH	2	0	2	4	1	2	0	0	0	0	9	35.8	23	42	54.76	42	54.76
206	VH-WH	11	1*	4	1	1	3	0	0	0	0	10	39.3	34	42	80.95	42	80.95
207	WH-OB	11	0	3	3	1	4	0	0	0	0	11	38.6	39	45	86.67	45	86.67

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/07/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	----- TRLRS	1-SP	TRUCKS 2-SP	3-SP	4-SP	5-SP	----- 1-SP	U.S. MAIL 2-SP	----- TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	OB-WH	0	1	1	1	1	5	1	0	0	0	10	52.8	32	45	71.11	45	71.11
209	WH-VH	4	0	2	5	1	0	0	0	0	0	8	26.6	19	42	45.24	42	45.24
210	VH-WH	9	1	2	3	1	3	0	0	0	0	10	40.3	33	42	78.57	42	78.57
211	WH-OB	18	2*	2	1	0	1	0	0	0	0	6	30.3	29	45	64.44	45	64.44
212	OB-WH	33	2	3	3	0	1	0	0	0	0	9	33.0	48	48	100.00	45	106.67
213	WH-VH	13	3*	4	2	0	2	0	0	0	0	11	33.4	34	42	80.95	42	80.95
214	VH-WH	17	0	2	2	0	4	0	0	0	0	8	41.5	39	42	92.86	42	92.86
215	WH-OB	37*	2*	7	1	0	1	0	0	0	0	11	31.6	55	55	100.00	45	122.22
216	OB-WH	27	0	1	6	1	1	0	0	0	0	9	34.0	47	47	100.00	45	104.44
217	WH-VH	10*	0	2	1	1	1	0	0	0	0	5	37.4	22	42	52.38	42	52.38
218	VH-WH	24	0	5	5	1	1	0	0	0	0	12	27.6	46	46	100.00	42	109.52
219	WH-OB	27	1*	4	1	0	1	0	0	0	0	7	30.0	39	45	86.67	45	86.67
220	OB-WH	24	0	9	5	2	0	0	0	0	0	16	22.4	49	49	100.00	45	108.89
221	WH-VH	28*	0	2	0	0	3	0	0	0	0	5	44.4	43	43	100.00	42	102.38
222	VH-WH	24	2*	7	5	0	0	0	0	0	0	14	23.8	45	45	100.00	42	107.14
223	WH-OB	14	1	4	0	0	1	0	0	0	0	6	28.8	23	45	51.11	45	51.11
301	HY-NT	0	0	0	5	4	4	0	0	0	0	13	40.8	38	39	97.44	39	97.44
302	NT-HY	0	0	1	0	2	7	0	0	0	0	10	53.2	35	39	89.74	39	89.74
305	HY-NT	2	0	0	2	0	8	0	0	0	0	10	53.6	38	39	97.44	39	97.44
306	NT-HY	0	0	2	2	1	7	0	0	0	0	12	46.6	37	39	94.87	39	94.87
309	HY-NT	4	0	0	3	1	7	0	0	0	0	11	48.6	41	41	100.00	39	105.13
310	NT-HY	2	0	0	4	3	4	1	0	0	0	12	46.0	40	40	100.00	39	102.56
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		1712	32	313	160	56	133	9	0	6	6	709	60.9	3160	3534	89.42	3458	91.38

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/08/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	----- TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	13	0	3	6	2	2	0	0	0	0	13	33.8	42	60	70.00	60	70.00
006	VH-WH	25	0	10	0	1	2	0	0	0	0	13	26.0	46	52	88.46	52	88.46
007	WH-VH	21	0	4	1	1	4	0	0	1	1	11	43.6	48	52	92.31	52	92.31
008	VH-WH	52	0	4	0	0	0	0	0	0	0	4	17.0	56	60	93.33	60	93.33
009	WH-VH	37	0	5	2	4	2	0	0	0	0	13	31.6	66	66	100.00	60	110.00
010	VH-WH	37*	0	4	2	1	0	0	0	0	0	7	22.7	49	52	94.23	52	94.23
011	WH-OB	42	0	9	2	0	0	0	0	0	0	11	19.2	55	55	100.00	52	105.77
012	VH-WH	47	0	4	1	0	0	0	0	1	1	6	26.6	55	60	91.67	60	91.67
013	WH-VH	50	0	4	0	1	0	0	0	0	0	5	22.4	57	60	95.00	60	95.00
014	OB-WH	48*	1*	0	0	0	0	0	0	0	0	1	.0	51	52	98.08	52	98.08
015	WH-OB	47*	0	7	0	0	2	0	0	0	0	9	26.6	63	63	100.00	52	121.15
016	VH-WH	51	0	3	1	0	0	0	0	0	0	4	18.5	56	60	93.33	60	93.33
017	WH-VH	49*	0	3	0	0	0	0	0	1	1	4	27.3	55	60	91.67	60	91.67
018	OB-WH	35	0	1	2	1	2	0	0	0	0	6	38.8	51	52	98.08	52	98.08
019	WH-OB	40*	0	4	0	0	0	0	0	0	0	4	18.3	46	52	88.46	52	88.46
020	VH-WH	46	0	2	3	1	0	0	0	0	0	6	28.3	57	60	95.00	60	95.00
021	WH-VH	47	1	1	1	0	0	0	0	0	0	3	25.0	51	60	85.00	60	85.00
022	OB-WH	43*	1*	2	2	0	0	0	0	0	0	5	30.3	52	52	100.00	52	100.00
023	WH-OB	48*	0	6	0	0	0	0	0	0	0	6	16.7	55	55	100.00	52	105.77
024	VH-WH	50	0	1	2	0	0	0	0	1	1	4	37.3	57	60	95.00	60	95.00
025	WH-VH	38	0	7	1	0	2	0	0	0	0	10	27.7	55	60	91.67	60	91.67
026	OB-WH	41*	1*	2	1	0	0	0	0	0	0	4	32.7	48	52	92.31	52	92.31
027	WH-OB	40*	0	4	0	0	0	0	0	0	0	4	16.3	45	52	86.54	52	86.54
028	VH-WH	48*	0	4	0	0	1	0	0	0	0	5	26.4	57	60	95.00	60	95.00
029	WH-VH	31*	1*	5	0	0	0	0	0	0	0	6	22.0	39	60	65.00	60	65.00
030	OB-WH	39	0	5	0	0	0	0	0	0	0	5	17.4	44	52	84.62	52	84.62
031	WH-VH	25	0	0	0	0	0	0	0	0	0	0	.0	25	52	48.08	52	48.08
032	VH-WH	44	0	6	0	0	0	0	0	0	0	6	17.0	50	60	83.33	60	83.33
101	HY-NT	19	0	3	4	5	0	0	0	0	0	12	30.5	45	50	90.00	50	90.00
102	NT-HY	27	0	5	1	0	2	1	0	0	0	9	35.6	47	52	90.38	52	90.38
103	HY-NT	33	0	1	1	0	3	0	0	1	1	6	54.4	50	52	96.15	52	96.15
104	NT-HY	35*	0	1	0	0	3	0	0	0	0	4	49.3	49	50	98.00	50	98.00
105	HY-NT	23	1*	4	2	0	4	0	0	0	0	11	38.9	49	50	98.00	50	98.00
106	NT-HY	38*	0	2	1	0	3	0	0	1	1	7	46.2	57	57	100.00	52	109.62
107	HY-NT	48*	0	6	1	0	0	0	0	0	0	7	18.4	57	57	100.00	52	109.62
108	NT-HY	36	0	2	3	2	0	0	0	0	0	7	29.1	50	50	100.00	50	100.00
109	HY-NT	35	0	5	2	0	1	0	0	0	0	8	25.4	48	50	96.00	50	96.00
110	NT-HY	44	0	3	3	0	0	0	0	0	0	6	20.3	53	53	100.00	52	101.92
111	HY-NT	32	0	2	1	0	3	1	0	0	0	7	43.6	53	53	100.00	52	101.92
112	NT-HY	26	0	1	0	0	5	0	0	0	0	6	53.5	47	50	94.00	50	94.00
200	VH-WH	16	0	11	2	2	2	0	0	0	0	17	26.2	45	45	100.00	45	100.00
201	WH-VH	0	0	0	8	3	2	0	0	0	0	13	36.4	33	42	78.57	42	78.57
202	VH-WH	3	1*	3	1	1	3	0	0	0	0	9	41.6	25	42	59.52	42	59.52
203	WH-VH	0	0	1	1	1	7	0	0	0	0	10	51.7	34	45	75.56	45	75.56
204	VH-WH	36	0	4	0	0	2	0	0	0	0	6	32.7	48	48	100.00	45	106.67
205	WH-VH	0	0	0	4	4	2	0	0	0	0	10	36.3	28	42	66.67	42	66.67
206	VH-WH	3	1*	1	2	1	3	0	0	0	0	8	46.7	25	42	59.52	42	59.52
207	WH-OB	11	0	1	1	0	3	0	0	0	0	5	44.2	26	45	57.78	45	57.78

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/08/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	OB-WH	0	0	0	0	0	9	0	0	0	0	9	61.1	36	45	80.00	45	80.00
209	WH-VH	20	1*	5	3	2	2	0	0	0	0	13	35.6	47	47	100.00	42	111.90
210	VH-WH	3	1*	1	3	0	5	0	0	0	0	10	47.2	32	42	76.19	42	76.19
211	WH-OB	19	0	1	0	0	4	0	0	0	0	5	52.0	36	45	80.00	45	80.00
212	OB-WH	35	0	1	0	2	2	0	0	0	0	5	46.6	50	50	100.00	45	111.11
213	WH-VH	19	1	3	0	0	2	0	0	0	0	6	37.4	31	42	73.81	42	73.81
214	VH-WH	19	1	2	1	0	4	0	0	0	0	8	44.7	40	42	95.24	42	95.24
215	WH-OB	46	0	3	2	0	1	0	0	0	0	6	28.2	57	57	100.00	45	126.67
216	OB-WH	25	0	0	5	3	1	0	0	0	0	9	33.8	48	48	100.00	45	106.67
217	WH-VH	42*	1*	5	1	0	0	0	0	0	0	7	22.2	53	53	100.00	42	126.19
218	VH-WH	24	0	2	5	2	1	0	0	0	0	10	32.4	46	46	100.00	42	109.52
219	WH-OB	51	0	4	1	0	0	0	0	0	0	5	18.0	57	57	100.00	45	126.67
220	OB-WH	32	1*	2	4	0	0	0	0	0	0	7	29.5	44	45	97.78	45	97.78
221	WH-VH	31	2*	5	3	1	1	0	0	0	0	12	32.8	52	52	100.00	42	123.81
222	VH-WH	33	0	6	2	1	0	0	0	0	0	9	22.0	46	46	100.00	42	109.52
223	WH-OB	45	1	7	2	0	0	0	0	0	0	10	18.3	57	57	100.00	45	126.67
224	OB-WH	44	1*	1	1	0	0	0	0	0	0	3	29.5	49	49	100.00	45	108.89
225	WH-VH	31	0	1	0	0	0	0	0	0	0	1	17.0	32	42	76.19	42	76.19
226	VH-WH	42	1	3	0	0	0	0	0	0	0	4	17.7	46	46	100.00	42	109.52
227	WH-VH	11	1*	2	0	0	0	0	0	0	0	3	27.5	15	45	33.33	45	33.33
301	HY-NT	0	0	0	3	1	7	0	0	0	0	11	50.7	37	39	94.87	39	94.87
302	NT-HY	1	0	0	2	0	8	0	0	0	0	10	55.3	37	39	94.87	39	94.87
305	HY-NT	0	0	0	2	1	7	0	0	0	0	10	54.9	35	39	89.74	39	89.74
306	NT-HY	0	0	0	4	0	7	0	0	0	0	11	50.8	36	39	92.31	39	92.31
309	HY-NT	3	0	1	1	0	7	1	0	0	0	10	53.9	39	39	100.00	39	100.00
310	NT-HY	3	0	0	4	5	3	0	0	0	0	12	43.2	38	39	97.44	39	97.44
311	HY-NT	4	1*	0	0	3	5	0	0	0	0	9	54.3	35	39	89.74	39	89.74
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY	TOTAL	2182	21	221	114	52	141	3	0	6	6	558	59.9	3431	3795	90.41	3671	93.46

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/09/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	35	0	5	4	0	1	0	0	0	0	10	27.5	52	60	86.67	60	86.67
006	VH-WH	35	0	5	1	0	2	0	0	0	0	8	29.4	50	52	96.15	52	96.15
007	WH-VH	31	0	3	2	0	3	0	0	1	1	9	39.0	52	52	100.00	52	100.00
008	VH-WH	45	0	9	0	0	0	0	0	0	0	9	16.9	54	60	90.00	60	90.00
009	WH-VH	59	0	3	2	0	1	0	0	0	0	6	26.3	70	70	100.00	60	116.67
010	VH-WH	43	0	5	2	0	0	0	0	0	0	7	17.9	52	52	100.00	52	100.00
011	WH-OB	43	0	7	1	2	0	0	0	0	0	10	25.1	58	58	100.00	52	111.54
012	VH-WH	49	0	5	1	0	0	0	0	0	0	6	17.8	56	60	93.33	60	93.33
013	WH-VH	54	0	1	1	0	0	0	0	0	0	2	19.5	57	60	95.00	60	95.00
014	OB-WH	52	0	1	0	0	0	0	0	0	0	1	17.0	53	53	100.00	52	101.92
015	WH-OB	55	1	1	3	0	0	0	0	0	0	5	21.0	63	63	100.00	52	121.15
016	VH-WH	49	0	2	1	0	0	0	0	1	1	4	33.0	55	60	91.67	60	91.67
017	WH-VH	57*	0	0	1	0	0	0	0	1	1	2	54.0	62	62	100.00	60	103.33
018	OB-WH	43*	0	3	1	0	0	0	0	0	0	4	21.8	50	52	96.15	52	96.15
019	WH-OB	48*	0	2	0	0	0	0	0	0	0	2	17.5	53	53	100.00	52	101.92
020	VH-WH	48	0	2	1	1	0	0	0	0	0	4	25.5	55	60	91.67	60	91.67
021	WH-VH	51	0	3	2	0	0	0	0	0	0	5	18.4	58	60	96.67	60	96.67
022	OB-WH	42	0	2	0	2	0	0	0	0	0	4	33.0	50	52	96.15	52	96.15
023	WH-OB	49	0	3	0	0	0	0	0	0	0	3	18.3	52	52	100.00	52	100.00
024	VH-WH	50*	0	1	0	0	0	0	0	1	1	2	53.0	54	60	90.00	60	90.00
025	WH-VH	59	0	4	0	0	0	0	0	0	0	4	16.8	63	63	100.00	60	105.00
026	OB-WH	39	2*	4	1	0	0	0	0	0	0	7	23.6	48	52	92.31	52	92.31
027	WH-OB	50*	0	6	0	0	0	0	0	0	0	6	17.3	58	58	100.00	52	111.54
028	VH-WH	53	0	0	1	0	0	0	0	0	0	1	24.0	55	60	91.67	60	91.67
029	WH-VH	46*	0	6	1	0	0	0	0	0	0	7	18.0	55	60	91.67	60	91.67
030	OB-WH	42*	1	1	0	0	0	0	0	0	0	2	18.0	45	52	86.54	52	86.54
031	WH-VH	29*	0	4	0	0	0	0	0	0	0	4	17.0	35	52	67.31	52	67.31
032	VH-WH	47	1	3	2	0	0	0	0	0	0	6	18.8	55	60	91.67	60	91.67
101	HY-NT	35	0	1	1	1	2	0	0	0	0	5	42.6	49	50	98.00	50	98.00
102	NT-HY	46	0	3	1	0	0	0	0	0	0	4	22.3	51	52	98.08	52	98.08
103	HY-NT	46*	0	3	0	0	0	0	0	1	1	4	29.0	53	53	100.00	52	101.92
104	NT-HY	45*	0	0	0	0	0	0	0	0	0	0	.0	47	50	94.00	50	94.00
105	HY-NT	43*	1	2	0	0	0	0	0	0	0	3	18.5	48	50	96.00	50	96.00
106	NT-HY	50	0	0	0	0	0	0	0	0	0	0	.0	50	52	96.15	52	96.15
107	HY-NT	52*	1	1	0	0	0	0	0	0	0	2	18.0	56	56	100.00	52	107.69
108	NT-HY	38	0	3	1	2	0	0	0	0	0	6	27.7	49	50	98.00	50	98.00
109	HY-NT	36*	0	1	2	0	2	0	0	0	0	5	37.0	50	50	100.00	50	100.00
110	NT-HY	44	0	2	1	2	0	0	0	0	0	5	29.6	54	54	100.00	52	103.85
111	HY-NT	31	2*	6	2	0	1	0	0	0	0	11	27.7	49	52	94.23	52	94.23
112	NT-HY	36*	0	1	1	0	0	0	0	0	0	2	20.0	40	50	80.00	50	80.00
200	VH-WH	34	0	5	0	1	2	0	0	0	0	8	30.5	50	50	100.00	45	111.11
201	WH-VH	0	0	1	6	1	4	0	0	0	0	12	40.9	32	42	76.19	42	76.19
202	VH-WH	31	0	1	1	0	2	0	0	0	0	4	42.3	42	42	100.00	42	100.00
203	WH-VH	31	1	1	0	0	2	0	0	0	0	4	46.7	41	45	91.11	45	91.11
204	VH-WH	44*	0	3	0	0	1	0	0	0	0	4	28.0	52	52	100.00	45	115.56
205	WH-VH	5	0	1	3	1	3	0	0	0	0	8	39.3	27	42	64.29	42	64.29
206	VH-WH	4	0	1	1	0	5	0	0	0	0	7	49.9	27	42	64.29	42	64.29
207	WH-OB	22*	0	2	1	0	2	0	0	0	0	5	34.2	35	45	77.78	45	77.78

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/09/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	----- TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	OB-WH	35	2*	2	2	0	1	0	0	0	0	7	35.6	49	49	100.00	45	108.89
209	WH-VH	22	2*	5	0	0	0	0	0	0	0	7	31.2	31	42	73.81	42	73.81
210	VH-WH	7	1*	2	2	0	5	0	0	0	0	10	46.0	35	42	83.33	42	83.33
211	WH-OB	30	2	4	1	1	1	0	0	0	0	9	30.9	45	45	100.00	45	100.00
212	OB-WH	43*	2*	5	0	0	0	0	0	0	0	7	17.2	53	53	100.00	45	117.78
213	WH-VH	22	0	0	0	0	2	0	0	0	0	2	59.0	30	42	71.43	42	71.43
214	VH-WH	34	0	7	0	0	1	0	0	0	0	8	24.3	45	45	100.00	42	107.14
215	WH-OB	35*	1	4	4	0	1	0	0	0	0	10	25.3	54	54	100.00	45	120.00
216	OB-WH	35	0	0	5	0	1	0	0	0	0	6	38.5	49	49	100.00	45	108.89
217	WH-VH	42*	1	3	0	0	0	0	0	0	0	4	18.0	49	49	100.00	42	116.67
218	VH-WH	35	0	3	1	0	1	0	0	0	0	5	29.6	44	44	100.00	42	104.76
219	WH-OB	41	0	6	1	0	0	0	0	0	0	7	19.3	49	49	100.00	45	108.89
220	OB-WH	39*	0	3	6	0	0	0	0	0	0	9	22.3	56	56	100.00	45	124.44
221	WH-VH	40	0	2	0	0	0	0	0	0	0	2	18.5	42	42	100.00	42	100.00
222	VH-WH	42	1*	3	0	0	0	0	0	0	0	4	29.7	47	47	100.00	42	111.90
223	WH-OB	42	0	4	0	0	0	0	0	0	0	4	18.0	46	46	100.00	45	102.22
224	OB-WH	45	0	6	0	0	0	0	0	0	0	6	17.5	51	51	100.00	45	113.33
225	WH-VH	29*	1	8	0	0	1	0	0	0	0	10	23.8	43	43	100.00	42	102.38
226	VH-WH	41	0	4	1	0	0	0	0	0	0	5	18.8	47	47	100.00	42	111.90
227	WH-VH	19	0	3	0	0	0	0	0	0	0	3	18.3	22	45	48.89	45	48.89
301	HY-NT	1	0	0	7	3	3	0	0	0	0	13	38.2	36	39	92.31	39	92.31
302	NT-HY	3	0	0	2	0	8	0	0	0	0	10	54.1	39	39	100.00	39	100.00
305	HY-NT	11*	0	0	5	0	5	0	0	0	0	10	43.7	42	42	100.00	39	107.69
306	NT-HY	0	0	0	4	3	6	0	0	0	0	13	45.5	41	41	100.00	39	105.13
309	HY-NT	38	0	1	0	0	0	0	0	0	0	1	19.0	39	39	100.00	39	100.00
310	NT-HY	1	0	3	4	1	2	1	0	0	0	11	37.7	28	39	71.79	39	71.79
312	NT-HY	0	0	0	0	0	6	0	0	0	0	6	62.3	24	39	61.54	39	61.54
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY	TOTAL	2708	23	207	94	21	77	1	0	5	5	428	63.2	3558	3805	93.51	3671	96.92

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/10/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	21*	0	1	1	0	0	0	0	0	0	2	23.5	25	60	41.67	60	41.67
006	VH-WH	38	0	8	0	0	1	0	0	0	0	9	22.9	50	52	96.15	52	96.15
007	WH-VH	39	0	2	1	0	0	0	0	0	0	3	19.3	43	52	82.69	52	82.69
008	VH-WH	53	0	2	0	0	0	0	0	0	0	2	17.0	55	60	91.67	60	91.67
009	WH-VH	49*	0	6	2	0	1	0	0	0	0	9	23.6	65	65	100.00	60	108.33
010	VH-WH	42*	1*	4	0	0	0	0	0	0	0	5	23.0	49	52	94.23	52	94.23
011	WH-OB	46	0	4	2	0	0	0	0	0	0	6	19.0	54	54	100.00	52	103.85
012	VH-WH	48	0	3	1	0	0	0	0	0	0	4	19.5	53	60	88.33	60	88.33
013	WH-VH	49*	0	3	0	0	0	0	0	0	0	3	18.7	53	60	88.33	60	88.33
014	OB-WH	47	0	0	0	0	0	0	0	0	0	0	.0	47	52	90.38	52	90.38
015	WH-OB	58*	0	3	0	0	0	0	0	0	0	3	17.7	64	64	100.00	52	123.08
016	VH-WH	54*	0	0	0	0	0	0	0	0	0	0	.0	55	60	91.67	60	91.67
017	WH-VH	54	0	4	2	0	0	0	0	0	0	6	18.2	62	62	100.00	60	103.33
018	OB-WH	46	0	3	1	0	0	0	0	0	0	4	19.3	51	52	98.08	52	98.08
019	WH-OB	49*	0	1	0	0	0	0	0	0	0	1	17.0	51	52	98.08	52	98.08
020	VH-WH	49	0	1	4	0	0	0	0	0	0	5	25.6	58	60	96.67	60	96.67
021	WH-VH	48	1	5	0	1	0	0	0	0	0	7	23.3	57	60	95.00	60	95.00
022	OB-WH	47	1	3	0	0	0	0	0	0	0	4	18.7	51	52	98.08	52	98.08
023	WH-OB	52	0	4	0	0	0	0	0	0	0	4	18.3	56	56	100.00	52	107.69
024	VH-WH	54	0	3	0	0	0	0	0	0	0	3	17.7	57	60	95.00	60	95.00
025	WH-VH	55	0	3	0	0	0	0	0	0	0	3	16.7	58	60	96.67	60	96.67
026	OB-WH	45*	0	2	0	0	0	0	0	0	0	2	16.5	48	52	92.31	52	92.31
027	WH-OB	37*	0	12	0	0	1	0	0	0	0	13	21.2	54	54	100.00	52	103.85
028	VH-WH	51	0	4	1	0	0	0	0	0	0	5	17.6	57	60	95.00	60	95.00
029	WH-VH	45	0	4	1	0	0	0	0	0	0	5	18.8	51	60	85.00	60	85.00
030	OB-WH	42	0	2	0	0	0	0	0	0	0	2	18.5	44	52	84.62	52	84.62
031	WH-VH	13	0	1	0	0	0	0	0	0	0	1	15.0	14	52	26.92	52	26.92
032	VH-WH	33	0	3	0	0	0	0	0	0	0	3	17.3	36	60	60.00	60	60.00
101	HY-NT	18	1*	3	1	2	3	0	0	0	0	10	37.1	43	50	86.00	50	86.00
102	NT-HY	36*	0	2	0	0	2	0	0	0	0	4	38.5	47	52	90.38	52	90.38
103	HY-NT	46	0	2	1	0	1	0	0	0	0	4	32.3	54	54	100.00	52	103.85
104	NT-HY	42*	0	1	1	0	1	0	0	0	0	3	33.0	50	50	100.00	50	100.00
105	HY-NT	29	0	3	1	1	0	0	0	0	0	5	23.0	37	50	74.00	50	74.00
106	NT-HY	50	0	1	2	0	0	0	0	0	0	3	19.7	55	55	100.00	52	105.77
107	HY-NT	53*	0	1	1	0	0	0	0	0	0	2	26.0	57	57	100.00	52	109.62
108	NT-HY	40	2*	3	0	0	1	0	0	0	0	6	38.3	51	51	100.00	50	102.00
109	HY-NT	21	1	1	1	0	2	0	0	0	0	5	39.8	33	50	66.00	50	66.00
110	NT-HY	30	0	3	3	0	3	0	0	0	0	9	35.0	51	52	98.08	52	98.08
111	HY-NT	26	1*	5	3	0	0	0	0	0	0	9	22.1	39	52	75.00	52	75.00
112	NT-HY	1	0	0	1	1	0	0	0	0	0	2	34.5	6	50	12.00	50	12.00
200	VH-WH	38	2*	5	0	0	1	0	0	0	0	8	32.5	51	51	100.00	45	113.33
201	WH-VH	18	1*	3	2	0	0	0	0	0	0	6	28.0	27	42	64.29	42	64.29
202	VH-WH	36	0	2	2	0	1	0	0	0	0	5	30.0	46	46	100.00	42	109.52
203	WH-VH	35	1*	6	0	0	1	0	0	0	0	8	26.3	47	47	100.00	45	104.44
204	VH-WH	46	0	5	0	0	0	0	0	0	0	5	17.2	51	51	100.00	45	113.33
205	WH-VH	28	0	3	0	0	1	0	0	0	0	4	27.8	35	42	83.33	42	83.33
206	VH-WH	35	0	1	0	0	0	0	0	0	0	1	18.0	36	42	85.71	42	85.71
207	WH-OB	39*	0	1	0	0	0	0	0	0	0	1	19.0	42	45	93.33	45	93.33

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/10/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRKRS	TRUCKS					U.S. MAIL			TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
				1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL							
208	OB-WH	43*	0	5	0	0	0	0	0	0	0	5	17.8	49	49	100.00	45	108.89
209	WH-VH	27*	1	3	0	0	0	0	0	0	0	4	17.7	33	42	78.57	42	78.57
210	VH-WH	36	0	3	3	0	0	0	0	0	0	6	19.7	45	45	100.00	42	107.14
211	WH-OB	37*	2*	4	2	0	0	0	0	0	0	8	27.2	51	51	100.00	45	113.33
212	OB-WH	37*	2	4	0	0	1	0	0	0	0	7	28.6	49	49	100.00	45	108.89
213	WH-VH	35*	0	2	0	0	0	0	0	0	0	2	17.0	39	42	92.86	42	92.86
214	VH-WH	33	1*	7	1	1	0	0	0	0	0	10	22.0	47	47	100.00	42	111.90
215	WH-OB	36*	0	4	2	0	0	0	0	0	0	6	18.7	46	46	100.00	45	102.22
216	OB-WH	41*	1	2	0	0	0	0	0	0	0	3	18.5	45	45	100.00	45	100.00
217	WH-VH	39	2*	6	0	0	0	0	0	0	0	8	23.7	48	48	100.00	42	114.29
218	VH-WH	46	0	1	1	0	0	0	0	0	0	2	19.5	49	49	100.00	42	116.67
219	WH-OB	42*	0	1	0	0	0	0	0	0	0	1	17.0	44	45	97.78	45	97.78
220	OB-WH	43	0	3	1	0	0	0	0	0	0	4	19.8	48	48	100.00	45	106.67
221	WH-VH	37	0	3	1	0	0	0	0	0	0	4	18.8	42	42	100.00	42	100.00
222	VH-WH	35	0	5	2	0	0	1	0	0	0	8	24.9	49	49	100.00	42	116.67
223	WH-OB	46	2*	5	0	0	0	0	0	0	0	7	25.6	55	55	100.00	45	122.22
224	OB-WH	45	0	2	0	0	0	0	0	0	0	2	17.0	47	47	100.00	45	104.44
225	WH-VH	42	0	4	0	0	0	0	0	0	0	4	17.0	46	46	100.00	42	109.52
226	VH-WH	40	0	4	0	0	0	0	0	0	0	4	18.3	44	44	100.00	42	104.76
227	WH-VH	33	1*	12	2	1	0	0	0	0	0	16	21.2	54	54	100.00	45	120.00
301	HY-NT	1	0	0	4	5	3	0	0	0	0	12	42.9	36	39	92.31	39	92.31
302	NT-HY	23*	1	0	1	1	1	0	0	0	0	4	41.3	34	39	87.18	39	87.18
305	HY-NT	10*	0	0	3	4	1	0	0	0	0	8	36.1	33	39	84.62	39	84.62
306	NT-HY	1	0	1	6	1	3	0	0	0	0	11	38.5	29	39	74.36	39	74.36
309	HY-NT	29*	0	7	0	0	0	0	0	0	0	7	18.0	37	39	94.87	39	94.87
310	NT-HY	12*	0	3	1	0	0	0	0	0	0	4	18.0	18	39	46.15	39	46.15
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		2780	25	233	65	18	29	1	0	0	0	371	76.4	3393	3761	90.22	3632	93.42

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/11/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	20	0	6	6	2	2	0	0	0	0	16	30.9	52	60	86.67	60	86.67
006	VH-WH	28	1	6	1	0	3	0	0	0	0	11	30.9	49	52	94.23	52	94.23
007	WH-VH	18	0	8	3	0	3	0	0	1	1	15	30.8	46	52	88.46	52	88.46
008	VH-WH	53	0	5	1	1	0	0	0	0	0	7	21.4	63	63	100.00	60	105.00
009	WH-VH	37	0	7	2	1	0	0	0	1	1	11	23.7	53	60	88.33	60	88.33
010	VH-WH	46	0	3	0	0	1	0	0	0	0	4	29.3	53	53	100.00	52	101.92
011	WH-OB	44*	0	5	3	1	0	0	0	0	0	9	21.9	59	59	100.00	52	113.46
012	VH-WH	46	0	5	1	0	0	0	0	1	1	7	26.0	55	60	91.67	60	91.67
013	WH-VH	53	0	5	0	0	1	0	0	0	0	6	25.7	62	62	100.00	60	103.33
014	OB-WH	48	0	2	0	0	0	0	0	1	1	3	34.5	52	52	100.00	52	100.00
015	WH-OB	35	0	9	1	0	1	0	0	0	0	11	21.5	50	52	96.15	52	96.15
016	VH-WH	52*	1	3	1	2	1	0	0	0	0	8	31.9	69	69	100.00	60	115.00
017	WH-VH	49	0	6	0	0	0	0	0	1	1	7	24.2	57	60	95.00	60	95.00
018	OB-WH	43	0	4	2	1	0	0	0	0	0	7	25.6	54	54	100.00	52	103.85
019	WH-OB	45*	0	2	1	0	2	0	0	0	0	5	38.4	58	58	100.00	52	111.54
020	VH-WH	42	0	4	4	1	0	0	0	0	0	9	25.8	57	60	95.00	60	95.00
021	WH-VH	45	1*	5	0	2	0	0	0	0	0	8	30.1	58	60	96.67	60	96.67
022	OB-WH	38	0	5	1	1	0	0	0	0	0	7	22.6	48	52	92.31	52	92.31
023	WH-OB	33*	1	5	1	1	0	0	0	0	0	8	23.3	45	52	86.54	52	86.54
024	VH-WH	49	0	1	3	0	0	0	0	1	1	5	33.3	58	60	96.67	60	96.67
025	WH-VH	47	1	4	0	0	1	0	0	0	0	6	29.4	56	60	93.33	60	93.33
026	OB-WH	36	1*	3	1	0	0	0	0	0	0	5	23.3	43	52	82.69	52	82.69
027	WH-OB	31	0	4	0	0	0	0	0	0	0	4	17.3	35	52	67.31	52	67.31
028	VH-WH	35	1	6	1	0	1	0	0	0	0	9	26.1	48	60	80.00	60	80.00
029	WH-VH	15	0	4	0	0	0	0	0	0	0	4	17.8	19	60	31.67	60	31.67
030	OB-WH	18	1*	8	0	0	1	0	0	0	0	10	26.3	32	52	61.54	52	61.54
031	WH-VH	11	0	0	1	0	0	0	0	0	0	1	20.0	13	52	25.00	52	25.00
032	VH-WH	13	1	3	0	1	0	0	0	0	0	5	30.8	20	60	33.33	60	33.33
101	HY-NT	9	0	3	4	5	2	0	0	0	0	14	33.9	43	50	86.00	50	86.00
102	NT-HY	14	0	3	1	2	5	0	0	0	0	11	43.2	45	52	86.54	52	86.54
103	HY-NT	21	0	4	2	1	4	0	0	1	1	12	40.0	50	52	96.15	52	96.15
104	NT-HY	29	0	3	0	0	3	0	0	0	0	6	38.3	44	50	88.00	50	88.00
105	HY-NT	22	0	6	1	2	1	0	0	0	0	10	27.5	40	50	80.00	50	80.00
106	NT-HY	28	1	4	3	2	1	0	0	1	1	12	33.9	51	52	98.08	52	98.08
107	HY-NT	32	0	5	2	0	1	1	0	0	0	9	29.9	50	52	96.15	52	96.15
108	NT-HY	12	0	2	3	7	0	0	0	0	0	12	32.9	41	50	82.00	50	82.00
109	HY-NT	17	0	7	2	0	5	0	0	0	0	14	35.3	48	50	96.00	50	96.00
110	NT-HY	12	0	4	4	0	5	0	0	0	0	13	38.6	44	52	84.62	52	84.62
111	HY-NT	8	0	8	2	2	4	1	0	0	0	17	34.9	47	52	90.38	52	90.38
112	NT-HY	3	0	5	3	0	2	1	0	0	0	11	33.6	27	50	54.00	50	54.00
200	VH-WH	25*	0	4	0	3	2	0	0	0	0	9	35.8	47	47	100.00	45	104.44
201	WH-VH	0	0	0	5	2	3	1	0	0	0	11	44.6	33	42	78.57	42	78.57
202	VH-WH	0	2*	2	6	1	1	0	0	0	0	12	36.4	25	42	59.52	42	59.52
203	WH-VH	0	0	1	1	0	7	0	0	0	0	9	51.4	31	45	68.89	45	68.89
204	VH-WH	25	2*	3	0	0	2	0	0	0	0	7	40.8	39	45	86.67	45	86.67
205	WH-VH	0	0	0	6	1	2	0	0	0	0	9	34.8	23	42	54.76	42	54.76
206	VH-WH	0	1*	1	2	1	3	0	0	0	0	8	47.3	22	42	52.38	42	52.38
207	WH-OB	26	0	5	1	0	1	0	0	0	0	7	26.0	37	45	82.22	45	82.22

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/11/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	OB-WH	0	0	0	1	0	7	0	0	0	0	8	57.8	30	45	66.67	45	66.67
209	WH-VH	3	0	1	5	3	0	0	0	0	0	9	32.6	23	42	54.76	42	54.76
210	VH-WH	0	0	1	3	1	3	1	0	0	0	9	44.2	27	42	64.29	42	64.29
211	WH-OB	30*	0	2	0	1	2	0	0	0	0	5	39.2	44	45	97.78	45	97.78
212	OB-WH	38	0	3	0	2	1	0	0	0	0	6	34.2	51	51	100.00	45	113.33
213	WH-VH	25	1*	4	0	0	1	0	0	0	0	6	26.2	35	42	83.33	42	83.33
214	VH-WH	21	0	3	1	0	4	0	0	0	0	8	40.3	42	42	100.00	42	100.00
215	WH-OB	38	0	4	1	2	1	0	0	0	0	8	31.0	54	54	100.00	45	120.00
216	OB-WH	41*	1*	4	1	0	1	0	0	0	0	7	31.8	54	54	100.00	45	120.00
217	WH-VH	33	0	3	1	1	1	0	0	0	0	6	32.5	45	45	100.00	42	107.14
218	VH-WH	34	0	5	5	0	0	0	0	0	0	10	21.9	49	49	100.00	42	116.67
219	WH-OB	39	1	12	1	0	0	0	0	0	0	14	18.5	54	54	100.00	45	120.00
220	OB-WH	34	0	4	3	2	0	0	0	0	0	9	25.1	50	50	100.00	45	111.11
221	WH-VH	39	0	3	1	0	2	0	0	0	0	6	35.3	52	52	100.00	42	123.81
222	VH-WH	31	0	11	1	1	0	0	0	0	0	13	20.2	47	47	100.00	42	111.90
223	WH-OB	37	1*	4	1	0	1	0	0	0	0	7	29.0	49	49	100.00	45	108.89
301	HY-NT	0	0	0	4	2	6	0	0	0	0	12	45.2	38	39	97.44	39	97.44
302	NT-HY	0	0	0	0	1	5	0	0	0	0	6	58.3	23	39	58.97	39	58.97
305	HY-NT	2	0	1	4	2	5	0	0	0	0	12	42.8	37	39	94.87	39	94.87
306	NT-HY	0	1	0	2	0	7	0	0	0	0	10	53.0	33	39	84.62	39	84.62
309	HY-NT	1	0	1	3	2	6	0	0	0	0	12	45.7	38	39	97.44	39	97.44
310	NT-HY	0	0	0	2	4	4	0	0	0	0	10	47.4	32	39	82.05	39	82.05
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY	TOTAL	1759	20	264	122	67	128	5	0	8	8	614	60.7	3058	3557	85.97	3458	88.43

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/12/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	U.S. MAIL TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	7	1	13	4	3	2	0	0	0	0	23	27.6	46	60	76.67	60	76.67
006	VH-WH	29	0	5	3	1	2	0	0	0	0	11	30.6	51	52	98.08	52	98.08
007	WH-VH	16	0	9	3	1	3	0	0	1	1	17	31.4	48	52	92.31	52	92.31
008	VH-WH	53*	2*	5	1	0	0	0	0	0	0	8	25.2	64	64	100.00	60	106.67
009	WH-VH	28	1*	14	5	1	0	0	0	0	0	21	23.1	57	60	95.00	60	95.00
010	VH-WH	45	0	5	0	1	0	0	0	0	0	6	21.8	53	53	100.00	52	101.92
011	WH-OB	30*	0	5	5	2	0	0	0	0	0	12	25.6	52	52	100.00	52	100.00
012	VH-WH	50	0	5	1	0	0	0	0	1	1	7	25.2	59	60	98.33	60	98.33
013	WH-VH	34	1	4	3	1	2	0	0	0	0	11	30.8	56	60	93.33	60	93.33
014	OB-WH	45*	0	6	0	0	0	0	0	0	0	6	16.8	52	52	100.00	52	100.00
015	WH-OB	41	0	5	3	0	0	0	0	0	0	8	20.3	52	52	100.00	52	100.00
016	VH-WH	47	0	6	2	0	0	1	0	0	0	9	26.2	62	62	100.00	60	103.33
017	WH-VH	40	0	5	0	1	1	1	0	1	1	9	37.1	59	60	98.33	60	98.33
018	OB-WH	33	0	2	4	1	1	0	0	0	0	8	30.8	50	52	96.15	52	96.15
019	WH-OB	41	2*	5	0	1	0	0	0	0	0	8	30.3	52	52	100.00	52	100.00
020	VH-WH	29	1*	6	4	3	0	0	0	0	0	14	29.2	54	60	90.00	60	90.00
021	WH-VH	44	1	7	0	1	0	0	0	0	0	9	22.8	55	60	91.67	60	91.67
022	OB-WH	20	0	5	4	3	1	0	0	0	0	13	29.2	46	52	88.46	52	88.46
023	WH-OB	36	0	4	0	0	2	0	0	0	0	6	32.3	48	52	92.31	52	92.31
024	VH-WH	31	0	7	6	1	0	0	0	1	1	15	25.6	55	60	91.67	60	91.67
025	WH-VH	40	1	5	2	0	2	0	0	0	0	10	30.7	58	60	96.67	60	96.67
026	OB-WH	23	0	6	3	0	0	0	0	0	0	9	20.0	35	52	67.31	52	67.31
027	WH-OB	31	0	4	2	0	0	0	0	0	0	6	20.7	39	52	75.00	52	75.00
028	VH-WH	27	0	1	3	1	2	1	0	0	0	8	40.9	50	60	83.33	60	83.33
029	WH-VH	29	0	5	0	0	0	0	0	0	0	5	17.8	34	60	56.67	60	56.67
030	OB-WH	29	0	8	1	1	1	1	0	0	0	12	27.8	51	52	98.08	52	98.08
031	WH-VH	18*	0	2	1	0	0	0	0	0	0	3	18.7	23	52	44.23	52	44.23
032	VH-WH	11	0	5	0	0	0	0	0	0	0	5	17.8	16	60	26.67	60	26.67
101	HY-NT	4	0	6	4	4	1	1	0	0	0	16	32.3	39	50	78.00	50	78.00
102	NT-HY	14	0	1	1	1	6	1	0	0	0	10	52.1	49	52	94.23	52	94.23
103	HY-NT	14	0	8	1	1	4	1	0	1	1	16	36.7	50	52	96.15	52	96.15
104	NT-HY	17	0	3	1	0	2	0	0	0	0	6	33.0	30	50	60.00	50	60.00
105	HY-NT	26	0	4	2	2	2	0	0	0	0	10	35.3	48	50	96.00	50	96.00
106	NT-HY	20	0	3	3	0	4	0	0	1	1	11	39.7	47	52	90.38	52	90.38
107	HY-NT	22	0	6	2	1	4	0	0	0	0	13	33.9	51	52	98.08	52	98.08
108	NT-HY	4	0	4	5	4	2	0	0	0	0	15	33.2	38	50	76.00	50	76.00
109	HY-NT	15	0	4	2	3	2	0	0	0	0	11	36.0	40	50	80.00	50	80.00
110	NT-HY	10	1*	8	2	3	3	0	0	0	0	17	35.4	45	52	86.54	52	86.54
111	HY-NT	15	0	3	0	1	5	0	0	0	0	9	46.0	41	52	78.85	52	78.85
112	NT-HY	8	0	4	2	0	2	0	0	0	0	8	30.5	24	50	48.00	50	48.00
200	VH-WH	14	0	6	1	2	3	0	0	0	0	12	32.9	40	45	88.89	45	88.89
201	WH-VH	0	0	0	11	3	1	0	0	0	0	15	34.0	35	42	83.33	42	83.33
202	VH-WH	3	0	1	0	1	3	0	0	0	0	5	50.4	19	42	45.24	42	45.24
203	WH-VH	0	0	0	5	0	6	0	0	0	0	11	44.5	34	45	75.56	45	75.56
204	VH-WH	14	1	8	0	0	3	0	0	0	0	12	31.1	35	45	77.78	45	77.78
205	WH-VH	1	0	2	7	0	4	0	0	0	0	13	35.5	33	42	78.57	42	78.57
206	VH-WH	0	0	2	3	1	3	0	0	0	0	9	38.4	23	42	54.76	42	54.76
207	WH-OB	14	0	11	1	1	3	0	0	0	0	16	27.0	42	45	93.33	45	93.33

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/12/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	OB-WH	0	0	1	0	0	8	0	0	0	0	9	56.0	33	45	73.33	45	73.33
209	WH-VH	1	0	1	9	2	2	0	0	0	0	14	33.8	34	42	80.95	42	80.95
210	VH-WH	3	0	2	2	0	5	0	0	0	0	9	45.2	29	42	69.05	42	69.05
211	WH-OB	26	0	3	0	0	3	0	0	0	0	6	40.0	41	45	91.11	45	91.11
212	OB-WH	31	2*	5	0	1	2	0	0	0	0	10	37.5	51	51	100.00	45	113.33
213	WH-VH	22	0	3	2	0	4	0	0	0	0	9	38.1	45	45	100.00	42	107.14
214	VH-WH	11	0	4	1	0	5	0	0	0	0	10	40.8	37	42	88.10	42	88.10
215	WH-OB	33*	2	7	0	1	1	0	0	0	0	11	26.0	50	50	100.00	45	111.11
216	OB-WH	26	1*	7	2	4	0	0	0	0	0	14	28.1	51	51	100.00	45	113.33
217	WH-VH	29	3*	6	0	1	2	0	0	0	0	12	41.4	53	53	100.00	42	126.19
218	VH-WH	19	0	7	7	0	1	0	0	0	0	15	25.6	44	44	100.00	42	104.76
219	WH-OB	30	0	3	1	0	0	1	0	0	0	5	28.4	40	45	88.89	45	88.89
220	OB-WH	22	1*	9	6	1	0	0	0	0	0	17	23.7	48	48	100.00	45	106.67
221	WH-VH	20	1	6	1	1	2	0	0	0	0	11	29.9	40	42	95.24	42	95.24
222	VH-WH	18	2*	5	5	0	1	0	0	0	0	13	31.7	42	42	100.00	42	100.00
223	WH-OB	11	0	3	0	0	0	0	0	0	0	3	18.3	14	45	31.11	45	31.11
301	HY-NT	0	0	0	3	1	6	1	0	0	0	11	50.0	38	39	97.44	39	97.44
302	NT-HY	0	0	0	1	2	7	0	0	0	0	10	53.7	36	39	92.31	39	92.31
305	HY-NT	0	0	2	4	1	6	0	0	0	0	13	42.8	37	39	94.87	39	94.87
306	NT-HY	0	0	1	5	0	6	1	0	0	0	13	45.8	40	40	100.00	39	102.56
309	HY-NT	1	0	3	4	2	5	0	0	0	0	14	40.5	38	39	97.44	39	97.44
310	NT-HY	0	0	1	3	1	5	1	0	0	0	11	45.5	35	39	89.74	39	89.74
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		1425	24	322	169	69	153	11	0	6	6	754	59.7	3016	3502	86.12	3458	87.22

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/13/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRUCKS	1-SP	2-SP	3-SP	4-SP	5-SP	U.S. MAIL	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
005	WH-VH	10	0	8	6	2	4	0	0	0	20	32.9	52	60	86.67	60	86.67
006	VH-WH	26	0	9	1	1	2	0	0	0	13	28.2	48	52	92.31	52	92.31
007	WH-VH	22	1	11	3	0	2	0	0	1	18	27.4	50	52	96.15	52	96.15
008	VH-WH	43	0	11	1	0	0	0	0	0	12	17.3	56	60	93.33	60	93.33
009	WH-VH	33	0	11	7	0	0	0	0	0	18	21.4	58	60	96.67	60	96.67
010	VH-WH	39	0	8	0	0	1	0	0	0	9	22.8	51	52	98.08	52	98.08
011	WH-OB	34	2*	7	0	3	0	0	0	0	12	25.5	53	53	100.00	52	101.92
012	VH-WH	47	0	6	1	0	1	0	0	1	9	29.0	61	61	100.00	60	101.67
013	WH-VH	42	0	3	0	1	0	0	0	0	4	23.5	48	60	80.00	60	80.00
014	OB-WH	44	0	4	1	0	0	0	0	0	5	20.4	50	52	96.15	52	96.15
015	WH-OB	44	0	3	1	0	1	0	0	0	5	28.4	53	53	100.00	52	101.92
016	VH-WH	41	0	5	5	0	0	0	0	0	10	23.3	56	60	93.33	60	93.33
017	WH-VH	55	2*	5	1	0	0	0	0	1	9	27.7	67	67	100.00	60	111.67
018	OB-WH	33	0	5	3	0	0	1	0	0	9	24.1	49	52	94.23	52	94.23
019	WH-OB	44	0	10	1	0	1	0	0	0	12	21.9	60	60	100.00	52	115.38
020	VH-WH	33	0	5	7	1	0	0	0	0	13	27.1	55	60	91.67	60	91.67
021	WH-VH	55	1	8	1	2	0	0	0	0	12	22.4	72	72	100.00	60	120.00
022	OB-WH	35	0	7	1	1	1	0	0	0	10	25.7	51	52	98.08	52	98.08
023	WH-OB	39	2*	3	0	0	2	0	0	0	7	35.6	53	53	100.00	52	101.92
024	VH-WH	28*	0	8	4	3	0	0	0	1	16	26.9	56	60	93.33	60	93.33
025	WH-VH	35	0	10	1	0	1	1	0	0	13	25.8	56	60	93.33	60	93.33
026	OB-WH	31*	1*	9	4	0	0	0	0	0	14	20.4	51	52	98.08	52	98.08
027	WH-OB	41	0	3	2	1	0	0	0	0	6	25.0	51	52	98.08	52	98.08
028	VH-WH	29	1*	7	6	1	1	0	0	0	16	25.7	57	60	95.00	60	95.00
029	WH-VH	36	0	5	1	0	0	0	0	0	6	18.3	43	60	71.67	60	71.67
030	OB-WH	27*	1	6	1	0	1	0	0	0	9	26.3	41	52	78.85	52	78.85
031	WH-VH	30	0	8	2	0	0	0	0	0	10	18.0	42	52	80.77	52	80.77
032	VH-WH	11	0	3	1	1	0	0	0	0	5	22.6	19	60	31.67	60	31.67
101	HY-NT	6	0	7	6	5	1	0	0	0	19	27.7	44	50	88.00	50	88.00
102	NT-HY	11	0	2	0	1	5	1	0	0	9	51.0	41	52	78.85	52	78.85
103	HY-NT	8	0	9	1	0	6	0	0	1	17	36.8	45	52	86.54	52	86.54
104	NT-HY	22	0	2	1	1	2	0	0	0	6	40.3	37	50	74.00	50	74.00
105	HY-NT	25	2	3	1	1	3	0	0	0	10	36.8	47	50	94.00	50	94.00
106	NT-HY	19*	0	5	3	0	4	0	0	1	13	38.8	49	52	94.23	52	94.23
107	HY-NT	29	3	4	0	0	4	0	0	0	11	40.9	52	52	100.00	52	100.00
108	NT-HY	14	0	6	7	2	2	0	0	0	17	29.5	48	50	96.00	50	96.00
109	HY-NT	23*	0	6	3	0	3	0	0	0	12	32.4	48	50	96.00	50	96.00
110	NT-HY	11	1	4	2	5	2	0	0	0	14	36.2	43	52	82.69	52	82.69
111	HY-NT	13	1*	7	1	3	4	0	0	0	16	36.3	49	52	94.23	52	94.23
112	NT-HY	10	1*	5	3	0	4	0	0	0	13	36.9	39	50	78.00	50	78.00
200	VH-WH	19	0	9	1	2	3	0	0	0	15	30.1	48	48	100.00	45	106.67
201	WH-VH	0	0	0	6	2	3	0	0	0	11	41.9	30	42	71.43	42	71.43
202	VH-WH	0	1*	1	3	1	3	0	0	0	9	44.5	24	42	57.14	42	57.14
203	WH-VH	0	0	0	3	1	7	0	0	0	11	48.5	37	45	82.22	45	82.22
204	VH-WH	26	0	5	1	1	3	0	0	0	10	34.4	48	48	100.00	45	106.67
205	WH-VH	4	1*	1	7	0	4	0	0	0	13	36.8	37	42	88.10	42	88.10
206	VH-WH	4	0	1	1	1	5	0	0	0	8	51.5	30	42	71.43	42	71.43
207	WH-OB	15	0	12	2	1	3	0	0	0	18	26.5	46	46	100.00	45	102.22

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/13/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	----- TRLRS	1-SP	TRUCKS 2-SP	3-SP	4-SP	5-SP	----- U.S. MAIL 1-SP	2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	OB-WH	0	0	0	0	0	7	0	0	0	0	7	60.6	28	45	62.22	45	62.22
209	WH-VH	6	0	0	5	2	3	0	0	0	0	10	40.4	34	42	80.95	42	80.95
210	VH-WH	10	0	1	3	1	4	0	0	0	0	9	42.0	36	42	85.71	42	85.71
211	WH-OB	24	0	2	3	1	2	0	0	0	0	8	33.8	43	45	95.56	45	95.56
212	OB-WH	28	2*	5	2	0	2	0	0	0	0	11	31.8	48	48	100.00	45	106.67
213	WH-VH	29	3*	3	1	1	0	0	0	0	0	8	36.8	43	43	100.00	42	102.38
214	VH-WH	18	0	2	0	0	5	0	0	0	0	7	48.4	40	42	95.24	42	95.24
215	WH-OB	28	2*	6	2	1	2	0	0	0	0	13	33.5	52	52	100.00	45	115.56
216	OB-WH	22	0	1	3	3	1	0	0	0	0	8	36.1	42	45	93.33	45	93.33
217	WH-VH	1	3*	3	4	2	2	0	0	0	0	14	36.5	31	42	73.81	42	73.81
218	VH-WH	25*	0	4	6	1	0	0	0	0	0	11	22.6	45	45	100.00	42	107.14
219	WH-OB	39	1	5	0	1	0	0	0	0	0	7	23.5	48	48	100.00	45	106.67
220	OB-WH	23	1*	7	5	1	0	0	0	0	0	14	24.9	45	45	100.00	45	100.00
221	WH-VH	31	0	10	2	0	0	0	0	0	0	12	19.9	45	45	100.00	42	107.14
222	VH-WH	11	1	8	5	2	0	1	0	0	0	17	27.4	41	42	97.62	42	97.62
223	WH-OB	18	1*	8	0	0	1	0	0	0	0	10	25.2	32	45	71.11	45	71.11
301	HY-NT	0	0	0	4	1	7	0	0	0	0	12	47.0	39	39	100.00	39	100.00
302	NT-HY	1	0	0	2	2	6	0	0	0	0	10	51.5	35	39	89.74	39	89.74
305	HY-NT	1	0	2	2	1	7	0	0	0	0	12	47.8	38	39	97.44	39	97.44
306	NT-HY	0	0	1	2	1	8	0	0	0	0	12	48.3	40	40	100.00	39	102.56
309	HY-NT	0	0	0	2	2	7	0	0	0	0	11	50.8	38	39	97.44	39	97.44
310	NT-HY	0	0	1	2	2	5	0	0	0	0	10	44.9	31	39	79.49	39	79.49
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		1561	35	346	169	69	158	4	0	6	6	787	60.2	3175	3517	90.28	3458	91.82

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/14/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	9	0	9	5	4	2	0	0	0	0	20	30.8	48	60	80.00	60	80.00
006	VH-WH	24	1*	6	1	0	2	0	0	0	0	10	29.9	42	52	80.77	52	80.77
007	WH-VH	24	0	8	2	0	2	0	0	1	1	15	32.3	52	52	100.00	52	100.00
008	VH-WH	51	0	5	0	0	0	0	0	0	0	5	17.8	56	60	93.33	60	93.33
009	WH-VH	26	0	8	4	1	1	1	0	0	0	15	27.9	54	60	90.00	60	90.00
010	VH-WH	43	0	7	0	0	0	0	0	0	0	7	17.6	50	52	96.15	52	96.15
011	WH-OB	39	0	4	2	2	0	0	0	0	0	8	27.1	53	53	100.00	52	101.92
012	VH-WH	39	0	4	2	1	1	0	0	1	1	9	35.0	56	60	93.33	60	93.33
013	WH-VH	47	0	5	0	0	2	0	0	0	0	7	29.3	60	60	100.00	60	100.00
014	OB-WH	46*	0	3	1	0	0	0	0	0	0	4	17.5	52	52	100.00	52	100.00
015	WH-OB	38	0	4	0	0	0	0	0	0	0	4	18.5	42	52	80.77	52	80.77
016	VH-WH	52*	0	4	2	0	1	0	0	0	0	7	25.1	66	66	100.00	60	110.00
017	WH-VH	54	0	8	2	0	0	1	0	1	1	12	24.9	73	73	100.00	60	121.67
018	OB-WH	35	0	4	2	1	1	0	0	0	0	8	28.3	50	52	96.15	52	96.15
019	WH-OB	46	1*	3	2	0	0	0	0	0	0	6	21.8	55	55	100.00	52	105.77
020	VH-WH	32	0	6	5	2	0	1	0	0	0	14	29.5	59	60	98.33	60	98.33
021	WH-VH	61	0	4	1	1	0	0	0	0	0	6	22.2	70	70	100.00	60	116.67
022	OB-WH	28	1*	9	2	2	0	0	0	0	0	14	24.7	49	52	94.23	52	94.23
023	WH-OB	45	0	4	0	0	1	0	0	0	0	5	25.8	53	53	100.00	52	101.92
024	VH-WH	41	0	4	4	0	0	1	0	1	1	10	31.1	60	60	100.00	60	100.00
025	WH-VH	49	0	3	0	0	1	0	0	0	0	5	38.2	61	61	100.00	60	101.67
026	OB-WH	26	0	7	1	1	0	0	0	0	0	9	20.7	38	52	73.08	52	73.08
027	WH-OB	49*	0	3	0	0	1	0	0	0	0	4	27.3	57	57	100.00	52	109.62
028	VH-WH	39	0	5	0	0	2	1	0	0	0	8	35.3	57	60	95.00	60	95.00
029	WH-VH	54	0	7	0	0	1	0	0	0	0	8	23.6	65	65	100.00	60	108.33
030	OB-WH	23	0	9	0	1	0	0	0	0	0	10	20.2	35	52	67.31	52	67.31
031	WH-VH	30	0	4	2	0	0	0	0	0	0	6	18.3	38	52	73.08	52	73.08
032	VH-WH	28	1*	8	1	0	1	0	0	0	0	11	22.5	45	60	75.00	60	75.00
101	HY-NT	13	0	5	5	3	2	0	0	0	0	15	31.9	45	50	90.00	50	90.00
102	NT-HY	13	0	8	0	1	6	0	0	0	0	15	36.5	48	52	92.31	52	92.31
103	HY-NT	19	0	5	4	1	2	1	0	1	1	14	36.3	50	52	96.15	52	96.15
104	NT-HY	30	0	3	0	3	2	0	0	0	0	8	37.9	50	50	100.00	50	100.00
105	HY-NT	23	0	2	2	1	3	0	0	0	0	8	37.8	44	50	88.00	50	88.00
106	NT-HY	27	0	5	0	0	2	0	0	1	1	8	35.4	42	52	80.77	52	80.77
107	HY-NT	47	1	1	3	0	0	0	0	0	0	5	24.5	55	55	100.00	52	105.77
108	NT-HY	14	0	5	9	2	1	0	0	0	0	17	29.5	47	50	94.00	50	94.00
109	HY-NT	18	0	5	3	0	4	0	0	0	0	12	37.3	45	50	90.00	50	90.00
110	NT-HY	20	0	7	4	0	3	0	0	0	0	14	29.9	47	52	90.38	52	90.38
111	HY-NT	17	0	4	1	1	5	0	0	0	0	11	41.0	46	52	88.46	52	88.46
112	NT-HY	21	0	4	2	0	5	0	0	0	0	11	40.0	49	50	98.00	50	98.00
200	VH-WH	15	2*	7	1	1	3	0	0	0	0	14	35.2	43	45	95.56	45	95.56
201	WH-VH	0	0	3	6	2	2	1	0	0	0	14	35.6	34	42	80.95	42	80.95
202	VH-WH	0	0	1	4	0	5	0	0	0	0	10	45.0	29	42	69.05	42	69.05
203	WH-VH	0	0	0	3	1	6	1	0	0	0	11	51.6	38	45	84.44	45	84.44
204	VH-WH	23	0	3	1	3	2	0	0	0	0	9	38.0	45	45	100.00	45	100.00
205	WH-VH	0	1*	3	8	0	2	1	0	0	0	15	33.8	34	42	80.95	42	80.95
206	VH-WH	7	0	2	1	0	4	0	0	0	0	7	44.6	27	42	64.29	42	64.29
207	WH-OB	15	0	6	0	1	4	0	0	0	0	11	35.2	40	45	88.89	45	88.89

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:06

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/14/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	----- TRLRS	1-SP	TRUCKS 2-SP	3-SP	4-SP	5-SP	U.S. MAIL 1-SP	2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	OB-WH	0	0	0	0	1	6	1	0	0	0	8	61.0	32	45	71.11	45	71.11
209	WH-VH	3	0	1	10	2	0	1	0	0	0	14	31.2	35	42	83.33	42	83.33
210	VH-WH	0	0	1	2	0	3	1	0	0	0	7	47.0	22	42	52.38	42	52.38
211	WH-OB	36	0	2	0	0	1	0	0	0	0	3	33.7	42	45	93.33	45	93.33
212	OB-WH	33	0	7	2	1	1	0	0	0	0	11	26.5	51	51	100.00	45	113.33
213	WH-VH	32	0	2	1	0	3	0	0	0	0	6	40.2	48	48	100.00	42	114.29
214	VH-WH	22*	0	3	1	0	4	0	0	0	0	8	40.9	44	44	100.00	42	104.76
215	WH-OB	36	0	4	1	0	2	0	0	0	0	7	32.3	50	50	100.00	45	111.11
216	OB-WH	29	0	4	6	2	0	0	0	0	0	12	28.1	51	51	100.00	45	113.33
217	WH-VH	28	0	5	1	0	1	0	0	0	0	7	26.6	39	42	92.86	42	92.86
218	VH-WH	16	0	4	5	1	1	0	0	0	0	11	28.2	37	42	88.10	42	88.10
219	WH-OB	38	1*	5	3	0	0	0	0	0	0	9	21.4	51	51	100.00	45	113.33
220	OB-WH	34	0	2	5	0	0	0	0	0	0	7	24.9	46	46	100.00	45	102.22
221	WH-VH	38	1	3	1	0	1	0	0	0	0	6	29.8	48	48	100.00	42	114.29
222	VH-WH	29	0	10	2	2	0	0	0	0	0	14	21.4	49	49	100.00	42	116.67
223	WH-OB	20	0	1	0	0	2	0	0	0	0	3	47.3	29	45	64.44	45	64.44
301	HY-NT	0	0	0	3	1	7	0	0	0	0	11	50.5	37	39	94.87	39	94.87
302	NT-HY	0	0	0	1	2	7	0	0	0	0	10	53.4	36	39	92.31	39	92.31
305	HY-NT	2	0	3	0	1	8	0	0	0	0	12	47.9	40	40	100.00	39	102.56
306	NT-HY	0	0	1	4	1	7	0	0	0	0	13	46.1	40	40	100.00	39	102.56
309	HY-NT	5	0	0	1	1	7	0	0	0	0	9	55.0	38	39	97.44	39	97.44
310	NT-HY	0	0	2	2	3	6	0	0	0	0	13	44.0	39	39	100.00	39	100.00
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		1801	10	294	149	56	149	13	0	6	6	677	60.1	3258	3553	91.70	3458	94.22

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/15/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	20	0	4	8	1	2	0	0	0	0	15	31.0	51	60	85.00	60	85.00
006	VH-WH	30	1*	6	1	0	2	0	0	0	0	10	31.3	48	52	92.31	52	92.31
007	WH-VH	23	0	3	1	1	4	0	0	1	1	10	45.9	49	52	94.23	52	94.23
008	VH-WH	43*	0	7	0	0	0	0	0	0	0	7	17.7	51	60	85.00	60	85.00
009	WH-VH	55	0	2	2	0	2	0	0	0	0	6	35.8	69	69	100.00	60	115.00
010	VH-WH	39	0	4	3	1	0	0	0	0	0	8	22.9	52	52	100.00	52	100.00
011	WH-OB	41	0	5	2	0	0	0	0	0	0	7	19.4	50	52	96.15	52	96.15
012	VH-WH	49	0	3	1	0	0	0	0	1	1	5	29.3	56	60	93.33	60	93.33
013	WH-VH	45	1*	2	0	0	2	0	0	0	0	5	37.0	57	60	95.00	60	95.00
014	OB-WH	44*	1	3	0	0	0	0	0	0	0	4	21.7	49	52	94.23	52	94.23
015	WH-OB	46*	0	3	0	0	1	0	0	0	0	4	27.0	54	54	100.00	52	103.85
016	VH-WH	48*	1	4	2	0	0	0	0	0	0	7	19.0	58	60	96.67	60	96.67
017	WH-VH	55	1*	2	2	1	0	0	0	1	1	6	32.3	66	66	100.00	60	110.00
018	OB-WH	28	0	5	2	0	3	0	0	0	0	10	32.7	49	52	94.23	52	94.23
019	WH-OB	48	0	6	1	0	1	0	0	0	0	8	25.1	60	60	100.00	52	115.38
020	VH-WH	49	0	0	2	1	0	0	0	0	0	3	34.0	56	60	93.33	60	93.33
021	WH-VH	56	0	2	0	0	0	0	0	0	0	2	16.5	58	60	96.67	60	96.67
022	OB-WH	41*	0	5	1	0	0	0	0	0	0	6	20.8	49	52	94.23	52	94.23
023	WH-OB	50	0	3	0	0	0	0	0	0	0	3	17.7	53	53	100.00	52	101.92
024	VH-WH	40	0	3	2	0	0	1	0	1	1	7	35.8	54	60	90.00	60	90.00
025	WH-VH	49	0	3	0	0	2	0	0	0	0	5	36.0	60	60	100.00	60	100.00
026	OB-WH	34	0	8	3	0	0	0	0	0	0	11	19.8	48	52	92.31	52	92.31
027	WH-OB	52*	0	6	0	0	0	0	0	0	0	6	18.2	59	59	100.00	52	113.46
028	VH-WH	50	0	0	0	0	0	1	0	0	0	1	73.0	55	60	91.67	60	91.67
029	WH-VH	51	0	5	0	0	0	0	0	0	0	5	18.0	56	60	93.33	60	93.33
030	OB-WH	30	0	3	0	0	0	0	0	0	0	3	16.3	33	52	63.46	52	63.46
031	WH-VH	26	0	2	0	0	0	0	0	0	0	2	18.5	28	52	53.85	52	53.85
032	VH-WH	26	0	3	0	0	0	0	0	0	0	3	16.3	29	60	48.33	60	48.33
101	HY-NT	25	0	1	1	7	0	0	0	0	0	9	35.3	49	50	98.00	50	98.00
102	NT-HY	28	0	3	2	0	3	1	0	0	0	9	39.9	52	52	100.00	52	100.00
103	HY-NT	21	0	1	3	2	3	0	0	1	1	10	46.9	48	52	92.31	52	92.31
104	NT-HY	28	0	2	1	0	1	0	0	0	0	4	31.0	36	50	72.00	50	72.00
105	HY-NT	36	0	2	0	1	2	0	0	0	0	5	39.4	49	50	98.00	50	98.00
106	NT-HY	35	0	4	1	0	2	0	0	1	1	8	35.4	51	52	98.08	52	98.08
107	HY-NT	50*	0	3	0	0	0	0	0	0	0	3	16.7	55	55	100.00	52	105.77
108	NT-HY	32	0	1	2	5	0	0	0	0	0	8	32.9	52	52	100.00	50	104.00
109	HY-NT	37*	1	2	0	0	2	0	0	0	0	5	39.5	49	50	98.00	50	98.00
110	NT-HY	43	0	6	0	1	0	0	0	0	0	7	23.1	52	52	100.00	52	100.00
111	HY-NT	27	1*	4	0	0	3	1	0	0	0	9	41.6	50	52	96.15	52	96.15
112	NT-HY	34	1*	2	1	0	3	0	0	0	0	7	45.8	52	52	100.00	50	104.00
200	VH-WH	28	0	5	0	1	3	0	0	0	0	9	34.9	48	48	100.00	45	106.67
201	WH-VH	3	0	0	6	4	2	0	0	0	0	12	38.8	35	42	83.33	42	83.33
202	VH-WH	16	0	1	0	2	3	0	0	0	0	6	46.5	35	42	83.33	42	83.33
203	WH-VH	0	0	0	2	2	6	0	0	0	0	10	49.8	34	45	75.56	45	75.56
204	VH-WH	24	1*	5	0	1	2	0	0	0	0	9	32.9	42	45	93.33	45	93.33
205	WH-VH	0	0	1	6	1	3	0	0	0	0	11	34.5	28	42	66.67	42	66.67
206	VH-WH	0	0	0	2	0	3	0	0	0	0	5	50.8	16	42	38.10	42	38.10
207	WH-OB	20	0	4	0	0	1	0	0	0	0	5	27.8	28	45	62.22	45	62.22

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/15/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	OB-WH	0	0	0	0	0	9	0	0	0	0	9	61.1	36	45	80.00	45	80.00
209	WH-VH	12	0	0	2	1	2	0	0	0	0	5	45.6	27	42	64.29	42	64.29
210	VH-WH	8	0	2	3	1	4	0	0	0	0	10	39.3	35	42	83.33	42	83.33
211	WH-OB	29	0	4	0	1	1	0	0	0	0	6	29.2	40	45	88.89	45	88.89
212	OB-WH	30	0	2	2	1	2	0	0	0	0	7	38.9	47	47	100.00	45	104.44
213	WH-VH	26*	1	1	0	0	3	0	0	0	0	5	49.8	43	43	100.00	42	102.38
214	VH-WH	22	1	0	1	0	4	0	0	0	0	6	55.2	41	42	97.62	42	97.62
215	WH-OB	28	0	3	2	0	2	0	0	0	0	7	33.1	43	45	95.56	45	95.56
216	OB-WH	26	0	4	6	3	0	0	0	0	0	13	25.9	51	51	100.00	45	113.33
217	WH-VH	34*	0	3	0	0	1	1	0	0	0	5	37.8	47	47	100.00	42	111.90
218	VH-WH	30	0	3	3	1	1	0	0	0	0	8	28.6	46	46	100.00	42	109.52
219	WH-OB	35	1*	4	0	0	1	0	0	0	0	6	27.2	45	45	100.00	45	100.00
220	OB-WH	35	1	7	2	1	0	0	0	0	0	11	21.4	50	50	100.00	45	111.11
221	WH-VH	41	0	2	3	0	0	0	0	0	0	5	27.2	49	49	100.00	42	116.67
222	VH-WH	39	1*	2	3	0	0	0	0	0	0	6	19.2	49	49	100.00	42	116.67
223	WH-OB	39	0	2	1	0	1	0	0	0	0	4	30.5	47	47	100.00	45	104.44
224	OB-WH	37	0	5	1	0	1	0	0	0	0	7	25.0	48	48	100.00	45	106.67
225	WH-VH	42	1	4	0	0	0	0	0	0	0	5	18.3	47	47	100.00	42	111.90
226	VH-WH	30*	1*	9	1	0	0	0	0	0	0	11	21.0	44	44	100.00	42	104.76
227	WH-VH	21	0	0	1	0	0	0	0	0	0	1	20.0	23	45	51.11	45	51.11
301	HY-NT	0	0	0	4	1	6	1	0	0	0	12	48.7	40	40	100.00	39	102.56
302	NT-HY	1	0	0	3	2	6	0	0	0	0	11	49.8	37	39	94.87	39	94.87
305	HY-NT	7	0	0	0	1	7	0	0	0	0	8	58.8	38	39	97.44	39	97.44
306	NT-HY	2	0	1	3	0	6	1	0	0	0	11	50.0	38	39	97.44	39	97.44
309	HY-NT	2	0	0	2	1	5	2	0	0	0	10	54.3	39	39	100.00	39	100.00
310	NT-HY	3	0	0	3	2	4	0	0	0	0	9	47.4	31	39	79.49	39	79.49
311	HY-NT	1	0	0	1	4	3	0	0	0	0	8	50.0	27	39	69.23	39	69.23
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		2235	16	207	106	52	130	9	0	6	6	526	59.4	3426	3764	91.02	3671	93.33

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/16/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	TRUCKS					U.S. MAIL			TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
				1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL							
005	WH-VH	32	0	4	8	0	1	0	0	0	0	13	27.5	56	60	93.33	60	93.33
006	VH-WH	31	0	5	1	0	2	0	0	0	0	8	29.6	46	52	88.46	52	88.46
007	WH-VH	35*	0	3	0	0	2	0	0	1	1	6	41.6	49	52	94.23	52	94.23
008	VH-WH	48	0	6	0	0	0	0	0	0	0	6	17.3	54	60	90.00	60	90.00
009	WH-VH	48	0	2	3	0	0	0	0	0	0	5	19.4	56	60	93.33	60	93.33
010	VH-WH	43*	0	5	0	0	0	0	0	0	0	5	18.2	49	52	94.23	52	94.23
011	WH-OB	42*	0	4	1	0	0	0	0	0	0	5	18.2	50	52	96.15	52	96.15
012	VH-WH	46	0	4	0	0	0	0	0	1	1	5	25.8	52	60	86.67	60	86.67
013	WH-VH	45	0	5	1	1	0	0	0	0	0	7	21.1	55	60	91.67	60	91.67
014	OB-WH	43	0	5	1	0	0	0	0	0	0	6	18.0	50	52	96.15	52	96.15
015	WH-OB	46*	0	2	2	0	0	0	0	0	0	4	20.0	53	53	100.00	52	101.92
016	VH-WH	50	0	3	1	0	0	0	0	0	0	4	20.8	55	60	91.67	60	91.67
017	WH-VH	62*	0	3	0	0	0	0	0	1	1	4	29.0	68	68	100.00	60	113.33
018	OB-WH	44*	0	4	1	0	0	0	0	0	0	5	18.4	53	53	100.00	52	101.92
019	WH-OB	48*	1	1	0	0	0	0	0	0	0	2	19.0	53	53	100.00	52	101.92
020	VH-WH	49	0	2	2	1	0	0	0	0	0	5	27.2	58	60	96.67	60	96.67
021	WH-VH	54*	0	1	1	0	0	0	0	0	0	2	19.5	58	60	96.67	60	96.67
022	OB-WH	45	0	2	1	0	0	0	0	0	0	3	23.3	49	52	94.23	52	94.23
023	WH-OB	48	0	3	0	0	0	0	0	0	0	3	16.7	51	52	98.08	52	98.08
024	VH-WH	53	0	1	1	0	0	0	0	1	1	3	38.5	58	60	96.67	60	96.67
025	WH-VH	57*	0	0	0	0	0	0	0	0	0	0	.0	61	61	100.00	60	101.67
026	OB-WH	45*	0	3	0	0	0	0	0	0	0	3	17.3	50	52	96.15	52	96.15
027	WH-OB	48	0	2	1	0	1	0	0	0	0	4	28.5	56	56	100.00	52	107.69
028	VH-WH	58	1	1	0	0	0	0	0	0	0	2	19.0	60	60	100.00	60	100.00
029	WH-VH	57	0	4	0	0	0	0	0	0	0	4	17.5	61	61	100.00	60	101.67
030	OB-WH	41	1	2	0	0	0	0	0	0	0	3	19.0	44	52	84.62	52	84.62
031	WH-VH	17	0	2	0	0	0	0	0	0	0	2	17.0	19	52	36.54	52	36.54
032	VH-WH	18	0	1	0	0	0	0	0	0	0	1	17.0	19	60	31.67	60	31.67
101	HY-NT	37	0	1	0	1	2	0	0	0	0	4	44.0	49	50	98.00	50	98.00
102	NT-HY	43*	1	3	0	0	1	0	0	0	0	5	28.5	52	52	100.00	52	100.00
103	HY-NT	51*	0	1	0	0	0	0	0	1	1	2	52.0	56	56	100.00	52	107.69
104	NT-HY	43*	1	3	0	0	0	0	0	0	0	4	23.7	48	50	96.00	50	96.00
105	HY-NT	44*	0	1	0	0	0	0	0	0	0	1	19.0	48	50	96.00	50	96.00
106	NT-HY	50	1	2	0	0	0	0	0	1	1	4	32.5	55	55	100.00	52	105.77
107	HY-NT	53*	0	3	0	0	0	0	0	0	0	3	18.0	58	58	100.00	52	111.54
108	NT-HY	38	0	0	1	2	1	0	0	0	0	4	42.8	50	50	100.00	50	100.00
109	HY-NT	39*	0	2	1	0	1	0	0	0	0	4	31.0	48	50	96.00	50	96.00
110	NT-HY	38*	0	1	2	2	0	1	0	0	0	6	39.2	55	55	100.00	52	105.77
111	HY-NT	50	0	5	0	0	0	0	0	0	0	5	17.4	55	55	100.00	52	105.77
112	NT-HY	21	0	1	2	1	0	0	0	0	0	4	27.0	29	50	58.00	50	58.00
200	VH-WH	33	0	3	1	0	2	0	0	0	0	6	32.3	46	46	100.00	45	102.22
201	WH-VH	0	0	0	5	1	4	0	0	0	0	10	44.0	29	42	69.05	42	69.05
202	VH-WH	25	0	5	1	0	1	1	0	0	0	8	31.8	41	42	97.62	42	97.62
203	WH-VH	30	0	5	0	0	2	0	0	0	0	7	31.4	43	45	95.56	45	95.56
204	VH-WH	34*	0	2	3	0	0	0	0	0	0	5	19.8	44	45	97.78	45	97.78
205	WH-VH	2	0	1	4	1	3	0	0	0	0	9	35.8	26	42	61.90	42	61.90
206	VH-WH	0	0	0	1	0	6	0	0	0	0	7	55.9	26	42	61.90	42	61.90
207	WH-OB	25*	0	4	1	0	3	0	0	0	0	8	34.3	44	45	97.78	45	97.78

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/16/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	TRUCKS 2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	OB-WH	38	0	0	3	0	1	0	0	0	0	4	34.0	48	48	100.00	45	106.67
209	WH-VH	33*	2*	2	1	0	0	0	0	0	0	5	18.0	42	42	100.00	42	100.00
210	VH-WH	12*	2	3	2	1	4	0	0	0	0	12	38.9	41	42	97.62	42	97.62
211	WH-OB	35*	1	1	1	0	1	0	0	0	0	4	34.3	47	47	100.00	45	104.44
212	OB-WH	39*	1	5	2	0	0	0	0	0	0	8	19.3	50	50	100.00	45	111.11
213	WH-VH	34	0	2	0	0	2	0	0	0	0	4	38.3	44	44	100.00	42	104.76
214	VH-WH	39*	0	6	0	0	0	0	0	0	0	6	18.5	47	47	100.00	42	111.90
215	WH-OB	31*	1	0	1	0	0	0	0	0	0	2	21.0	36	45	80.00	45	80.00
216	OB-WH	33	0	3	4	0	1	0	0	0	0	8	31.4	48	48	100.00	45	106.67
217	WH-VH	41	3*	2	3	0	0	0	0	0	0	8	22.6	53	53	100.00	42	126.19
218	VH-WH	38	0	3	0	0	1	0	0	0	0	4	27.8	45	45	100.00	42	107.14
219	WH-OB	50*	1	5	0	0	0	0	0	0	0	6	17.8	57	57	100.00	45	126.67
220	OB-WH	35*	0	4	2	0	0	0	0	0	0	6	21.2	45	45	100.00	45	100.00
221	WH-VH	41*	1*	3	1	0	0	0	0	0	0	5	29.5	49	49	100.00	42	116.67
222	VH-WH	35	2*	5	0	0	0	0	0	0	0	7	29.4	44	44	100.00	42	104.76
223	WH-OB	38	0	2	1	0	0	0	0	0	0	3	18.7	42	45	93.33	45	93.33
224	OB-WH	38	3*	5	0	0	0	0	0	0	0	8	18.4	47	47	100.00	45	104.44
225	WH-VH	42	0	6	0	0	0	0	0	0	0	6	18.2	48	48	100.00	42	114.29
226	VH-WH	33*	1	5	0	0	0	0	0	0	0	6	18.4	40	42	95.24	42	95.24
227	WH-VH	24	0	2	0	0	0	0	0	0	0	2	18.0	26	45	57.78	45	57.78
301	HY-NT	2	0	0	7	3	3	0	0	0	0	13	38.7	37	39	94.87	39	94.87
302	NT-HY	3	0	1	0	1	5	0	0	0	0	7	51.7	27	39	69.23	39	69.23
305	HY-NT	16	0	1	2	3	3	0	0	0	0	9	41.6	42	42	100.00	39	107.69
306	NT-HY	0	0	0	5	0	7	0	0	0	0	12	47.3	38	39	97.44	39	97.44
309	HY-NT	37	0	1	0	0	0	0	0	0	0	1	19.0	38	39	97.44	39	97.44
310	NT-HY	12	0	1	1	2	1	1	0	0	0	6	42.3	30	39	76.92	39	76.92
312	NT-HY	1	0	0	1	0	3	1	0	0	0	5	57.8	20	39	51.28	39	51.28
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		2689	24	191	84	20	64	4	0	6	6	393	63.3	3476	3774	92.10	3671	94.69

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/17/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	52	1*	8	2	0	0	0	0	0	0	11	21.4	66	66	100.00	60	110.00
006	VH-WH	40	0	3	0	0	1	0	0	0	0	4	27.5	47	52	90.38	52	90.38
007	WH-VH	0	0	0	0	0	0	0	0	0	0	0	.0	0	52	.00	52	.00
008	VH-WH	69	0	2	1	0	0	0	0	0	0	3	18.3	73	73	100.00	60	121.67
009	WH-VH	53	0	4	2	0	0	0	0	0	0	6	18.7	61	61	100.00	60	101.67
010	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	52	.00	52	.00
011	WH-OB	46*	0	5	0	0	0	0	0	0	0	5	17.6	52	52	100.00	52	100.00
012	VH-WH	62	0	6	1	0	0	0	0	0	0	7	19.0	70	70	100.00	60	116.67
013	WH-VH	47	0	3	0	0	0	0	0	0	0	3	18.3	50	60	83.33	60	83.33
014	OB-WH	49	0	0	1	0	0	0	0	0	0	1	20.0	51	52	98.08	52	98.08
015	WH-OB	43*	0	3	1	0	0	0	0	0	0	4	19.3	49	52	94.23	52	94.23
016	VH-WH	57	0	0	0	0	0	0	0	0	0	0	.0	57	60	95.00	60	95.00
017	WH-VH	61*	0	2	0	0	0	0	0	0	0	2	17.0	64	64	100.00	60	106.67
018	OB-WH	48*	0	2	0	0	0	0	0	0	0	2	19.0	53	53	100.00	52	101.92
019	WH-OB	39	0	5	2	0	0	0	0	0	0	7	18.6	48	52	92.31	52	92.31
020	VH-WH	52*	0	2	4	0	0	0	0	0	0	6	27.3	63	63	100.00	60	105.00
021	WH-VH	55	1	4	0	1	0	0	0	0	0	6	23.6	63	63	100.00	60	105.00
022	OB-WH	50	0	2	0	0	0	0	0	0	0	2	17.5	52	52	100.00	52	100.00
023	WH-OB	41	1	4	0	0	0	0	0	0	0	5	21.0	46	52	88.46	52	88.46
024	VH-WH	51	0	2	0	0	0	0	0	0	0	2	15.0	53	60	88.33	60	88.33
025	WH-VH	59	1*	2	0	0	0	0	0	0	0	3	17.0	63	63	100.00	60	105.00
026	OB-WH	48	0	2	0	0	0	0	0	0	0	2	18.5	50	52	96.15	52	96.15
027	WH-OB	49	0	5	0	0	0	0	0	0	0	5	17.6	54	54	100.00	52	103.85
028	VH-WH	49	0	4	1	0	0	0	0	0	0	5	18.4	55	60	91.67	60	91.67
029	WH-VH	59	0	2	0	0	0	0	0	0	0	2	18.0	61	61	100.00	60	101.67
030	OB-WH	47	0	0	1	0	0	0	0	0	0	1	21.0	49	52	94.23	52	94.23
031	WH-VH	25*	0	1	0	0	0	0	0	0	0	1	19.0	27	52	51.92	52	51.92
032	VH-WH	32	0	4	0	0	0	0	0	0	0	4	16.5	36	60	60.00	60	60.00
101	HY-NT	38	0	3	0	0	1	0	0	0	0	4	28.3	45	50	90.00	50	90.00
102	NT-HY	24	0	5	0	0	3	0	0	0	0	8	33.3	41	52	78.85	52	78.85
103	HY-NT	38	0	1	4	0	0	0	0	0	0	5	26.6	47	52	90.38	52	90.38
104	NT-HY	31*	0	2	0	2	0	0	0	0	0	4	35.0	40	50	80.00	50	80.00
105	HY-NT	36*	0	4	1	0	0	0	0	0	0	5	19.2	43	50	86.00	50	86.00
106	NT-HY	45*	0	5	1	0	0	0	0	0	0	6	18.7	53	53	100.00	52	101.92
107	HY-NT	46*	0	7	0	0	0	0	0	0	0	7	17.9	55	55	100.00	52	105.77
108	NT-HY	36	1*	2	0	0	0	0	0	0	0	3	31.5	40	50	80.00	50	80.00
109	HY-NT	18	0	6	0	0	0	0	0	0	0	6	18.7	24	50	48.00	50	48.00
110	NT-HY	23*	1	7	2	3	1	0	0	0	0	14	25.9	49	52	94.23	52	94.23
111	HY-NT	20	0	2	0	0	0	0	0	0	0	2	18.0	22	52	42.31	52	42.31
112	NT-HY	11	0	1	0	0	0	0	0	0	0	1	18.0	12	50	24.00	50	24.00
200	VH-WH	31	1*	6	1	0	1	0	0	0	0	9	25.9	45	45	100.00	45	100.00
201	WH-VH	8	2*	4	4	1	0	0	0	0	0	11	34.7	28	42	66.67	42	66.67
202	VH-WH	32	1	5	0	0	1	0	0	0	0	7	25.2	42	42	100.00	42	100.00
203	WH-VH	38	0	4	0	0	1	0	0	0	0	5	26.2	46	46	100.00	45	102.22
204	VH-WH	45	1	0	0	0	0	0	0	0	0	1	.0	46	46	100.00	45	102.22
205	WH-VH	41	0	7	0	0	0	0	0	0	0	7	18.0	48	48	100.00	42	114.29
206	VH-WH	42	0	4	1	0	0	0	0	0	0	5	18.6	48	48	100.00	42	114.29
207	WH-OB	29	0	3	2	0	2	0	0	0	0	7	30.3	44	45	97.78	45	97.78

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/17/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	OB-WH	38*	0	2	2	0	0	0	0	0	0	4	19.3	46	46	100.00	45	102.22
209	WH-VH	41	2*	4	2	0	0	0	0	0	0	8	24.7	52	52	100.00	42	123.81
210	VH-WH	34*	1*	4	1	0	1	0	0	0	0	7	30.5	47	47	100.00	42	111.90
211	WH-OB	37*	0	5	3	0	0	0	0	0	0	8	19.3	50	50	100.00	45	111.11
212	OB-WH	42	1	1	2	0	1	0	0	0	0	5	30.5	52	52	100.00	45	115.56
213	WH-VH	38*	2*	1	0	0	1	0	0	0	0	4	38.5	48	48	100.00	42	114.29
214	VH-WH	32*	2*	4	0	0	0	0	0	0	0	6	27.3	41	42	97.62	42	97.62
215	WH-OB	45*	1*	3	0	0	0	0	0	0	0	4	30.3	51	51	100.00	45	113.33
216	OB-WH	39	2*	3	0	0	0	0	0	0	0	5	26.0	46	46	100.00	45	102.22
217	WH-VH	48*	0	3	0	0	0	0	0	0	0	3	18.3	53	53	100.00	42	126.19
218	VH-WH	41*	0	5	2	0	0	0	0	0	0	7	20.1	51	51	100.00	42	121.43
219	WH-OB	33	0	3	1	1	0	0	0	0	0	5	22.0	41	45	91.11	45	91.11
220	OB-WH	37*	0	4	0	0	0	0	0	0	0	4	17.8	43	45	95.56	45	95.56
221	WH-VH	45*	0	4	0	0	0	0	0	0	0	4	17.5	50	50	100.00	42	119.05
222	VH-WH	35	0	5	1	0	0	1	0	0	0	7	27.9	47	47	100.00	42	111.90
223	WH-OB	44	0	2	0	0	0	0	0	0	0	2	18.0	46	46	100.00	45	102.22
224	OB-WH	41	0	4	0	0	0	0	0	0	0	4	18.0	45	45	100.00	45	100.00
225	WH-VH	35*	0	4	0	0	1	0	0	0	0	5	26.6	44	44	100.00	42	104.76
226	VH-WH	37	0	8	0	0	0	0	0	0	0	8	18.3	45	45	100.00	42	107.14
227	WH-VH	47	0	6	0	0	0	0	0	0	0	6	17.7	53	53	100.00	45	117.78
301	HY-NT	10	0	2	3	2	2	2	0	0	0	11	39.8	42	42	100.00	39	107.69
302	NT-HY	21	0	1	1	0	1	0	0	0	0	3	35.3	28	39	71.79	39	71.79
305	HY-NT	15	0	3	0	2	0	1	0	0	0	6	36.0	29	39	74.36	39	74.36
306	NT-HY	5	0	1	6	0	2	1	0	0	0	10	39.5	31	39	79.49	39	79.49
309	HY-NT	22	0	3	0	0	2	0	0	0	0	5	34.6	33	39	84.62	39	84.62
310	NT-HY	16	1	3	0	0	0	0	0	0	0	4	20.7	20	39	51.28	39	51.28
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		2793	23	243	56	12	22	5	0	0	0	361	86.7	3365	3788	88.83	3632	92.65

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/18/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	U.S. MAIL 1-SP 2-SP TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	18	1*	7	6	2	2	0	0 0 0	18	31.0	53	60	88.33	60	88.33
006	VH-WH	29	0	7	0	0	3	0	0 0 0	10	31.6	48	52	92.31	52	92.31
007	WH-VH	25	0	4	2	1	3	0	0 1 1	11	38.9	50	52	96.15	52	96.15
008	VH-WH	35	0	11	0	0	0	0	0 0 0	11	17.5	46	60	76.67	60	76.67
009	WH-VH	49	0	4	0	0	0	0	0 1 1	5	26.5	55	60	91.67	60	91.67
010	VH-WH	43	0	6	3	0	1	0	0 0 0	10	25.1	59	59	100.00	52	113.46
011	WH-OB	49	0	6	0	1	0	0	0 0 0	7	22.0	58	58	100.00	52	111.54
012	VH-WH	46	0	5	1	0	1	0	0 1 1	8	31.1	59	60	98.33	60	98.33
013	WH-VH	46	0	4	0	1	1	0	0 0 0	6	29.8	57	60	95.00	60	95.00
014	OB-WH	39*	0	5	0	0	0	0	0 1 1	6	25.2	47	52	90.38	52	90.38
015	WH-OB	57	0	4	1	0	0	0	0 0 0	5	18.4	63	63	100.00	52	121.15
016	VH-WH	53	0	3	2	0	0	0	0 0 0	5	21.6	60	60	100.00	60	100.00
017	WH-VH	53	1	1	0	0	0	0	0 1 1	3	51.0	57	60	95.00	60	95.00
018	OB-WH	43	0	3	1	0	1	0	0 0 0	5	27.6	52	52	100.00	52	100.00
019	WH-OB	44	0	3	0	0	1	0	0 0 0	4	29.3	51	52	98.08	52	98.08
020	VH-WH	43	0	1	3	2	0	0	0 0 0	6	32.0	56	60	93.33	60	93.33
021	WH-VH	49	0	5	0	1	1	0	0 0 0	7	26.9	61	61	100.00	60	101.67
022	OB-WH	36	0	4	0	0	1	0	0 0 0	5	26.6	44	52	84.62	52	84.62
023	WH-OB	42	0	4	0	0	0	0	0 0 0	4	18.0	46	52	88.46	52	88.46
024	VH-WH	42*	0	1	2	2	0	0	0 1 1	6	42.8	56	60	93.33	60	93.33
025	WH-VH	48	0	5	0	0	1	0	0 0 0	6	25.7	57	60	95.00	60	95.00
026	OB-WH	36	0	2	0	0	0	0	0 0 0	2	18.5	38	52	73.08	52	73.08
027	WH-OB	39	0	8	0	0	1	0	0 0 0	9	22.9	51	52	98.08	52	98.08
028	VH-WH	20	1	1	1	0	1	0	0 0 0	4	36.7	28	60	46.67	60	46.67
029	WH-VH	30	2*	13	3	0	0	1	0 0 0	19	23.1	59	60	98.33	60	98.33
030	OB-WH	22*	0	0	0	0	0	0	0 0 0	0	.0	23	52	44.23	52	44.23
031	WH-VH	19*	0	3	0	0	0	0	0 0 0	3	18.3	24	52	46.15	52	46.15
032	VH-WH	8	0	1	0	0	1	0	0 0 0	2	41.0	13	60	21.67	60	21.67
101	HY-NT	13	0	6	3	5	2	0	0 0 0	16	30.4	48	50	96.00	50	96.00
102	NT-HY	19	0	3	1	0	4	0	0 0 0	8	40.3	40	52	76.92	52	76.92
103	HY-NT	17	0	3	3	2	3	0	0 1 1	12	38.2	46	52	88.46	52	88.46
104	NT-HY	33	0	2	0	0	1	0	0 0 0	3	31.7	39	50	78.00	50	78.00
105	HY-NT	23	2*	8	3	0	0	0	0 0 0	13	20.1	40	50	80.00	50	80.00
106	NT-HY	26	0	5	3	1	1	1	0 1 1	12	34.1	51	52	98.08	52	98.08
107	HY-NT	30	1*	2	2	0	3	0	0 0 0	8	38.7	50	52	96.15	52	96.15
108	NT-HY	12	0	2	2	4	3	0	0 0 0	11	37.6	42	50	84.00	50	84.00
109	HY-NT	22	0	5	3	1	2	0	0 0 0	11	29.0	44	50	88.00	50	88.00
110	NT-HY	11	0	4	3	2	5	0	0 0 0	14	38.5	47	52	90.38	52	90.38
111	HY-NT	11	0	3	1	0	3	0	0 0 0	7	37.0	28	52	53.85	52	53.85
112	NT-HY	8	0	2	4	1	0	0	0 0 0	7	24.0	21	50	42.00	50	42.00
200	VH-WH	21	0	3	0	3	2	0	0 0 0	8	38.1	41	45	91.11	45	91.11
201	WH-VH	0	0	0	4	2	3	1	0 0 0	10	45.8	31	42	73.81	42	73.81
202	VH-WH	8	1*	1	4	0	2	0	0 0 0	8	40.0	27	42	64.29	42	64.29
203	WH-VH	0	0	0	3	2	6	0	0 0 0	11	47.6	36	45	80.00	45	80.00
204	VH-WH	28	0	3	0	0	2	0	0 0 0	5	36.4	39	45	86.67	45	86.67
205	WH-VH	0	0	1	6	0	4	0	0 0 0	11	37.8	29	42	69.05	42	69.05
206	VH-WH	1	0	0	1	1	2	0	0 0 0	4	49.8	14	42	33.33	42	33.33
207	WH-OB	27	0	7	1	0	2	0	0 0 0	10	27.3	44	45	97.78	45	97.78

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/18/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	----- TRLRS	1-SP	TRUCKS 2-SP	3-SP	4-SP	5-SP	U.S. MAIL 1-SP 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	OB-WH	0	0	1	0	3	7	0	0	0	11	52.3	38	45	84.44	45	84.44
209	WH-VH	3	0	0	5	5	0	0	0	0	10	34.6	28	42	66.67	42	66.67
210	VH-WH	2	0	0	4	2	3	0	0	0	9	40.4	28	42	66.67	42	66.67
211	WH-OB	28	2	2	1	0	2	0	0	0	7	35.8	42	45	93.33	45	93.33
212	OB-WH	36	0	1	0	2	1	0	0	0	4	42.5	47	47	100.00	45	104.44
213	WH-VH	19	1*	1	1	0	2	0	0	0	5	48.0	32	42	76.19	42	76.19
214	VH-WH	21	0	1	2	0	4	0	0	0	7	45.0	42	42	100.00	42	100.00
215	WH-OB	37	0	6	3	0	1	0	0	0	10	24.7	53	53	100.00	45	117.78
216	OB-WH	26	1	3	3	1	0	0	0	0	8	25.7	39	45	86.67	45	86.67
217	WH-VH	35	1*	3	1	1	0	0	0	0	6	26.2	45	45	100.00	42	107.14
218	VH-WH	20	1*	5	1	1	0	0	0	0	8	25.6	32	42	76.19	42	76.19
219	WH-OB	44	1*	3	0	0	0	0	0	0	4	18.3	49	49	100.00	45	108.89
220	OB-WH	36	0	2	2	2	0	0	0	0	6	29.0	48	48	100.00	45	106.67
221	WH-VH	33	1	8	2	1	1	0	0	0	13	26.7	53	53	100.00	42	126.19
222	VH-WH	36	0	5	2	0	0	0	0	0	7	19.4	45	45	100.00	42	107.14
223	WH-OB	27	3*	14	1	0	2	0	0	0	20	27.7	57	57	100.00	45	126.67
301	HY-NT	0	0	0	5	1	6	0	0	0	12	44.7	37	39	94.87	39	94.87
302	NT-HY	0	0	0	0	2	2	0	0	0	4	53.8	14	39	35.90	39	35.90
305	HY-NT	6	0	0	2	3	5	0	0	0	10	47.9	39	39	100.00	39	100.00
306	NT-HY	0	0	2	3	0	7	0	0	0	12	45.7	36	39	92.31	39	92.31
309	HY-NT	1	0	2	2	2	6	0	0	0	12	46.1	37	39	94.87	39	94.87
310	NT-HY	1	0	0	4	1	5	0	0	0	10	44.3	32	39	82.05	39	82.05
403	HY-NT	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY	TOTAL	1784	20	240	116	61	123	3	0	8	8	59.8	3001	3529	85.04	3458	86.78

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
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THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/19/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	9	0	11	6	2	2	0	0	0	0	21	27.5	46	60	76.67	60	76.67
006	VH-WH	25	0	8	2	1	2	0	0	0	0	13	27.5	48	52	92.31	52	92.31
007	WH-VH	13	0	12	4	0	3	0	0	1	1	20	28.1	47	52	90.38	52	90.38
008	VH-WH	48	0	8	1	0	0	0	0	0	0	9	17.9	58	60	96.67	60	96.67
009	WH-VH	24	0	16	5	2	1	0	0	0	0	24	23.2	60	60	100.00	60	100.00
010	VH-WH	43	0	9	1	0	0	0	0	0	0	10	18.1	54	54	100.00	52	103.85
011	WH-OB	38	0	3	4	1	0	0	0	0	0	8	22.6	52	52	100.00	52	100.00
012	VH-WH	47	0	8	1	0	0	0	0	1	1	10	21.9	59	60	98.33	60	98.33
013	WH-VH	35	0	2	0	1	2	1	0	0	0	6	42.8	53	60	88.33	60	88.33
014	OB-WH	46	0	1	0	0	0	0	0	0	0	1	18.0	47	52	90.38	52	90.38
015	WH-OB	35	1*	5	1	2	1	0	0	0	0	10	29.3	54	54	100.00	52	103.85
016	VH-WH	47	0	9	2	0	1	0	0	0	0	12	22.5	64	64	100.00	60	106.67
017	WH-VH	46	0	6	1	1	0	0	0	1	1	9	26.1	59	60	98.33	60	98.33
018	OB-WH	31	0	6	3	1	1	0	0	0	0	11	26.7	50	52	96.15	52	96.15
019	WH-OB	44*	1	5	0	0	1	0	0	0	0	7	27.2	55	55	100.00	52	105.77
020	VH-WH	31	0	5	4	3	0	1	0	0	0	13	29.5	58	60	96.67	60	96.67
021	WH-VH	46	1	4	1	1	0	0	0	0	0	7	20.2	56	60	93.33	60	93.33
022	OB-WH	26	0	6	5	1	1	0	0	0	0	13	25.6	49	52	94.23	52	94.23
023	WH-OB	48	0	6	1	0	0	0	0	0	0	7	17.9	56	56	100.00	52	107.69
024	VH-WH	30*	1*	11	2	1	0	0	0	1	1	16	25.3	53	60	88.33	60	88.33
025	WH-VH	35	0	6	1	0	3	0	0	0	0	10	31.9	55	60	91.67	60	91.67
026	OB-WH	25	0	5	6	0	0	0	0	0	0	11	21.3	42	52	80.77	52	80.77
027	WH-OB	29	0	2	0	1	0	0	0	0	0	3	25.3	34	52	65.38	52	65.38
028	VH-WH	23*	2	5	0	1	1	0	0	0	0	9	27.9	38	60	63.33	60	63.33
029	WH-VH	29	0	4	1	0	0	0	0	0	0	5	17.2	35	60	58.33	60	58.33
030	OB-WH	17	0	3	2	0	0	0	0	0	0	5	20.6	24	52	46.15	52	46.15
031	WH-VH	15*	0	2	0	0	0	0	0	0	0	2	17.0	18	52	34.62	52	34.62
032	VH-WH	11	0	1	0	0	1	0	0	0	0	2	41.0	16	60	26.67	60	26.67
101	HY-NT	4	0	7	5	4	1	0	0	0	0	17	28.1	37	50	74.00	50	74.00
102	NT-HY	9	0	10	1	0	7	0	0	0	0	18	34.7	49	52	94.23	52	94.23
103	HY-NT	13	0	8	1	1	4	1	0	1	1	16	36.9	49	52	94.23	52	94.23
104	NT-HY	15	0	1	2	0	1	0	0	0	0	4	33.8	24	50	48.00	50	48.00
105	HY-NT	29*	0	3	1	0	2	1	0	0	0	7	37.9	48	50	96.00	50	96.00
106	NT-HY	18	1	2	3	0	5	0	0	1	1	12	45.8	49	52	94.23	52	94.23
107	HY-NT	30	0	5	2	0	3	0	0	0	0	10	32.5	51	52	98.08	52	98.08
108	NT-HY	9	0	7	5	4	1	0	0	0	0	17	29.9	42	50	84.00	50	84.00
109	HY-NT	13	0	3	2	0	3	0	0	0	0	8	38.9	32	50	64.00	50	64.00
110	NT-HY	7	1	4	1	4	4	0	0	0	0	14	38.5	42	52	80.77	52	80.77
111	HY-NT	8	0	4	1	0	2	1	0	0	0	8	36.6	27	52	51.92	52	51.92
112	NT-HY	6	1	5	1	0	2	1	0	0	0	10	37.4	27	50	54.00	50	54.00
200	VH-WH	11	0	7	0	3	3	0	0	0	0	13	32.9	39	45	86.67	45	86.67
201	WH-VH	1	0	0	7	4	1	0	0	0	0	12	37.3	31	42	73.81	42	73.81
202	VH-WH	0	0	0	0	1	4	0	0	0	0	5	60.6	19	42	45.24	42	45.24
203	WH-VH	0	0	1	3	3	6	0	0	0	0	13	45.0	40	45	88.89	45	88.89
204	VH-WH	17	0	4	0	2	3	0	0	0	0	9	38.3	39	45	86.67	45	86.67
205	WH-VH	0	0	3	7	1	4	0	0	0	0	15	34.2	36	42	85.71	42	85.71
206	VH-WH	1	1*	2	2	1	3	0	0	0	0	9	44.6	24	42	57.14	42	57.14
207	WH-OB	13	0	8	1	2	4	0	0	0	0	15	32.3	45	45	100.00	45	100.00

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/19/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	----- TRLRS	1-SP	TRUCKS 2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	----- TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	OB-WH	0	0	0	1	1	8	0	0	0	0	10	56.9	37	45	82.22	45	82.22
209	WH-VH	1	0	2	7	2	1	0	0	0	0	12	30.3	27	42	64.29	42	64.29
210	VH-WH	4	0	0	3	0	5	0	0	0	0	8	48.4	30	42	71.43	42	71.43
211	WH-OB	31	1*	6	2	0	2	0	0	0	0	11	32.6	51	51	100.00	45	113.33
212	OB-WH	29	0	4	2	1	1	1	0	0	0	9	34.1	49	49	100.00	45	108.89
213	WH-VH	23	2	8	0	1	2	0	0	0	0	13	28.0	44	44	100.00	42	104.76
214	VH-WH	17	0	3	2	0	4	0	0	0	0	9	39.3	40	42	95.24	42	95.24
215	WH-OB	26*	0	3	2	2	1	1	0	0	0	9	36.8	51	51	100.00	45	113.33
216	OB-WH	17	0	5	4	4	0	0	0	0	0	13	27.2	42	45	93.33	45	93.33
217	WH-VH	18	1*	7	2	0	2	0	0	0	0	12	29.9	39	42	92.86	42	92.86
218	VH-WH	13	0	4	5	2	2	0	0	0	0	13	31.2	41	42	97.62	42	97.62
219	WH-OB	37	1*	9	0	1	0	0	0	0	0	11	21.0	51	51	100.00	45	113.33
220	OB-WH	16	0	3	4	5	0	0	0	0	0	12	29.0	42	45	93.33	45	93.33
221	WH-VH	30*	0	7	1	1	2	0	0	0	0	11	29.2	51	51	100.00	42	121.43
222	VH-WH	17	4*	10	0	1	0	1	0	0	0	16	27.8	41	42	97.62	42	97.62
223	WH-OB	27	0	7	0	0	2	0	0	0	0	9	27.8	42	45	93.33	45	93.33
301	HY-NT	0	0	0	3	0	8	0	0	0	0	11	51.4	38	39	97.44	39	97.44
302	NT-HY	0	0	0	1	0	5	0	0	0	0	6	56.8	22	39	56.41	39	56.41
305	HY-NT	0	0	1	4	1	6	0	0	0	0	12	47.0	36	39	92.31	39	92.31
306	NT-HY	0	0	0	5	0	7	0	0	0	0	12	47.5	38	39	97.44	39	97.44
309	HY-NT	3	0	0	1	2	6	0	0	0	0	9	54.9	35	39	89.74	39	89.74
310	NT-HY	1	0	1	2	1	4	0	0	0	0	8	46.0	25	39	64.10	39	64.10
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY	TOTAL	1410	19	333	150	74	151	9	0	6	6	742	60.7	2962	3506	84.48	3458	85.66

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/20/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	16	0	8	2	3	3	0	0	0	0	16	32.5	49	60	81.67	60	81.67
006	VH-WH	18	0	8	1	1	1	0	0	0	0	11	24.5	35	52	67.31	52	67.31
007	WH-VH	21	0	8	3	1	2	0	0	1	1	15	30.5	48	52	92.31	52	92.31
008	VH-WH	39	0	9	1	0	1	0	0	0	0	11	22.7	54	60	90.00	60	90.00
009	WH-VH	31	0	12	6	0	1	0	0	0	0	19	21.9	59	60	98.33	60	98.33
010	VH-WH	37	0	6	3	0	0	0	0	0	0	9	21.3	49	52	94.23	52	94.23
011	WH-OB	34	0	5	5	1	0	0	0	0	0	11	23.5	52	52	100.00	52	100.00
012	VH-WH	45	0	3	1	0	1	0	0	1	1	6	36.2	56	60	93.33	60	93.33
013	WH-VH	40	0	1	1	1	2	1	0	0	0	6	46.0	59	60	98.33	60	98.33
014	OB-WH	48*	1	2	0	0	0	0	0	0	0	3	23.5	52	52	100.00	52	100.00
015	WH-OB	44	2	5	0	0	1	0	0	0	0	8	28.2	55	55	100.00	52	105.77
016	VH-WH	45	0	9	0	1	0	0	0	0	0	10	19.9	57	60	95.00	60	95.00
017	WH-VH	52	1	5	0	0	0	0	0	1	1	7	28.8	60	60	100.00	60	100.00
018	OB-WH	35	0	5	1	2	1	0	0	0	0	9	28.9	52	52	100.00	52	100.00
019	WH-OB	52	0	3	0	1	1	0	0	0	0	5	31.6	62	62	100.00	52	119.23
020	VH-WH	30	0	4	4	2	0	1	0	0	0	11	32.7	53	60	88.33	60	88.33
021	WH-VH	47	0	9	0	0	0	0	0	0	0	9	17.4	56	60	93.33	60	93.33
022	OB-WH	35*	0	5	4	1	0	0	0	0	0	10	22.6	52	52	100.00	52	100.00
023	WH-OB	48	0	10	0	0	0	0	0	0	0	10	17.7	58	58	100.00	52	111.54
024	VH-WH	25*	0	7	4	2	0	1	0	1	1	15	31.7	54	60	90.00	60	90.00
025	WH-VH	37	0	9	1	0	0	0	0	0	0	10	19.6	48	60	80.00	60	80.00
026	OB-WH	30	0	7	3	1	0	0	0	0	0	11	20.3	46	52	88.46	52	88.46
027	WH-OB	43	1*	7	0	0	0	0	0	0	0	8	20.7	52	52	100.00	52	100.00
028	VH-WH	37	0	2	1	1	1	1	0	0	0	6	40.7	53	60	88.33	60	88.33
029	WH-VH	44	0	6	3	0	0	0	0	0	0	9	18.3	56	60	93.33	60	93.33
030	OB-WH	28	0	5	2	1	0	0	0	0	0	8	24.4	40	52	76.92	52	76.92
031	WH-VH	27*	0	6	0	0	0	0	0	0	0	6	17.0	34	52	65.38	52	65.38
032	VH-WH	13	0	0	0	1	1	0	0	0	0	2	59.0	20	60	33.33	60	33.33
101	HY-NT	11	0	0	3	6	1	0	0	0	0	10	36.4	39	50	78.00	50	78.00
102	NT-HY	10	0	4	0	0	6	1	0	0	0	11	46.9	43	52	82.69	52	82.69
103	HY-NT	16	0	4	3	0	5	0	0	1	1	13	41.2	48	52	92.31	52	92.31
104	NT-HY	17	1*	2	0	2	1	0	0	0	0	6	34.2	31	50	62.00	50	62.00
105	HY-NT	26*	1	2	0	0	1	0	0	0	0	4	31.0	34	50	68.00	50	68.00
106	NT-HY	23	0	4	1	0	3	0	0	1	1	9	37.4	43	52	82.69	52	82.69
107	HY-NT	24	2*	9	2	0	2	0	0	0	0	15	27.1	48	52	92.31	52	92.31
108	NT-HY	8	1	6	2	3	2	0	0	0	0	14	31.7	36	50	72.00	50	72.00
109	HY-NT	10	1*	3	2	0	2	1	0	0	0	9	38.3	32	50	64.00	50	64.00
110	NT-HY	6	0	9	3	4	5	0	0	0	0	21	34.4	53	53	100.00	52	101.92
111	HY-NT	12	0	5	0	0	2	0	0	0	0	7	30.9	25	52	48.08	52	48.08
112	NT-HY	5	0	5	3	1	3	0	0	0	0	12	32.3	31	50	62.00	50	62.00
200	VH-WH	8	0	6	0	2	3	0	0	0	0	11	34.4	32	45	71.11	45	71.11
201	WH-VH	0	0	0	9	2	2	0	0	0	0	13	37.8	32	42	76.19	42	76.19
202	VH-WH	0	1*	3	2	1	2	0	0	0	0	9	38.9	20	42	47.62	42	47.62
203	WH-VH	0	0	0	3	2	5	1	0	0	0	11	48.9	37	45	82.22	45	82.22
204	VH-WH	24	0	4	0	2	3	0	0	0	0	9	39.6	46	46	100.00	45	102.22
205	WH-VH	1	1*	1	7	2	2	0	0	0	0	13	36.2	33	42	78.57	42	78.57
206	VH-WH	0	0	1	3	0	4	0	0	0	0	8	43.0	23	42	54.76	42	54.76
207	WH-OB	15	0	6	1	1	3	0	0	0	0	11	31.6	38	45	84.44	45	84.44

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/20/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	OB-WH	1	0	0	2	1	7	1	0	0	0	11	54.1	41	45	91.11	45	91.11
209	WH-VH	2	0	3	4	2	2	1	0	0	0	12	37.3	32	42	76.19	42	76.19
210	VH-WH	0	1*	2	5	1	3	1	0	0	0	13	41.3	35	42	83.33	42	83.33
211	WH-OB	31	0	1	0	1	3	0	0	0	0	5	50.0	47	47	100.00	45	104.44
212	OB-WH	29	0	7	2	0	2	0	0	0	0	11	28.5	48	48	100.00	45	106.67
213	WH-VH	26*	0	0	1	0	1	1	0	0	0	3	50.0	38	42	90.48	42	90.48
214	VH-WH	14	0	5	2	0	4	0	0	0	0	11	35.5	39	42	92.86	42	92.86
215	WH-OB	28	1*	6	1	1	1	0	0	0	0	10	26.4	45	45	100.00	45	100.00
216	OB-WH	22*	0	6	5	1	0	0	0	0	0	12	23.8	42	45	93.33	45	93.33
217	WH-VH	0	1*	3	7	3	1	0	0	0	0	15	34.2	32	42	76.19	42	76.19
218	VH-WH	16	0	7	4	1	1	0	0	0	0	13	25.6	38	42	90.48	42	90.48
219	WH-OB	31	1*	8	4	1	1	0	0	0	0	15	26.6	56	56	100.00	45	124.44
220	OB-WH	18	0	3	4	0	2	0	0	0	0	9	31.0	37	45	82.22	45	82.22
221	WH-VH	21	0	3	1	1	2	0	0	0	0	7	36.9	37	42	88.10	42	88.10
222	VH-WH	22	0	4	5	1	0	1	0	0	0	11	26.3	44	44	100.00	42	104.76
223	WH-OB	18	1*	1	0	0	2	0	0	0	0	4	55.7	29	45	64.44	45	64.44
301	HY-NT	0	0	0	3	0	8	0	0	0	0	11	51.5	38	39	97.44	39	97.44
302	NT-HY	1	0	0	0	0	8	0	0	0	0	8	62.0	33	39	84.62	39	84.62
305	HY-NT	3	1*	3	0	1	7	0	0	0	0	12	49.5	39	39	100.00	39	100.00
306	NT-HY	0	0	1	1	1	7	0	0	0	0	10	49.6	34	39	87.18	39	87.18
309	HY-NT	1	0	1	3	0	8	0	0	0	0	12	49.5	40	40	100.00	39	102.56
310	NT-HY	0	1*	2	4	0	5	0	0	0	0	12	45.1	32	39	82.05	39	82.05
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY	TOTAL	1501	20	306	148	64	148	12	0	6	6	704	60.7	3001	3498	85.79	3458	86.78

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/21/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	11	0	7	5	4	2	0	0	0	0	18	32.7	48	60	80.00	60	80.00
006	VH-WH	20	0	6	0	1	1	0	0	0	0	8	27.4	33	52	63.46	52	63.46
007	WH-VH	23	1*	7	2	0	0	0	0	1	1	13	31.6	46	52	88.46	52	88.46
008	VH-WH	49	0	6	0	0	0	0	0	0	0	6	17.5	55	60	91.67	60	91.67
009	WH-VH	36	1*	9	3	1	1	0	0	0	0	15	26.0	60	60	100.00	60	100.00
010	VH-WH	40	0	7	0	0	0	0	0	0	0	7	17.3	47	52	90.38	52	90.38
011	WH-OB	41	0	2	1	2	0	0	0	0	0	5	30.4	51	52	98.08	52	98.08
012	VH-WH	47	0	3	2	0	0	0	0	1	1	6	29.6	56	60	93.33	60	93.33
013	WH-VH	49	0	3	0	0	2	0	0	0	0	5	32.8	60	60	100.00	60	100.00
014	OB-WH	46	1	5	0	0	0	0	0	0	0	6	20.2	52	52	100.00	52	100.00
015	WH-OB	45	0	5	1	0	0	0	0	0	0	6	18.2	52	52	100.00	52	100.00
016	VH-WH	47	0	5	0	0	1	0	0	0	0	6	25.2	56	60	93.33	60	93.33
017	WH-VH	51	1*	2	1	0	0	0	0	1	1	5	32.0	59	60	98.33	60	98.33
018	OB-WH	32	1*	6	6	0	0	0	0	0	0	13	22.6	52	52	100.00	52	100.00
019	WH-OB	33	1*	7	1	0	1	0	0	0	0	10	26.7	48	52	92.31	52	92.31
020	VH-WH	30	0	3	5	2	0	1	0	0	0	11	32.2	54	60	90.00	60	90.00
021	WH-VH	52*	1	3	0	1	0	0	0	0	0	5	26.3	60	60	100.00	60	100.00
022	OB-WH	25	1	8	1	2	0	0	0	0	0	12	25.5	42	52	80.77	52	80.77
023	WH-OB	45	0	4	0	0	1	0	0	0	0	5	27.8	53	53	100.00	52	101.92
024	VH-WH	50	0	6	1	1	0	0	0	1	1	9	29.0	63	63	100.00	60	105.00
025	WH-VH	53	0	4	0	0	1	0	0	0	0	5	26.2	61	61	100.00	60	101.67
026	OB-WH	24	0	4	5	0	0	0	0	0	0	9	21.0	38	52	73.08	52	73.08
027	WH-OB	40	0	6	2	0	0	0	0	0	0	8	18.3	50	52	96.15	52	96.15
028	VH-WH	45	1*	12	1	2	1	0	0	0	0	17	25.4	71	71	100.00	60	118.33
029	WH-VH	47	0	2	0	0	0	0	0	0	0	2	17.0	49	60	81.67	60	81.67
030	OB-WH	33*	0	3	1	0	0	0	0	0	0	4	20.0	39	52	75.00	52	75.00
031	WH-VH	33*	0	2	0	1	0	0	0	0	0	3	24.7	39	52	75.00	52	75.00
032	VH-WH	14	0	4	0	0	0	0	0	0	0	4	16.8	18	60	30.00	60	30.00
101	HY-NT	14	0	3	5	3	2	0	0	0	0	13	34.4	44	50	88.00	50	88.00
102	NT-HY	14	0	6	0	0	7	0	0	0	0	13	40.2	48	52	92.31	52	92.31
103	HY-NT	19	0	5	2	1	3	1	0	1	1	13	38.8	50	52	96.15	52	96.15
104	NT-HY	24	0	4	0	0	2	0	0	0	0	6	32.2	36	50	72.00	50	72.00
105	HY-NT	29	0	3	2	0	3	0	0	0	0	8	36.5	48	50	96.00	50	96.00
106	NT-HY	29	0	2	1	1	2	0	0	1	1	7	42.0	46	52	88.46	52	88.46
107	HY-NT	46	0	3	4	0	0	0	0	0	0	7	20.1	57	57	100.00	52	109.62
108	NT-HY	24	0	4	5	3	1	0	0	0	0	13	31.2	51	51	100.00	50	102.00
109	HY-NT	22	0	5	2	1	3	0	0	0	0	11	34.1	46	50	92.00	50	92.00
110	NT-HY	16	0	6	3	1	4	0	0	0	0	14	34.0	47	52	90.38	52	90.38
111	HY-NT	19	0	5	0	1	2	2	0	0	0	10	38.2	45	52	86.54	52	86.54
112	NT-HY	21	0	12	2	0	0	0	0	0	0	14	18.9	37	50	74.00	50	74.00
200	VH-WH	14	1*	9	0	1	3	0	0	0	0	14	31.4	40	45	88.89	45	88.89
201	WH-VH	0	0	1	5	2	2	1	0	0	0	11	40.5	30	42	71.43	42	71.43
202	VH-WH	7	0	1	3	1	3	0	0	0	0	8	43.4	29	42	69.05	42	69.05
203	WH-VH	0	0	1	4	0	8	0	0	0	0	13	47.5	41	45	91.11	45	91.11
204	VH-WH	14	0	4	1	2	2	0	0	0	0	9	35.7	34	45	75.56	45	75.56
205	WH-VH	1	0	2	6	1	3	0	0	0	0	12	35.0	30	42	71.43	42	71.43
206	VH-WH	3	1*	1	0	1	3	0	0	0	0	6	55.2	21	42	50.00	42	50.00
207	WH-OB	13	0	5	1	0	2	0	0	0	0	8	29.4	28	45	62.22	45	62.22

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/21/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	TRUCKS					U.S. MAIL			TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
				1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL							
208	OB-WH	0	0	0	0	0	8	0	0	0	0	8	61.9	32	45	71.11	45	71.11
209	WH-VH	2	2*	4	7	1	0	1	0	0	0	15	33.0	31	42	73.81	42	73.81
210	VH-WH	6	0	6	2	3	2	0	0	0	0	13	31.9	33	42	78.57	42	78.57
211	WH-OB	22	0	1	0	1	1	0	0	0	0	3	40.0	30	45	66.67	45	66.67
212	OB-WH	30	0	7	2	0	2	0	0	0	0	11	28.1	49	49	100.00	45	108.89
213	WH-VH	20	0	2	0	1	2	0	0	0	0	5	39.6	33	42	78.57	42	78.57
214	VH-WH	18	0	5	1	0	4	0	0	0	0	10	36.1	41	42	97.62	42	97.62
215	WH-OB	42	2	1	1	1	1	0	0	0	0	6	37.5	54	54	100.00	45	120.00
216	OB-WH	17	1*	11	3	2	0	0	0	0	0	17	22.9	42	45	93.33	45	93.33
217	WH-VH	26	1	2	1	1	0	0	0	0	0	5	32.0	34	42	80.95	42	80.95
218	VH-WH	21	0	8	5	0	1	0	0	0	0	14	23.9	43	43	100.00	42	102.38
219	WH-OB	26	0	9	0	0	0	0	0	0	0	9	18.2	35	45	77.78	45	77.78
220	OB-WH	26*	1*	4	2	0	0	0	0	0	0	7	24.7	37	45	82.22	45	82.22
221	WH-VH	30	1*	4	1	0	2	0	0	0	0	8	32.6	46	46	100.00	42	109.52
222	VH-WH	19	2*	6	2	1	0	0	0	0	0	11	28.3	36	42	85.71	42	85.71
223	WH-OB	40	2*	3	0	0	1	0	0	0	0	6	35.0	50	50	100.00	45	111.11
225	WH-VH	42	1	7	0	0	0	0	0	0	0	8	17.1	50	50	100.00	42	119.05
226	VH-WH	27	0	2	2	0	2	0	0	0	0	6	33.5	41	42	97.62	42	97.62
301	HY-NT	0	0	0	4	0	7	0	0	0	0	11	48.8	36	39	92.31	39	92.31
302	NT-HY	1	0	0	2	1	5	0	0	0	0	8	48.3	28	39	71.79	39	71.79
305	HY-NT	0	0	0	3	1	7	0	0	0	0	11	50.6	37	39	94.87	39	94.87
306	NT-HY	0	0	0	3	0	8	0	0	0	0	11	52.0	38	39	97.44	39	97.44
309	HY-NT	3	0	2	1	0	9	0	0	0	0	12	51.6	43	43	100.00	39	110.26
310	NT-HY	1	0	1	4	2	6	0	0	0	0	13	42.8	40	40	100.00	39	102.56
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		1809	24	308	130	51	136	6	0	6	6	661	63.4	3159	3600	87.75	3542	89.19

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/22/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	----- TRLRS	----- 1-SP	----- 2-SP	----- 3-SP	----- 4-SP	----- 5-SP	----- 1-SP	----- 2-SP	----- TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	22	0	1	6	2	2	0	0	0	0	11	36.8	49	60	81.67	60	81.67
006	VH-WH	25	1*	6	2	0	1	0	0	0	0	10	25.9	41	52	78.85	52	78.85
007	WH-VH	24	0	2	1	1	4	0	0	1	1	9	49.1	49	52	94.23	52	94.23
008	VH-WH	45	0	6	1	0	0	0	0	0	0	7	17.6	53	60	88.33	60	88.33
009	WH-VH	51	1*	1	2	0	0	0	0	0	0	4	28.3	58	60	96.67	60	96.67
010	VH-WH	38	1*	3	1	1	0	0	0	0	0	6	30.2	48	52	92.31	52	92.31
011	WH-OB	33	1	4	0	2	0	0	0	0	0	7	29.2	44	52	84.62	52	84.62
012	VH-WH	42	0	6	1	0	0	0	0	1	1	8	23.9	52	60	86.67	60	86.67
013	WH-VH	46	0	2	1	0	2	0	0	0	0	5	34.4	58	60	96.67	60	96.67
014	OB-WH	42*	0	6	0	0	0	0	0	0	0	6	17.5	50	52	96.15	52	96.15
015	WH-OB	46	0	1	1	0	1	0	0	0	0	3	31.3	53	53	100.00	52	101.92
016	VH-WH	49	0	6	0	0	0	0	0	0	0	6	18.3	55	60	91.67	60	91.67
017	WH-VH	53	1*	2	0	0	0	0	0	1	1	4	48.5	59	60	98.33	60	98.33
018	OB-WH	38	0	1	2	0	2	0	0	0	0	5	36.8	51	52	98.08	52	98.08
019	WH-OB	51*	1	2	0	0	0	0	0	0	0	3	18.5	55	55	100.00	52	105.77
020	VH-WH	41	0	3	3	2	0	0	0	0	0	8	28.6	56	60	93.33	60	93.33
021	WH-VH	52	1*	4	0	1	0	0	0	0	0	6	31.6	62	62	100.00	60	103.33
022	OB-WH	37*	0	6	3	0	0	0	0	0	0	9	23.3	50	52	96.15	52	96.15
023	WH-OB	55	1*	6	0	0	0	0	0	0	0	7	21.8	63	63	100.00	52	121.15
024	VH-WH	48*	0	4	2	0	0	0	0	1	1	7	24.7	59	60	98.33	60	98.33
025	WH-VH	51	0	2	0	0	2	0	0	0	0	4	40.8	61	61	100.00	60	101.67
026	OB-WH	39	0	0	1	2	0	0	0	0	0	3	36.3	47	52	90.38	52	90.38
027	WH-OB	44	1*	7	2	0	0	0	0	0	0	10	21.3	57	57	100.00	52	109.62
028	VH-WH	46*	1*	3	0	0	1	0	0	0	0	5	28.5	56	60	93.33	60	93.33
029	WH-VH	54*	0	4	0	0	0	0	0	0	0	4	16.8	59	60	98.33	60	98.33
030	OB-WH	32	0	4	0	0	1	0	0	0	0	5	26.4	40	52	76.92	52	76.92
031	WH-VH	33	0	3	0	0	0	0	0	0	0	3	17.7	36	52	69.23	52	69.23
032	VH-WH	36	0	3	0	0	0	0	0	0	0	3	16.7	39	60	65.00	60	65.00
101	HY-NT	25	0	2	3	5	0	0	0	0	0	10	33.4	48	50	96.00	50	96.00
102	NT-HY	27	1*	9	0	0	2	1	0	0	0	13	31.2	51	52	98.08	52	98.08
103	HY-NT	32	0	3	0	1	3	0	0	1	1	8	44.7	52	52	100.00	52	100.00
104	NT-HY	33	0	2	1	0	3	0	0	0	0	6	41.0	49	50	98.00	50	98.00
105	HY-NT	32*	0	0	0	0	4	0	0	0	0	4	58.0	49	50	98.00	50	98.00
106	NT-HY	28*	0	4	1	1	2	0	0	1	1	9	38.6	48	52	92.31	52	92.31
107	HY-NT	51*	0	1	1	0	0	0	0	0	0	2	17.5	55	55	100.00	52	105.77
108	NT-HY	36	0	1	5	4	0	0	0	0	0	10	31.9	59	59	100.00	50	118.00
109	HY-NT	34	0	1	4	0	1	0	0	0	0	6	30.2	47	50	94.00	50	94.00
110	NT-HY	46	0	6	0	0	0	0	0	0	0	6	18.5	52	52	100.00	52	100.00
111	HY-NT	26	0	4	1	0	4	0	0	0	0	9	39.0	48	52	92.31	52	92.31
112	NT-HY	37	0	2	1	1	1	0	0	0	0	5	32.0	48	50	96.00	50	96.00
200	VH-WH	28	0	9	0	1	2	0	0	0	0	12	26.9	48	48	100.00	45	106.67
201	WH-VH	1	0	0	7	3	2	0	0	0	0	12	37.6	32	42	76.19	42	76.19
202	VH-WH	10	0	1	0	1	3	0	0	0	0	5	46.4	26	42	61.90	42	61.90
203	WH-VH	0	0	0	2	1	8	0	0	0	0	11	52.1	39	45	86.67	45	86.67
204	VH-WH	34	1*	2	0	0	2	0	0	0	0	5	48.8	46	46	100.00	45	102.22
205	WH-VH	0	0	2	4	3	3	0	0	0	0	12	36.0	31	42	73.81	42	73.81
206	VH-WH	7	0	0	1	1	3	0	0	0	0	5	53.6	24	42	57.14	42	57.14
207	WH-OB	31	0	1	0	1	3	0	0	0	0	5	47.8	47	47	100.00	45	104.44

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/22/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	TRUCKS					U.S. MAIL			TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
				1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL							
208	OB-WH	0	0	0	0	1	8	0	0	0	0	9	59.4	35	45	77.78	45	77.78
209	WH-VH	26	0	1	3	1	2	0	0	0	0	7	38.4	44	44	100.00	42	104.76
210	VH-WH	0	0	2	2	2	5	0	0	0	0	11	43.9	32	42	76.19	42	76.19
211	WH-OB	35	0	2	0	0	3	0	0	0	0	5	44.4	49	49	100.00	45	108.89
212	OB-WH	30	0	3	0	1	3	0	0	0	0	7	41.6	48	48	100.00	45	106.67
213	WH-VH	32*	0	2	0	1	2	0	0	0	0	5	39.2	46	46	100.00	42	109.52
214	VH-WH	24	0	1	1	0	4	0	0	0	0	6	46.5	43	43	100.00	42	102.38
215	WH-OB	39	0	5	2	0	1	0	0	0	0	8	25.5	52	52	100.00	45	115.56
216	OB-WH	36	0	4	2	3	0	0	0	0	0	9	27.3	53	53	100.00	45	117.78
217	WH-VH	26	0	0	1	1	0	0	0	0	0	2	35.0	31	42	73.81	42	73.81
218	VH-WH	20	0	4	5	1	1	0	0	0	0	11	29.0	41	42	97.62	42	97.62
219	WH-OB	37	0	5	0	0	1	0	0	0	0	6	25.3	46	46	100.00	45	102.22
220	OB-WH	38	0	2	5	1	0	0	0	0	0	8	26.0	53	53	100.00	45	117.78
221	WH-VH	28	0	1	1	0	0	0	0	0	0	2	25.5	31	42	73.81	42	73.81
222	VH-WH	29	1*	9	2	1	0	0	0	0	0	13	21.3	47	47	100.00	42	111.90
223	WH-OB	42	0	4	0	1	1	0	0	0	0	6	28.5	53	53	100.00	45	117.78
224	OB-WH	41	0	3	0	1	0	0	0	0	0	4	23.3	47	47	100.00	45	104.44
225	WH-VH	32	0	4	2	0	0	0	0	0	0	6	18.8	40	42	95.24	42	95.24
226	VH-WH	37	0	2	0	0	0	0	0	0	0	2	17.5	39	42	92.86	42	92.86
227	WH-VH	40	0	7	0	0	0	0	0	0	0	7	17.9	47	47	100.00	45	104.44
301	HY-NT	0	0	0	4	2	6	0	0	0	0	12	46.2	38	39	97.44	39	97.44
302	NT-HY	0	0	0	1	0	7	1	0	0	0	9	57.8	35	39	89.74	39	89.74
305	HY-NT	1	0	0	3	0	7	0	0	0	0	10	52.4	35	39	89.74	39	89.74
306	NT-HY	0	0	0	3	1	7	0	0	0	0	11	50.1	37	39	94.87	39	94.87
309	HY-NT	4	0	0	0	1	7	1	0	0	0	9	59.2	40	40	100.00	39	102.56
310	NT-HY	3	0	1	5	2	5	0	0	0	0	13	43.9	40	40	100.00	39	102.56
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		2291	13	210	102	55	132	3	0	6	6	521	60.0	3461	3730	92.79	3632	95.29

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/23/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	34	0	2	7	1	1	0	0	0	0	11	29.6	57	60	95.00	60	95.00
006	VH-WH	28	0	3	1	0	2	0	0	0	0	6	34.0	41	52	78.85	52	78.85
007	WH-VH	35	1	3	0	0	2	0	0	1	1	7	41.8	49	52	94.23	52	94.23
008	VH-WH	47	0	5	0	0	0	0	0	0	0	5	17.8	52	60	86.67	60	86.67
009	WH-VH	53*	0	4	0	0	0	0	0	0	0	4	17.0	59	60	98.33	60	98.33
010	VH-WH	37	0	2	0	0	1	0	0	0	0	3	33.0	43	52	82.69	52	82.69
011	WH-OB	50*	0	5	0	0	0	0	0	0	0	5	18.0	57	57	100.00	52	109.62
012	VH-WH	46	0	6	1	0	0	0	0	1	1	8	22.4	56	60	93.33	60	93.33
013	WH-VH	47	3*	4	0	1	0	0	0	0	0	8	27.6	58	60	96.67	60	96.67
014	OB-WH	48	0	2	1	0	0	0	0	0	0	3	23.7	52	52	100.00	52	100.00
015	WH-OB	46*	0	2	0	0	0	0	0	0	0	2	16.5	50	52	96.15	52	96.15
016	VH-WH	47	0	8	0	0	0	0	0	0	0	8	17.5	55	60	91.67	60	91.67
017	WH-VH	53*	0	0	0	0	0	0	0	1	1	1	.0	56	60	93.33	60	93.33
018	OB-WH	47*	1	1	2	0	0	0	0	0	0	4	19.7	54	54	100.00	52	103.85
019	WH-OB	46*	2*	1	1	0	0	0	0	0	0	4	19.0	54	54	100.00	52	103.85
020	VH-WH	53	0	1	1	0	0	0	0	0	0	2	24.5	56	60	93.33	60	93.33
021	WH-VH	49*	0	3	0	0	0	0	0	0	0	3	17.0	53	60	88.33	60	88.33
022	OB-WH	46*	1	4	0	0	0	0	0	0	0	5	21.5	53	53	100.00	52	101.92
023	WH-OB	57	1*	4	0	0	0	0	0	0	0	5	23.8	63	63	100.00	52	121.15
024	VH-WH	50*	0	0	1	0	0	0	0	1	1	2	54.0	55	60	91.67	60	91.67
025	WH-VH	57*	0	3	0	0	0	0	0	0	0	3	18.0	61	61	100.00	60	101.67
026	OB-WH	44*	1*	5	0	0	0	0	0	0	0	6	17.4	52	52	100.00	52	100.00
027	WH-OB	57	0	3	1	0	1	0	0	0	0	5	26.6	66	66	100.00	52	126.92
028	VH-WH	54	1	2	0	0	0	0	0	0	0	3	17.0	57	60	95.00	60	95.00
029	WH-VH	54	0	3	2	0	0	0	0	0	0	5	20.0	61	61	100.00	60	101.67
030	OB-WH	29	1	2	1	0	0	0	0	0	0	4	19.3	34	52	65.38	52	65.38
031	WH-VH	14	0	2	0	0	0	0	0	0	0	2	18.0	16	52	30.77	52	30.77
032	VH-WH	18	0	1	1	0	0	0	0	0	0	2	19.0	21	60	35.00	60	35.00
101	HY-NT	34	0	1	1	1	2	0	0	0	0	5	39.2	48	50	96.00	50	96.00
102	NT-HY	44*	0	8	0	0	0	0	0	0	0	8	17.9	54	54	100.00	52	103.85
103	HY-NT	50*	0	1	0	0	0	0	0	1	1	2	52.0	55	55	100.00	52	105.77
104	NT-HY	41*	2	2	1	0	0	0	0	0	0	5	18.0	48	50	96.00	50	96.00
105	HY-NT	44*	0	0	0	0	0	0	0	0	0	0	.0	47	50	94.00	50	94.00
106	NT-HY	49	0	2	0	0	0	0	0	1	1	3	35.0	53	53	100.00	52	101.92
107	HY-NT	45*	1	2	0	0	0	0	0	0	0	3	18.5	49	52	94.23	52	94.23
108	NT-HY	40	0	2	1	2	0	0	0	0	0	5	27.2	50	50	100.00	50	100.00
109	HY-NT	37	0	2	1	0	2	0	0	0	0	5	35.8	49	50	98.00	50	98.00
110	NT-HY	39	0	5	1	1	0	0	0	0	0	7	23.3	49	52	94.23	52	94.23
111	HY-NT	45	0	4	2	0	0	0	0	0	0	6	18.5	53	53	100.00	52	101.92
112	NT-HY	33*	0	0	0	0	1	0	0	0	0	1	58.0	39	50	78.00	50	78.00
200	VH-WH	34*	0	5	0	1	2	0	0	0	0	8	31.4	51	51	100.00	45	113.33
201	WH-VH	0	0	0	5	1	4	0	0	0	0	10	45.2	29	42	69.05	42	69.05
202	VH-WH	30*	0	6	1	0	2	0	0	0	0	9	27.4	47	47	100.00	42	111.90
203	WH-VH	38	0	2	0	0	1	0	0	0	0	3	32.3	44	45	97.78	45	97.78
204	VH-WH	40*	1*	7	2	0	0	0	0	0	0	10	22.4	56	56	100.00	45	124.44
205	WH-VH	2	1*	3	1	0	3	0	0	0	0	8	39.3	21	42	50.00	42	50.00
206	VH-WH	0	0	0	0	0	5	0	0	0	0	5	59.0	20	42	47.62	42	47.62
207	WH-OB	31	0	2	3	0	3	0	0	0	0	8	35.0	51	51	100.00	45	113.33

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/23/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	TRUCKS					U.S. MAIL			TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
				1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL							
208	OB-WH	41*	0	1	2	0	1	0	0	0	0	4	33.0	53	53	100.00	45	117.78
209	WH-VH	31*	0	3	0	0	1	0	0	0	0	4	27.8	39	42	92.86	42	92.86
210	VH-WH	11	0	1	5	0	4	0	0	0	0	10	37.8	38	42	90.48	42	90.48
211	WH-OB	30*	0	1	3	0	1	0	0	0	0	5	28.8	43	45	95.56	45	95.56
212	OB-WH	47*	1	2	0	0	0	0	0	0	0	3	18.0	55	55	100.00	45	122.22
213	WH-VH	36	0	5	1	0	1	0	0	0	0	7	24.9	47	47	100.00	42	111.90
214	VH-WH	36*	0	7	1	0	0	0	0	0	0	8	18.0	46	46	100.00	42	109.52
215	WH-OB	43*	1	1	2	0	1	0	0	0	0	5	29.5	56	56	100.00	45	124.44
216	OB-WH	32	0	2	4	1	1	0	0	0	0	8	32.4	49	49	100.00	45	108.89
217	WH-VH	39*	1	4	0	0	0	0	0	0	0	5	18.3	46	46	100.00	42	109.52
218	VH-WH	41	0	2	2	0	0	0	0	0	0	4	26.0	47	47	100.00	42	111.90
219	WH-OB	43*	1*	2	0	0	0	0	0	0	0	3	39.5	50	50	100.00	45	111.11
220	OB-WH	36	1	7	2	0	0	0	0	0	0	10	20.1	48	48	100.00	45	106.67
221	WH-VH	36	0	5	0	0	0	0	0	0	0	5	17.0	41	42	97.62	42	97.62
222	VH-WH	42*	2	3	1	0	0	0	0	0	0	6	18.3	50	50	100.00	42	119.05
223	WH-OB	46	0	0	0	0	0	0	0	0	0	0	.0	46	46	100.00	45	102.22
224	OB-WH	41*	1*	4	2	0	0	0	0	0	0	7	19.0	53	53	100.00	45	117.78
225	WH-VH	40	1	2	0	0	0	0	0	0	0	3	18.5	43	43	100.00	42	102.38
226	VH-WH	27	0	2	1	0	0	0	0	0	0	3	19.0	31	42	73.81	42	73.81
227	WH-VH	36	0	4	0	0	0	0	0	0	0	4	17.8	40	45	88.89	45	88.89
301	HY-NT	1	0	0	6	3	3	0	0	0	0	12	39.6	34	39	87.18	39	87.18
302	NT-HY	8	0	0	0	1	7	0	0	0	0	8	60.0	39	39	100.00	39	100.00
305	HY-NT	17	1*	2	5	1	2	0	0	0	0	11	35.3	42	42	100.00	39	107.69
306	NT-HY	1	0	1	5	0	7	0	0	0	0	13	44.6	40	40	100.00	39	102.56
309	HY-NT	38	0	2	0	0	0	0	0	0	0	2	19.0	40	40	100.00	39	102.56
310	NT-HY	4	0	0	3	0	7	0	0	0	0	10	51.8	38	39	97.44	39	97.44
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		2725	27	198	84	14	68	0	0	6	6	397	64.7	3508	3786	92.66	3632	96.59

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/24/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	37	0	4	1	0	0	0	0	0	0	5	19.2	43	60	71.67	60	71.67
006	VH-WH	37	0	4	0	0	1	0	0	0	0	5	25.2	45	52	86.54	52	86.54
007	WH-VH	39	0	6	0	0	1	0	0	0	0	7	22.9	49	52	94.23	52	94.23
008	VH-WH	54	0	1	0	0	0	0	0	0	0	1	18.0	55	60	91.67	60	91.67
009	WH-VH	47	0	1	0	0	0	0	0	0	0	1	19.0	48	60	80.00	60	80.00
010	VH-WH	46	0	3	1	0	0	0	0	0	0	4	18.5	51	52	98.08	52	98.08
011	WH-OB	55	0	4	2	0	0	0	0	0	0	6	18.8	63	63	100.00	52	121.15
012	VH-WH	52	0	2	1	0	0	0	0	0	0	3	22.0	56	60	93.33	60	93.33
013	WH-VH	61	0	4	1	0	0	0	0	0	0	5	18.8	67	67	100.00	60	111.67
014	OB-WH	45	0	5	0	0	0	0	0	0	0	5	18.2	50	52	96.15	52	96.15
015	WH-OB	46*	0	5	0	0	0	0	0	0	0	5	18.4	54	54	100.00	52	103.85
016	VH-WH	51	0	4	0	0	0	0	0	0	0	4	17.3	55	60	91.67	60	91.67
017	WH-VH	54*	0	1	1	0	0	0	0	0	0	2	19.5	59	60	98.33	60	98.33
018	OB-WH	47*	0	1	1	0	0	0	0	0	0	2	19.5	51	52	98.08	52	98.08
019	WH-OB	48*	1	2	2	0	0	0	0	0	0	5	18.5	57	57	100.00	52	109.62
020	VH-WH	52	0	6	3	0	0	0	0	0	0	9	21.8	64	64	100.00	60	106.67
021	WH-VH	47	2*	7	0	0	0	0	0	0	0	9	21.0	57	60	95.00	60	95.00
022	OB-WH	47	0	0	1	1	0	0	0	0	0	2	31.0	52	52	100.00	52	100.00
023	WH-OB	47	0	4	0	0	0	0	0	0	0	4	17.5	51	52	98.08	52	98.08
024	VH-WH	55*	0	1	0	0	0	0	0	0	0	1	17.0	57	60	95.00	60	95.00
025	WH-VH	55	0	3	0	0	0	0	0	0	0	3	17.0	58	60	96.67	60	96.67
026	OB-WH	47*	0	4	0	0	0	0	0	0	0	4	16.5	53	53	100.00	52	101.92
027	WH-OB	48*	1*	5	0	0	0	0	0	0	0	6	22.0	57	57	100.00	52	109.62
028	VH-WH	50	0	1	0	0	0	1	0	0	0	2	41.5	56	60	93.33	60	93.33
029	WH-VH	53	0	2	0	0	0	0	0	0	0	2	17.5	55	60	91.67	60	91.67
030	OB-WH	52*	0	2	0	0	0	0	0	0	0	2	18.5	55	55	100.00	52	105.77
031	WH-VH	45*	0	7	0	0	0	0	0	0	0	7	18.7	54	54	100.00	52	103.85
032	VH-WH	49	0	1	0	0	0	0	0	0	0	1	16.0	50	60	83.33	60	83.33
101	HY-NT	41*	0	3	1	0	0	0	0	0	0	4	19.3	47	50	94.00	50	94.00
102	NT-HY	34	1*	3	0	1	1	0	0	0	0	6	36.8	46	52	88.46	52	88.46
103	HY-NT	48*	0	1	0	0	0	0	0	0	0	1	16.0	52	52	100.00	52	100.00
104	NT-HY	42	0	1	1	0	0	0	0	0	0	2	17.5	45	50	90.00	50	90.00
105	HY-NT	41*	0	1	1	0	0	0	0	0	0	2	19.5	46	50	92.00	50	92.00
106	NT-HY	43	0	6	1	0	0	0	0	0	0	7	18.9	51	52	98.08	52	98.08
107	HY-NT	43*	1	5	0	0	0	0	0	0	0	6	18.4	50	52	96.15	52	96.15
108	NT-HY	37*	0	3	1	0	0	0	0	0	0	4	19.0	45	50	90.00	50	90.00
109	HY-NT	29	0	5	0	0	2	0	0	0	0	7	29.7	42	50	84.00	50	84.00
110	NT-HY	32*	0	1	1	1	1	0	0	0	0	4	33.3	43	52	82.69	52	82.69
111	HY-NT	20	0	8	1	0	0	1	0	0	0	10	23.8	35	52	67.31	52	67.31
112	NT-HY	8	1*	1	0	0	2	0	0	0	0	4	45.0	19	50	38.00	50	38.00
200	VH-WH	40*	0	9	0	0	1	0	0	0	0	10	22.3	54	54	100.00	45	120.00
201	WH-VH	24	0	0	2	1	0	1	0	0	0	4	43.8	36	42	85.71	42	85.71
202	VH-WH	39	1	3	0	0	1	0	0	0	0	5	27.5	47	47	100.00	42	111.90
203	WH-VH	34	0	2	0	0	0	0	0	0	0	2	19.0	36	45	80.00	45	80.00
204	VH-WH	49	0	0	1	0	0	0	0	0	0	1	20.0	51	51	100.00	45	113.33
205	WH-VH	31	0	4	0	0	0	0	0	0	0	4	17.8	35	42	83.33	42	83.33
206	VH-WH	28*	0	4	0	0	0	0	0	0	0	4	17.5	34	42	80.95	42	80.95
207	WH-OB	40	1*	0	2	0	2	0	0	0	0	5	39.5	54	54	100.00	45	120.00

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/24/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRUCKS						U.S. MAIL			TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
			TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL							
208	OB-WH	42	1*	3	2	0	0	0	0	0	0	6	24.0	51	51	100.00	45	113.33
209	WH-VH	20	1*	2	0	0	0	0	0	0	0	3	18.0	24	42	57.14	42	57.14
210	VH-WH	35*	1*	3	0	0	1	0	0	0	0	5	35.0	46	46	100.00	42	109.52
211	WH-OB	43*	2*	3	0	0	0	0	0	0	0	5	27.7	50	50	100.00	45	111.11
212	OB-WH	41*	2	2	1	0	1	0	0	0	0	6	30.0	53	53	100.00	45	117.78
213	WH-VH	25	1	5	1	0	1	0	0	0	0	8	24.6	37	42	88.10	42	88.10
214	VH-WH	32*	0	1	2	0	0	0	0	0	0	3	19.0	38	42	90.48	42	90.48
215	WH-OB	34*	0	5	3	1	0	0	0	0	0	9	22.3	50	50	100.00	45	111.11
216	OB-WH	39*	0	4	2	0	0	0	0	0	0	6	19.3	48	48	100.00	45	106.67
217	WH-VH	33	1*	6	0	0	0	0	0	0	0	7	22.2	41	42	97.62	42	97.62
218	VH-WH	43	0	3	0	0	0	0	0	0	0	3	18.3	46	46	100.00	42	109.52
219	WH-OB	42	0	2	1	0	0	0	0	0	0	3	19.3	46	46	100.00	45	102.22
220	OB-WH	36	1*	5	1	0	0	0	0	0	0	7	21.2	45	45	100.00	45	100.00
221	WH-VH	39	0	5	0	0	0	0	0	0	0	5	17.6	44	44	100.00	42	104.76
222	VH-WH	40	0	3	0	0	0	1	0	0	0	4	31.3	48	48	100.00	42	114.29
223	WH-OB	42	1	4	0	0	0	0	0	0	0	5	17.8	47	47	100.00	45	104.44
224	OB-WH	42	0	1	1	0	0	0	0	0	0	2	19.0	45	45	100.00	45	100.00
225	WH-VH	32	0	5	0	0	1	0	0	0	0	6	25.3	41	42	97.62	42	97.62
226	VH-WH	40	0	5	0	0	0	0	0	0	0	5	17.6	45	45	100.00	42	107.14
227	WH-VH	49	0	5	0	0	0	0	0	0	0	5	18.4	54	54	100.00	45	120.00
301	HY-NT	11	0	0	4	2	3	1	0	0	0	10	42.2	42	42	100.00	39	107.69
302	NT-HY	24	1*	2	0	0	2	0	0	0	0	5	38.8	36	39	92.31	39	92.31
305	HY-NT	23*	0	3	1	1	1	0	0	0	0	6	29.0	36	39	92.31	39	92.31
306	NT-HY	2	0	1	7	0	1	0	0	0	0	9	30.6	21	39	53.85	39	53.85
309	HY-NT	18	0	3	0	1	2	0	0	0	0	6	36.2	32	39	82.05	39	82.05
310	NT-HY	16	1*	0	2	2	0	0	0	0	0	5	28.0	28	39	71.79	39	71.79
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		2912	22	231	54	11	25	5	0	0	0	348	82.6	3484	3762	92.61	3632	95.93

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/25/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	19	0	8	6	2	2	0	0	0	0	18	29.8	53	60	88.33	60	88.33
006	VH-WH	26	0	13	2	0	1	0	0	0	0	16	21.8	47	52	90.38	52	90.38
007	WH-VH	23	0	3	4	1	3	1	0	1	1	13	39.0	56	56	100.00	52	107.69
008	VH-WH	51	0	5	0	0	0	0	0	0	0	5	17.0	56	60	93.33	60	93.33
009	WH-VH	43*	0	2	1	0	0	0	0	1	1	4	29.0	50	60	83.33	60	83.33
010	VH-WH	44	0	6	1	0	1	0	0	0	0	8	23.4	56	56	100.00	52	107.69
011	WH-OB	42*	0	1	0	1	0	0	0	0	0	2	28.0	47	52	90.38	52	90.38
012	VH-WH	53	0	2	1	0	0	0	0	1	1	4	31.3	59	60	98.33	60	98.33
013	WH-VH	57	0	5	0	0	2	0	0	0	0	7	28.4	70	70	100.00	60	116.67
014	OB-WH	44*	0	3	0	0	0	0	0	1	1	4	30.3	50	52	96.15	52	96.15
015	WH-OB	45	1	4	1	0	2	0	0	0	0	8	32.0	60	60	100.00	52	115.38
016	VH-WH	51	1	3	3	1	0	0	0	0	0	8	24.1	64	64	100.00	60	106.67
017	WH-VH	53	0	3	0	0	0	0	0	1	1	4	30.3	58	60	96.67	60	96.67
018	OB-WH	46	0	4	0	0	0	0	0	0	0	4	18.5	50	52	96.15	52	96.15
019	WH-OB	44	2*	3	0	0	1	0	0	0	0	6	28.8	54	54	100.00	52	103.85
020	VH-WH	41	0	3	3	1	1	0	0	0	0	8	30.4	57	60	95.00	60	95.00
021	WH-VH	46*	0	5	0	1	0	0	0	0	0	6	21.8	55	60	91.67	60	91.67
022	OB-WH	38	0	5	2	0	0	0	0	0	0	7	22.4	47	52	90.38	52	90.38
023	WH-OB	53	1	9	1	0	0	0	0	0	0	11	20.7	65	65	100.00	52	125.00
024	VH-WH	43	0	3	1	1	0	0	0	1	1	6	32.4	53	60	88.33	60	88.33
025	WH-VH	31	1*	8	1	1	1	0	0	0	0	12	27.6	50	60	83.33	60	83.33
026	OB-WH	47	0	3	0	0	0	0	0	0	0	3	18.3	50	52	96.15	52	96.15
027	WH-OB	40	0	9	0	1	0	0	0	0	0	10	19.6	52	52	100.00	52	100.00
028	VH-WH	29	0	5	0	0	1	0	0	0	0	6	24.5	38	60	63.33	60	63.33
029	WH-VH	42*	0	10	1	0	0	0	0	0	0	11	19.4	55	60	91.67	60	91.67
030	OB-WH	28	0	4	0	0	1	0	0	0	0	5	26.0	36	52	69.23	52	69.23
031	WH-VH	26	0	4	1	0	0	0	0	0	0	5	18.6	32	52	61.54	52	61.54
032	VH-WH	15	0	3	0	0	0	0	0	0	0	3	19.0	18	60	30.00	60	30.00
101	HY-NT	10	0	0	4	5	2	0	0	0	0	11	39.9	41	50	82.00	50	82.00
102	NT-HY	14	0	1	0	2	5	0	0	0	0	8	50.4	41	52	78.85	52	78.85
103	HY-NT	19	0	3	2	0	3	0	0	1	1	9	41.3	40	52	76.92	52	76.92
104	NT-HY	26*	0	3	0	0	2	0	0	0	0	5	34.0	38	50	76.00	50	76.00
105	HY-NT	26	0	4	1	1	1	0	0	0	0	7	29.0	39	50	78.00	50	78.00
106	NT-HY	29*	1	1	4	1	1	0	0	1	1	9	42.9	49	52	94.23	52	94.23
107	HY-NT	30	0	3	4	2	1	0	0	0	0	10	30.3	51	52	98.08	52	98.08
108	NT-HY	14	1	2	2	3	0	1	0	0	0	9	35.6	35	50	70.00	50	70.00
109	HY-NT	22	0	5	0	0	2	0	0	0	0	7	31.0	35	50	70.00	50	70.00
110	NT-HY	19	0	2	4	3	3	0	0	0	0	12	38.6	50	52	96.15	52	96.15
111	HY-NT	9	0	9	2	0	3	0	0	0	0	14	28.7	34	52	65.38	52	65.38
112	NT-HY	8	0	2	1	0	0	0	0	0	0	3	20.0	12	50	24.00	50	24.00
200	VH-WH	21	0	6	0	1	3	0	0	0	0	10	33.3	42	45	93.33	45	93.33
201	WH-VH	0	0	0	5	2	3	1	0	0	0	11	44.6	33	42	78.57	42	78.57
202	VH-WH	1	0	0	4	2	2	0	0	0	0	8	42.0	23	42	54.76	42	54.76
203	WH-VH	0	0	0	2	1	7	0	0	0	0	10	52.1	35	45	77.78	45	77.78
204	VH-WH	28	0	3	0	0	3	0	0	0	0	6	40.3	43	45	95.56	45	95.56
205	WH-VH	6	0	0	5	0	3	0	0	0	0	8	35.3	28	42	66.67	42	66.67
206	VH-WH	1	0	0	3	1	3	0	0	0	0	7	44.7	22	42	52.38	42	52.38
207	WH-OB	27	0	2	2	1	1	0	0	0	0	6	31.7	40	45	88.89	45	88.89

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/25/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	OB-WH	0	0	0	0	1	7	0	0	0	0	8	58.5	31	45	68.89	45	68.89
209	WH-VH	4	0	1	6	3	0	0	0	0	0	10	31.2	26	42	61.90	42	61.90
210	VH-WH	8	0	1	0	2	3	0	0	0	0	6	48.0	27	42	64.29	42	64.29
211	WH-OB	32*	0	2	1	1	1	0	0	0	0	5	31.4	44	45	97.78	45	97.78
212	OB-WH	32	0	4	0	1	2	0	0	0	0	7	33.6	47	47	100.00	45	104.44
213	WH-VH	21	1	2	0	0	0	0	0	0	0	3	18.0	24	42	57.14	42	57.14
214	VH-WH	0	0	0	3	0	5	0	0	0	0	8	49.6	26	42	61.90	42	61.90
215	WH-OB	29	2*	2	2	0	1	0	0	0	0	7	32.8	42	45	93.33	45	93.33
216	OB-WH	29*	0	3	2	1	0	1	0	0	0	7	32.1	45	45	100.00	45	100.00
217	WH-VH	34	0	6	3	1	0	0	0	0	0	10	24.8	49	49	100.00	42	116.67
218	VH-WH	37	1*	4	0	1	0	0	0	0	0	6	28.4	46	46	100.00	42	109.52
219	WH-OB	39	0	4	0	0	0	0	0	0	0	4	17.0	43	45	95.56	45	95.56
220	OB-WH	26	2*	7	2	1	0	0	0	0	0	12	23.4	44	45	97.78	45	97.78
221	WH-VH	39	0	2	1	0	2	0	0	0	0	5	38.2	51	51	100.00	42	121.43
222	VH-WH	36	1*	6	1	0	0	0	0	0	0	8	21.1	46	46	100.00	42	109.52
223	WH-OB	31	0	0	0	0	2	0	0	0	0	2	63.0	39	45	86.67	45	86.67
301	HY-NT	0	0	0	4	2	6	0	0	0	0	12	45.2	38	39	97.44	39	97.44
302	NT-HY	0	0	0	0	0	6	0	0	0	0	6	61.0	24	39	61.54	39	61.54
305	HY-NT	1	0	1	1	2	6	0	0	0	0	10	51.3	34	39	87.18	39	87.18
306	NT-HY	0	0	0	1	3	6	0	0	0	0	10	50.8	35	39	89.74	39	89.74
309	HY-NT	7	0	0	3	2	5	0	0	0	0	10	45.2	39	39	100.00	39	100.00
310	NT-HY	0	0	0	2	0	3	0	0	0	0	5	49.0	16	39	41.03	39	41.03
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		1835	15	227	106	56	119	4	0	8	8	535	60.5	2985	3529	84.58	3458	86.32

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/26/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	17	0	6	6	3	2	0	0	0	0	17	30.5	52	60	86.67	60	86.67
006	VH-WH	20	0	9	2	2	2	0	0	0	0	15	27.7	47	52	90.38	52	90.38
007	WH-VH	15	0	11	3	1	3	0	0	1	1	19	30.1	49	52	94.23	52	94.23
008	VH-WH	52	1*	8	1	0	0	0	0	0	0	10	21.2	64	64	100.00	60	106.67
009	WH-VH	38	0	7	5	2	0	0	0	0	0	14	23.6	61	61	100.00	60	101.67
010	VH-WH	44	0	6	3	0	0	0	0	0	0	9	18.1	56	56	100.00	52	107.69
011	WH-OB	39*	0	8	4	1	1	0	0	0	0	14	24.9	63	63	100.00	52	121.15
012	VH-WH	48	0	5	1	0	0	0	0	1	1	7	24.0	57	60	95.00	60	95.00
013	WH-VH	44	0	1	0	0	3	1	0	0	0	5	51.6	62	62	100.00	60	103.33
014	OB-WH	50	1	2	0	0	0	0	0	0	0	3	18.0	53	53	100.00	52	101.92
015	WH-OB	43	0	2	1	1	1	0	0	0	0	5	30.6	54	54	100.00	52	103.85
016	VH-WH	51	1*	9	1	0	0	1	0	0	0	12	25.5	69	69	100.00	60	115.00
017	WH-VH	53*	0	7	0	0	0	1	0	1	1	9	27.9	68	68	100.00	60	113.33
018	OB-WH	31*	0	5	2	0	2	0	0	0	0	9	29.6	49	52	94.23	52	94.23
019	WH-OB	30	1*	6	1	1	0	1	0	0	0	10	32.2	48	52	92.31	52	92.31
020	VH-WH	40	0	5	6	2	0	0	0	0	0	13	25.5	63	63	100.00	60	105.00
021	WH-VH	47	4*	5	2	0	0	0	0	0	0	11	21.4	62	62	100.00	60	103.33
022	OB-WH	23	0	8	5	1	1	0	0	0	0	15	25.5	48	52	92.31	52	92.31
023	WH-OB	33	0	5	3	1	2	0	0	0	0	11	29.1	55	55	100.00	52	105.77
024	VH-WH	30*	0	5	7	1	0	0	0	1	1	14	25.4	55	60	91.67	60	91.67
025	WH-VH	36	1*	8	1	0	2	0	0	0	0	12	29.2	56	60	93.33	60	93.33
026	OB-WH	25	0	2	2	0	0	0	0	0	0	4	20.8	31	52	59.62	52	59.62
027	WH-OB	17	0	4	0	0	0	0	0	0	0	4	17.3	21	52	40.38	52	40.38
028	VH-WH	20	0	3	0	2	1	0	0	0	0	6	32.5	33	60	55.00	60	55.00
029	WH-VH	27	0	4	0	1	0	0	0	0	0	5	20.6	34	60	56.67	60	56.67
030	OB-WH	25	0	2	4	0	1	0	0	0	0	7	26.0	39	52	75.00	52	75.00
031	WH-VH	20	0	4	0	0	0	0	0	0	0	4	17.8	24	52	46.15	52	46.15
032	VH-WH	13	0	2	0	0	0	0	0	0	0	2	18.0	15	60	25.00	60	25.00
101	HY-NT	9	0	6	4	4	1	0	0	0	0	15	30.1	39	50	78.00	50	78.00
102	NT-HY	17	0	1	0	2	5	0	0	0	0	8	49.9	44	52	84.62	52	84.62
103	HY-NT	9	0	7	2	1	4	1	0	1	1	16	38.1	46	52	88.46	52	88.46
104	NT-HY	14	0	3	0	1	2	0	0	0	0	6	37.3	28	50	56.00	50	56.00
105	HY-NT	12	0	2	1	0	4	1	0	0	0	8	47.8	37	50	74.00	50	74.00
106	NT-HY	17*	0	6	5	1	3	0	0	1	1	16	33.3	51	52	98.08	52	98.08
107	HY-NT	25	1*	4	3	1	3	0	0	0	0	12	36.1	52	52	100.00	52	100.00
108	NT-HY	11	0	4	2	5	2	0	0	0	0	13	34.5	42	50	84.00	50	84.00
109	HY-NT	14	0	8	1	1	4	0	0	0	0	14	33.6	43	50	86.00	50	86.00
110	NT-HY	8	0	3	1	4	4	0	0	0	0	12	41.1	41	52	78.85	52	78.85
111	HY-NT	17	2*	2	2	0	5	0	0	0	0	11	44.0	46	52	88.46	52	88.46
112	NT-HY	10	0	3	0	0	2	1	0	0	0	6	41.8	26	50	52.00	50	52.00
200	VH-WH	15	1*	7	2	2	2	0	0	0	0	14	31.2	42	45	93.33	45	93.33
201	WH-VH	0	0	0	8	4	1	0	0	0	0	13	36.2	32	42	76.19	42	76.19
202	VH-WH	1	0	0	2	1	4	0	0	0	0	7	50.9	24	42	57.14	42	57.14
203	WH-VH	0	0	2	4	0	7	0	0	0	0	13	43.6	38	45	84.44	45	84.44
204	VH-WH	16	0	3	0	0	2	0	0	0	0	5	36.4	27	45	60.00	45	60.00
205	WH-VH	2	1*	1	5	0	5	0	0	0	0	12	42.6	35	42	83.33	42	83.33
206	VH-WH	1	0	1	3	2	2	0	0	0	0	8	39.5	22	42	52.38	42	52.38
207	WH-OB	11	0	9	0	0	3	0	0	0	0	12	28.6	32	45	71.11	45	71.11

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/26/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	OB-WH	0	0	0	0	1	7	0	0	0	0	8	59.9	31	45	68.89	45	68.89
209	WH-VH	4	0	2	6	2	2	0	0	0	0	12	35.3	32	42	76.19	42	76.19
210	VH-WH	5	0	2	3	0	5	0	0	0	0	10	41.0	33	42	78.57	42	78.57
211	WH-OB	26	0	4	1	0	2	0	0	0	0	7	32.7	40	45	88.89	45	88.89
212	OB-WH	22	1	6	3	1	3	0	0	0	0	14	33.3	50	50	100.00	45	111.11
213	WH-VH	24*	0	3	0	2	2	0	0	0	0	7	36.6	42	42	100.00	42	100.00
214	VH-WH	12	0	3	2	0	4	0	0	0	0	9	39.6	35	42	83.33	42	83.33
215	WH-OB	29	1*	5	6	0	1	0	0	0	0	13	25.5	52	52	100.00	45	115.56
216	OB-WH	20	0	7	3	4	0	0	0	0	0	14	25.8	45	45	100.00	45	100.00
217	WH-VH	36	2*	8	1	0	0	0	0	0	0	11	22.0	49	49	100.00	42	116.67
218	VH-WH	15	0	8	6	0	2	0	0	0	0	16	26.4	43	43	100.00	42	102.38
219	WH-OB	33	1*	6	0	1	2	0	0	0	0	10	34.1	52	52	100.00	45	115.56
220	OB-WH	25	0	6	3	0	0	0	0	0	0	9	21.4	37	45	82.22	45	82.22
221	WH-VH	28	1*	6	2	1	1	0	0	0	0	11	28.0	47	47	100.00	42	111.90
222	VH-WH	25	0	7	1	0	0	1	0	0	0	9	24.4	39	42	92.86	42	92.86
223	WH-OB	11	1*	2	2	0	0	0	0	0	0	5	26.8	19	45	42.22	45	42.22
301	HY-NT	0	0	0	3	0	8	0	0	0	0	11	51.2	38	39	97.44	39	97.44
302	NT-HY	0	1	0	1	2	7	0	0	0	0	11	52.9	37	39	94.87	39	94.87
305	HY-NT	0	0	2	0	3	6	0	0	0	0	11	48.4	35	39	89.74	39	89.74
306	NT-HY	0	0	1	4	1	7	0	0	0	0	13	45.5	40	40	100.00	39	102.56
309	HY-NT	0	0	0	3	2	6	0	0	0	0	11	47.9	36	39	92.31	39	92.31
310	NT-HY	2	0	2	2	2	3	0	0	0	0	9	37.8	26	39	66.67	39	66.67
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY	TOTAL	1457	22	301	157	70	154	8	0	6	6	718	58.8	2993	3541	84.52	3458	86.55

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/27/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	TRUCKS					U.S. MAIL			TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
				1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL							
005	WH-VH	12	0	10	5	2	3	0	0	0	0	20	30.4	50	60	83.33	60	83.33
006	VH-WH	17	0	15	1	1	1	0	0	0	0	18	22.4	41	52	78.85	52	78.85
007	WH-VH	15	0	12	4	0	2	0	0	1	1	19	27.0	45	52	86.54	52	86.54
008	VH-WH	44	0	12	1	0	0	0	0	0	0	13	18.1	58	60	96.67	60	96.67
009	WH-VH	22	0	11	6	0	3	0	0	0	0	20	26.0	57	60	95.00	60	95.00
010	VH-WH	40	0	2	1	0	1	0	0	0	0	4	29.8	48	52	92.31	52	92.31
011	WH-OB	39	1	9	3	1	0	0	0	0	0	14	21.4	58	58	100.00	52	111.54
012	VH-WH	42	0	6	1	0	1	0	0	1	1	9	28.4	56	60	93.33	60	93.33
013	WH-VH	36	0	4	5	0	2	1	0	0	0	12	30.8	63	63	100.00	60	105.00
014	OB-WH	40	0	4	0	1	1	0	0	0	0	6	27.8	51	52	98.08	52	98.08
015	WH-OB	34	2*	6	1	2	1	0	0	0	0	12	28.2	55	55	100.00	52	105.77
016	VH-WH	47	0	3	2	0	1	0	0	0	0	6	27.2	58	60	96.67	60	96.67
017	WH-VH	44	0	5	0	0	1	0	0	1	1	7	31.3	55	60	91.67	60	91.67
018	OB-WH	35*	0	3	2	0	2	0	0	0	0	7	35.1	52	52	100.00	52	100.00
019	WH-OB	42	0	10	1	1	1	0	0	0	0	13	24.2	61	61	100.00	52	117.31
020	VH-WH	30*	0	3	7	1	0	1	0	0	0	12	31.7	56	60	93.33	60	93.33
021	WH-VH	54	0	5	0	0	0	0	0	0	0	5	18.0	59	60	98.33	60	98.33
022	OB-WH	27	0	3	0	1	0	0	0	0	0	4	21.5	33	52	63.46	52	63.46
023	WH-OB	42	0	9	0	0	0	0	0	0	0	9	18.0	51	52	98.08	52	98.08
024	VH-WH	32*	1*	10	2	2	0	0	0	1	1	16	25.8	57	60	95.00	60	95.00
025	WH-VH	52	0	4	1	0	1	0	0	0	0	6	26.8	62	62	100.00	60	103.33
026	OB-WH	26	0	4	2	1	0	0	0	0	0	7	23.3	37	52	71.15	52	71.15
027	WH-OB	44	0	4	0	0	0	0	0	0	0	4	18.3	48	52	92.31	52	92.31
028	VH-WH	35	0	5	0	2	1	1	0	0	0	9	33.2	55	60	91.67	60	91.67
029	WH-VH	40*	0	15	0	0	0	0	0	0	0	15	17.3	57	60	95.00	60	95.00
030	OB-WH	33	0	4	3	0	1	0	0	0	0	8	24.8	47	52	90.38	52	90.38
031	WH-VH	32*	0	7	0	0	0	0	0	0	0	7	17.9	40	52	76.92	52	76.92
032	VH-WH	14	0	3	3	1	1	0	0	0	0	8	28.5	30	60	50.00	60	50.00
101	HY-NT	12	0	4	4	6	1	0	0	0	0	15	31.4	46	50	92.00	50	92.00
102	NT-HY	9	0	6	1	1	5	1	0	0	0	14	39.6	45	52	86.54	52	86.54
103	HY-NT	17*	0	5	1	0	5	0	0	1	1	12	41.5	47	52	90.38	52	90.38
104	NT-HY	22	0	3	0	0	4	0	0	0	0	7	44.1	41	50	82.00	50	82.00
105	HY-NT	33	0	1	1	0	3	0	0	0	0	5	43.8	48	50	96.00	50	96.00
106	NT-HY	24*	0	6	0	0	4	0	0	1	1	11	39.3	49	52	94.23	52	94.23
107	HY-NT	41	0	2	2	0	1	0	0	0	0	5	26.8	51	52	98.08	52	98.08
108	NT-HY	19	0	7	4	5	0	0	0	0	0	16	27.7	49	50	98.00	50	98.00
109	HY-NT	27	0	3	3	1	3	0	0	0	0	10	36.2	51	51	100.00	50	102.00
110	NT-HY	14*	0	10	5	1	2	0	0	0	0	18	25.6	46	52	88.46	52	88.46
111	HY-NT	23	0	2	1	2	4	0	0	0	0	9	46.0	49	52	94.23	52	94.23
112	NT-HY	16	0	8	3	1	3	0	0	0	0	15	30.1	45	50	90.00	50	90.00
200	VH-WH	8	0	6	0	2	3	0	0	0	0	11	34.0	32	45	71.11	45	71.11
201	WH-VH	0	0	0	6	2	3	0	0	0	0	11	42.1	30	42	71.43	42	71.43
202	VH-WH	0	0	0	2	1	4	0	0	0	0	7	48.7	23	42	54.76	42	54.76
203	WH-VH	0	0	0	1	3	5	1	0	0	0	10	53.0	36	45	80.00	45	80.00
204	VH-WH	28	0	3	1	1	3	0	0	0	0	8	38.3	48	48	100.00	45	106.67
205	WH-VH	0	0	5	7	0	2	0	0	0	0	14	27.1	27	42	64.29	42	64.29
206	VH-WH	0	0	0	2	1	4	0	0	0	0	7	51.0	23	42	54.76	42	54.76
207	WH-OB	22	0	5	1	1	3	0	0	0	0	10	35.1	44	45	97.78	45	97.78

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/27/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	OB-WH	1	1*	1	0	1	5	1	0	0	0	9	56.5	32	45	71.11	45	71.11
209	WH-VH	1	0	0	5	3	2	1	0	0	0	11	42.2	33	42	78.57	42	78.57
210	VH-WH	14	1	0	5	1	2	0	0	0	0	9	37.1	36	42	85.71	42	85.71
211	WH-OB	24	0	2	0	0	2	0	0	0	0	4	39.5	34	45	75.56	45	75.56
212	OB-WH	29	0	6	3	0	2	0	0	0	0	11	28.5	49	49	100.00	45	108.89
213	WH-VH	20*	2*	6	1	1	1	0	0	0	0	11	31.8	40	42	95.24	42	95.24
214	VH-WH	16	0	3	2	0	4	0	0	0	0	9	39.0	39	42	92.86	42	92.86
215	WH-OB	30*	1*	7	1	1	1	0	0	0	0	11	26.2	49	49	100.00	45	108.89
216	OB-WH	16	1	10	5	2	1	0	0	0	0	19	25.2	47	47	100.00	45	104.44
217	WH-VH	0	0	1	4	2	3	0	0	0	0	10	39.9	27	42	64.29	42	64.29
218	VH-WH	17	0	6	4	0	1	0	0	0	0	11	25.7	35	42	83.33	42	83.33
219	WH-OB	38	1*	6	0	0	0	0	0	0	0	7	20.7	46	46	100.00	45	102.22
220	OB-WH	22	1*	6	6	0	0	0	0	0	0	13	23.6	42	45	93.33	45	93.33
221	WH-VH	29	1	8	2	1	1	0	0	0	0	13	24.8	49	49	100.00	42	116.67
222	VH-WH	20	0	3	2	1	0	2	0	0	0	8	36.5	40	42	95.24	42	95.24
223	WH-OB	29	1*	6	0	0	2	0	0	0	0	9	29.4	45	45	100.00	45	100.00
301	HY-NT	0	0	0	3	0	8	0	0	0	0	11	51.6	38	39	97.44	39	97.44
302	NT-HY	1	0	0	0	0	8	0	0	0	0	8	60.1	33	39	84.62	39	84.62
305	HY-NT	4	0	1	3	2	6	0	0	0	0	12	45.2	41	41	100.00	39	105.13
306	NT-HY	0	0	0	2	1	8	0	0	0	0	11	51.1	39	39	100.00	39	100.00
309	HY-NT	2	0	1	2	1	7	0	0	0	0	11	50.1	38	39	97.44	39	97.44
310	NT-HY	0	0	2	0	1	8	0	0	0	0	11	50.8	37	39	94.87	39	94.87
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		1598	14	339	146	62	158	9	0	6	6	734	61.7	3139	3505	89.56	3458	90.78

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/28/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	13	0	6	3	4	2	0	0	0	0	15	34.6	45	60	75.00	60	75.00
006	VH-WH	19	0	3	2	0	2	0	0	0	0	7	33.4	34	52	65.38	52	65.38
007	WH-VH	23	2*	5	2	0	3	0	0	1	1	13	41.3	50	52	96.15	52	96.15
008	VH-WH	43	2*	7	0	0	1	0	0	0	0	10	27.9	58	60	96.67	60	96.67
009	WH-VH	47	0	4	4	0	1	0	0	0	0	9	26.9	63	63	100.00	60	105.00
010	VH-WH	37	1*	3	0	0	1	0	0	0	0	5	35.3	46	52	88.46	52	88.46
011	WH-OB	28*	0	3	2	3	0	0	0	0	0	8	30.8	45	52	86.54	52	86.54
012	VH-WH	42	0	4	3	0	0	0	0	1	1	8	26.1	54	60	90.00	60	90.00
013	WH-VH	48	0	2	0	1	1	0	0	0	0	4	34.5	57	60	95.00	60	95.00
014	OB-WH	48*	2	1	0	0	0	0	0	0	0	3	18.0	52	52	100.00	52	100.00
015	WH-OB	40	1	5	0	1	1	0	0	0	0	8	25.7	53	53	100.00	52	101.92
016	VH-WH	49	0	3	3	0	0	0	0	0	0	6	21.7	58	60	96.67	60	96.67
017	WH-VH	50*	0	4	3	0	1	0	0	1	1	9	29.5	67	67	100.00	60	111.67
018	OB-WH	37	0	2	6	1	0	0	0	0	0	9	25.1	54	54	100.00	52	103.85
019	WH-OB	46	1	3	1	1	0	0	0	0	0	6	25.8	55	55	100.00	52	105.77
020	VH-WH	38*	0	4	7	2	0	0	0	0	0	13	27.4	63	63	100.00	60	105.00
021	WH-VH	49	0	4	0	1	0	0	0	0	0	5	22.8	56	60	93.33	60	93.33
022	OB-WH	29	0	2	3	3	0	0	0	0	0	8	34.1	46	52	88.46	52	88.46
023	WH-OB	46	0	3	2	0	1	0	0	0	0	6	26.0	57	57	100.00	52	109.62
024	VH-WH	48*	1*	5	5	0	0	0	0	1	1	12	28.2	68	68	100.00	60	113.33
025	WH-VH	53	0	3	0	0	2	0	0	0	0	5	36.0	64	64	100.00	60	106.67
026	OB-WH	37	1	3	3	1	0	0	0	0	0	8	26.4	50	52	96.15	52	96.15
027	WH-OB	48	0	6	0	0	1	0	0	0	0	7	24.1	58	58	100.00	52	111.54
028	VH-WH	26	0	4	2	0	1	0	0	0	0	7	26.3	38	60	63.33	60	63.33
029	WH-VH	45*	0	3	0	0	0	0	0	0	0	3	17.7	49	60	81.67	60	81.67
030	OB-WH	38	0	0	2	0	1	0	0	0	0	3	37.0	46	52	88.46	52	88.46
031	WH-VH	27	0	2	1	0	0	0	0	0	0	3	20.0	31	52	59.62	52	59.62
032	VH-WH	30	0	6	2	0	0	0	0	0	0	8	18.3	40	60	66.67	60	66.67
101	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	50	.00	50	.00
102	NT-HY	15	0	4	0	1	6	0	0	0	0	11	43.5	46	52	88.46	52	88.46
103	HY-NT	31	0	4	2	1	1	1	0	1	1	10	36.6	53	53	100.00	52	101.92
104	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	50	.00	50	.00
105	HY-NT	37*	0	0	0	0	3	0	0	0	0	3	62.0	51	51	100.00	50	102.00
106	NT-HY	45	0	1	2	0	1	0	0	1	1	5	42.8	56	56	100.00	52	107.69
107	HY-NT	47	0	1	3	0	0	0	0	0	0	4	22.8	54	54	100.00	52	103.85
108	NT-HY	34	0	2	4	2	0	0	0	0	0	8	30.3	50	50	100.00	50	100.00
109	HY-NT	30	1	3	1	1	2	0	0	0	0	8	36.3	47	50	94.00	50	94.00
110	NT-HY	33	0	7	2	1	1	0	0	0	0	11	26.4	51	52	98.08	52	98.08
111	HY-NT	24	0	5	0	0	4	1	0	0	0	10	41.2	50	52	96.15	52	96.15
112	NT-HY	29*	0	5	2	1	2	0	0	0	0	10	29.4	50	50	100.00	50	100.00
182	OB-WH	5	0	0	0	0	0	0	0	0	0	0	.0	5	45	11.11	45	11.11
200	VH-WH	21	0	7	0	1	2	0	0	0	0	10	28.9	39	45	86.67	45	86.67
201	WH-VH	0	0	0	6	2	2	1	0	0	0	11	40.8	31	42	73.81	42	73.81
202	VH-WH	3	0	2	2	1	4	0	0	0	0	9	43.8	28	42	66.67	42	66.67
203	WH-VH	0	0	0	7	0	6	0	0	0	0	13	42.9	38	45	84.44	45	84.44
204	VH-WH	20	0	6	0	1	4	0	0	0	0	11	36.3	45	45	100.00	45	100.00
205	WH-VH	0	1*	2	9	1	2	0	0	0	0	15	32.9	33	42	78.57	42	78.57
206	VH-WH	3	0	0	2	2	1	0	0	0	0	5	44.8	17	42	40.48	42	40.48

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/28/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
207	WH-OB	16	0	6	3	1	4	0	0	0	0	14	34.4	47	47	100.00	45	104.44
208	OB-WH	0	0	0	0	0	7	0	0	0	0	7	61.6	28	45	62.22	45	62.22
209	WH-VH	11	0	0	4	1	2	0	0	0	0	7	42.4	30	42	71.43	42	71.43
210	VH-WH	13	2*	3	2	0	3	0	0	0	0	10	36.9	35	42	83.33	42	83.33
211	WH-OB	35	1*	5	0	0	1	0	0	0	0	7	25.7	46	46	100.00	45	102.22
212	OB-WH	28	0	5	1	1	3	0	0	0	0	10	35.6	50	50	100.00	45	111.11
213	WH-VH	23	0	4	1	0	3	0	0	0	0	8	34.5	41	42	97.62	42	97.62
214	VH-WH	19	1	3	2	0	4	0	0	0	0	10	38.3	43	43	100.00	42	102.38
215	WH-OB	33	1	5	1	0	0	0	0	0	0	7	23.5	41	45	91.11	45	91.11
216	OB-WH	31	0	9	4	1	0	0	0	0	0	14	22.6	51	51	100.00	45	113.33
217	WH-VH	39	2	1	2	0	1	0	0	0	0	6	36.5	50	50	100.00	42	119.05
218	VH-WH	19	0	5	4	1	1	0	0	0	0	11	26.8	39	42	92.86	42	92.86
219	WH-OB	37	0	5	1	2	1	0	0	0	0	9	27.9	54	54	100.00	45	120.00
220	OB-WH	31	0	1	1	0	0	0	0	0	0	2	19.0	34	45	75.56	45	75.56
221	WH-VH	36	0	6	2	0	1	0	0	0	0	9	22.9	50	50	100.00	42	119.05
222	VH-WH	38	0	8	1	0	0	0	0	0	0	9	18.6	48	48	100.00	42	114.29
223	WH-OB	45	1	4	0	0	0	0	0	0	0	5	17.8	50	50	100.00	45	111.11
301	HY-NT	1	0	0	5	1	6	0	0	0	0	12	46.0	38	39	97.44	39	97.44
302	NT-HY	0	0	0	2	1	6	0	0	0	0	9	51.0	31	39	79.49	39	79.49
305	HY-NT	1	0	0	2	0	8	0	0	0	0	10	55.5	37	39	94.87	39	94.87
306	NT-HY	4	0	0	2	0	8	0	0	0	0	10	52.5	40	40	100.00	39	102.56
309	HY-NT	3	0	3	1	1	7	0	0	0	0	12	46.8	39	39	100.00	39	100.00
310	NT-HY	1	0	2	3	1	7	0	0	0	0	13	44.2	40	40	100.00	39	102.56
311	HY-NT	6	0	2	3	3	3	0	0	0	0	11	40.3	35	39	89.74	39	89.74
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY	TOTAL	1931	21	226	145	47	136	3	0	6	6	584	57.3	3198	3645	87.74	3542	90.29

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/29/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	23	0	1	4	1	2	0	0	0	0	8	37.5	43	60	71.67	60	71.67
006	VH-WH	27	1*	6	0	0	1	0	0	0	0	8	26.6	39	52	75.00	52	75.00
007	WH-VH	22	0	1	1	1	4	0	0	1	1	8	54.3	46	52	88.46	52	88.46
008	VH-WH	44	0	2	1	0	1	0	0	0	0	4	29.8	52	60	86.67	60	86.67
009	WH-VH	51	0	2	2	0	0	0	0	0	0	4	25.5	57	60	95.00	60	95.00
010	VH-WH	44	0	3	0	1	0	0	0	0	0	4	25.8	50	52	96.15	52	96.15
011	WH-OB	37*	0	5	2	0	0	0	0	0	0	7	20.0	47	52	90.38	52	90.38
012	VH-WH	47	0	3	2	0	0	0	0	1	1	6	26.4	56	60	93.33	60	93.33
013	WH-VH	48	0	2	0	0	1	0	0	0	0	3	29.0	54	60	90.00	60	90.00
014	OB-WH	47	1	3	1	0	0	0	0	0	0	5	21.8	53	53	100.00	52	101.92
015	WH-OB	41*	0	1	0	0	2	0	0	0	0	3	44.7	51	52	98.08	52	98.08
016	VH-WH	46	3*	4	0	1	0	0	0	0	0	8	22.6	58	60	96.67	60	96.67
017	WH-VH	54*	0	2	0	0	0	0	0	1	1	3	34.0	59	60	98.33	60	98.33
018	OB-WH	40*	0	2	3	0	1	0	0	0	0	6	30.0	53	53	100.00	52	101.92
019	WH-OB	45*	1	3	1	0	0	0	0	0	0	5	19.8	52	52	100.00	52	100.00
020	VH-WH	43*	0	3	4	1	0	0	0	0	0	8	27.3	58	60	96.67	60	96.67
021	WH-VH	43	0	3	0	1	0	0	0	0	0	4	24.0	49	60	81.67	60	81.67
022	OB-WH	49*	0	2	0	0	0	0	0	0	0	2	18.5	52	52	100.00	52	100.00
023	WH-OB	39	0	2	1	0	0	0	0	0	0	3	23.3	43	52	82.69	52	82.69
024	VH-WH	50	0	1	1	0	0	0	0	1	1	3	43.0	55	60	91.67	60	91.67
025	WH-VH	44*	0	3	0	0	2	0	0	0	0	5	35.6	56	60	93.33	60	93.33
026	OB-WH	45	1*	4	0	0	0	0	0	0	0	5	17.5	51	52	98.08	52	98.08
027	WH-OB	50	0	4	1	0	1	0	0	0	0	6	25.8	60	60	100.00	52	115.38
028	VH-WH	43	0	5	1	0	0	0	0	0	0	6	17.8	50	60	83.33	60	83.33
029	WH-VH	56	1*	3	0	0	0	0	0	0	0	4	17.0	61	61	100.00	60	101.67
030	OB-WH	30	1	2	1	0	1	0	0	0	0	5	30.0	39	52	75.00	52	75.00
031	WH-VH	26	0	4	0	0	0	0	0	0	0	4	17.8	30	52	57.69	52	57.69
032	VH-WH	28	1*	3	0	0	0	0	0	0	0	4	27.3	33	60	55.00	60	55.00
101	HY-NT	22	0	1	2	5	0	0	0	0	0	8	32.6	42	50	84.00	50	84.00
102	NT-HY	34	0	5	0	0	2	1	0	0	0	8	35.6	52	52	100.00	52	100.00
103	HY-NT	31	0	1	0	1	3	0	0	1	1	6	54.2	49	52	94.23	52	94.23
104	NT-HY	41*	0	2	0	0	1	0	0	0	0	3	31.3	48	50	96.00	50	96.00
105	HY-NT	36*	0	3	0	0	3	0	0	0	0	6	38.3	52	52	100.00	50	104.00
106	NT-HY	36	0	2	2	0	2	0	0	1	1	7	38.7	52	52	100.00	52	100.00
107	HY-NT	50*	0	2	1	0	0	0	0	0	0	3	18.3	55	55	100.00	52	105.77
108	NT-HY	35	0	3	0	4	0	0	0	0	0	7	29.1	50	50	100.00	50	100.00
109	HY-NT	39*	0	4	0	0	1	0	0	0	0	5	27.2	49	50	98.00	50	98.00
110	NT-HY	47	0	0	1	0	0	0	0	0	0	1	30.0	49	52	94.23	52	94.23
111	HY-NT	37	0	2	0	0	2	1	0	0	0	5	44.0	52	52	100.00	52	100.00
112	NT-HY	41	0	5	0	1	0	0	0	0	0	6	21.8	49	50	98.00	50	98.00
200	VH-WH	26	2*	8	1	1	2	0	0	0	0	14	27.9	51	51	100.00	45	113.33
201	WH-VH	0	0	0	8	4	2	0	0	0	0	14	37.8	36	42	85.71	42	85.71
202	VH-WH	17	0	0	1	0	3	0	0	0	0	4	53.5	31	42	73.81	42	73.81
203	WH-VH	0	0	0	1	1	8	0	0	0	0	10	54.7	37	45	82.22	45	82.22
204	VH-WH	36	0	3	0	1	2	0	0	0	0	6	38.7	50	50	100.00	45	111.11
205	WH-VH	0	0	0	5	1	3	0	0	0	0	9	38.0	25	42	59.52	42	59.52
206	VH-WH	2	0	1	1	2	4	0	0	0	0	8	48.6	27	42	64.29	42	64.29
207	WH-OB	23	0	1	0	1	4	0	0	0	0	6	49.5	43	45	95.56	45	95.56

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/29/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	TRUCKS					U.S. MAIL			TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
				1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL							
208	OB-WH	0	0	0	0	1	8	0	0	0	0	9	59.7	35	45	77.78	45	77.78
209	WH-VH	29	1*	5	2	1	1	0	0	0	0	10	32.9	47	47	100.00	42	111.90
210	VH-WH	2	0	0	4	1	4	0	0	0	0	9	44.3	29	42	69.05	42	69.05
211	WH-OB	31*	0	4	1	0	1	0	0	0	0	6	26.2	42	45	93.33	45	93.33
212	OB-WH	32	1*	2	1	1	2	0	0	0	0	7	41.7	49	49	100.00	45	108.89
213	WH-VH	29	3*	4	0	0	1	0	0	0	0	8	31.2	41	42	97.62	42	97.62
214	VH-WH	22	1	0	2	0	4	0	0	0	0	7	49.3	43	43	100.00	42	102.38
215	WH-OB	42	1	2	1	0	1	0	0	0	0	5	32.5	51	51	100.00	45	113.33
216	OB-WH	40	0	1	2	3	0	0	0	0	0	6	30.3	54	54	100.00	45	120.00
217	WH-VH	43	0	3	1	0	1	0	0	0	0	5	30.0	52	52	100.00	42	123.81
218	VH-WH	29	0	3	4	2	1	0	0	0	0	10	29.0	50	50	100.00	42	119.05
219	WH-OB	41	1*	7	1	0	1	0	0	0	0	10	23.1	56	56	100.00	45	124.44
220	OB-WH	36	0	2	7	0	0	0	0	0	0	9	25.0	52	52	100.00	45	115.56
221	WH-VH	44	0	5	2	0	0	0	0	0	0	7	20.7	53	53	100.00	42	126.19
222	VH-WH	45*	0	1	1	0	0	0	0	0	0	2	26.5	49	49	100.00	42	116.67
223	WH-OB	47	1*	5	1	0	0	0	0	0	0	7	22.3	56	56	100.00	45	124.44
224	OB-WH	42	0	4	0	0	0	0	0	0	0	4	18.5	46	46	100.00	45	102.22
225	WH-VH	42	0	3	0	0	0	0	0	0	0	3	18.7	45	45	100.00	42	107.14
226	VH-WH	42	0	4	1	0	0	0	0	0	0	5	17.2	48	48	100.00	42	114.29
227	WH-VH	20*	0	2	0	0	0	0	0	0	0	2	17.0	23	45	51.11	45	51.11
301	HY-NT	0	0	0	4	1	7	0	0	0	0	12	47.9	39	39	100.00	39	100.00
302	NT-HY	6	0	1	4	0	6	0	0	0	0	11	46.5	39	39	100.00	39	100.00
305	HY-NT	5*	0	0	1	1	6	0	0	0	0	8	56.1	35	39	89.74	39	89.74
306	NT-HY	0	0	0	2	2	7	0	0	0	0	11	51.2	38	39	97.44	39	97.44
309	HY-NT	4	0	0	2	1	7	0	0	0	0	10	53.3	39	39	100.00	39	100.00
310	NT-HY	0	0	0	7	4	3	0	0	0	0	14	40.8	38	39	97.44	39	97.44
312	NT-HY	4	0	1	0	0	3	0	0	0	0	4	52.8	17	39	43.59	39	43.59
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY	TOTAL	2392	21	181	100	46	122	2	0	6	6	478	58.7	3472	3798	91.42	3671	94.58

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/30/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	29	0	3	5	0	1	0	0	0	0	9	27.8	46	60	76.67	60	76.67
006	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	52	.00	52	.00
007	WH-VH	36*	0	4	0	0	1	0	0	1	0	6	32.4	47	52	90.38	52	90.38
008	VH-WH	65*	0	5	0	0	0	0	0	0	0	5	18.6	71	71	100.00	60	118.33
009	WH-VH	48*	1	6	0	0	0	0	0	0	0	7	19.5	57	60	95.00	60	95.00
010	VH-WH	43	1*	6	0	0	0	0	0	0	0	7	22.8	51	52	98.08	52	98.08
011	WH-OB	56*	1	0	0	0	0	0	0	0	0	1	.0	58	58	100.00	52	111.54
012	VH-WH	52	0	6	0	0	1	0	0	1	1	8	29.4	64	64	100.00	60	106.67
013	WH-VH	50*	0	5	0	0	0	0	0	0	0	5	17.8	56	60	93.33	60	93.33
014	OB-WH	44*	0	5	0	0	0	0	0	0	0	5	18.0	51	52	98.08	52	98.08
015	WH-OB	46	1*	6	0	0	0	0	0	0	0	7	18.2	54	54	100.00	52	103.85
016	VH-WH	56	0	2	0	0	0	0	0	0	0	2	19.0	58	60	96.67	60	96.67
017	WH-VH	52	0	2	0	0	0	0	0	1	1	3	35.0	56	60	93.33	60	93.33
018	OB-WH	45*	0	1	2	0	0	0	0	0	0	3	24.3	52	52	100.00	52	100.00
019	WH-OB	47*	1	4	0	0	0	0	0	0	0	5	21.5	55	55	100.00	52	105.77
020	VH-WH	49	1	2	1	1	0	0	0	0	0	5	26.0	57	60	95.00	60	95.00
021	WH-VH	53	1	2	1	0	0	0	0	0	0	4	18.7	58	60	96.67	60	96.67
022	OB-WH	41	1*	2	2	0	0	0	0	0	0	5	20.3	49	52	94.23	52	94.23
023	WH-OB	46	0	4	2	0	0	0	0	0	0	6	19.2	54	54	100.00	52	103.85
024	VH-WH	52	0	2	0	0	0	0	0	1	1	3	35.0	56	60	93.33	60	93.33
025	WH-VH	53*	0	3	0	0	0	0	0	0	0	3	18.3	57	60	95.00	60	95.00
026	OB-WH	45	1*	1	1	0	0	0	0	0	0	3	19.5	50	52	96.15	52	96.15
027	WH-OB	47	0	4	0	0	0	0	0	0	0	4	18.0	51	52	98.08	52	98.08
028	VH-WH	50	0	1	1	0	1	0	0	0	0	3	34.0	57	60	95.00	60	95.00
029	WH-VH	52*	0	2	0	0	0	0	0	0	0	2	17.0	55	60	91.67	60	91.67
030	OB-WH	38	0	2	1	0	0	0	0	0	0	3	18.3	42	52	80.77	52	80.77
031	WH-VH	52	0	0	0	0	0	0	0	0	0	0	.0	52	52	100.00	52	100.00
032	VH-WH	38	0	2	1	0	0	0	0	0	0	3	18.3	42	60	70.00	60	70.00
101	HY-NT	35	0	2	0	1	2	0	0	0	0	5	39.4	48	50	96.00	50	96.00
102	NT-HY	44	0	4	0	0	1	0	0	0	0	5	25.8	52	52	100.00	52	100.00
103	HY-NT	49*	0	0	1	0	0	0	0	1	1	2	54.0	54	54	100.00	52	103.85
104	NT-HY	43*	0	2	0	0	0	0	0	0	0	2	18.0	47	50	94.00	50	94.00
105	HY-NT	43*	1	1	0	0	0	0	0	0	0	2	29.0	46	50	92.00	50	92.00
106	NT-HY	49	0	1	0	0	0	0	0	1	1	2	53.0	52	52	100.00	52	100.00
107	HY-NT	46*	0	4	0	0	0	0	0	0	0	4	17.3	52	52	100.00	52	100.00
108	NT-HY	39	0	2	0	2	0	0	0	0	0	4	28.5	47	50	94.00	50	94.00
109	HY-NT	42*	0	0	0	0	1	0	0	0	0	1	59.0	47	50	94.00	50	94.00
110	NT-HY	46	0	0	2	0	0	0	0	0	0	2	34.0	50	52	96.15	52	96.15
111	HY-NT	48	0	4	1	0	0	0	0	0	0	5	20.8	54	54	100.00	52	103.85
112	NT-HY	39*	1*	3	1	0	0	0	0	0	0	5	18.8	48	50	96.00	50	96.00
200	VH-WH	34*	0	4	0	1	2	0	0	0	0	7	33.0	50	50	100.00	45	111.11
201	WH-VH	0	0	0	8	2	3	0	0	0	0	13	40.2	34	42	80.95	42	80.95
202	VH-WH	35	1	1	2	0	1	0	0	0	0	5	32.0	45	45	100.00	42	107.14
203	WH-VH	30	0	1	1	1	1	0	0	0	0	4	35.3	40	45	88.89	45	88.89
204	VH-WH	38*	1	7	1	0	1	0	0	0	0	10	22.6	53	53	100.00	45	117.78
205	WH-VH	0	0	1	3	0	5	0	0	0	0	9	45.7	27	42	64.29	42	64.29
206	VH-WH	11	0	0	2	0	5	0	0	0	0	7	51.3	35	42	83.33	42	83.33
207	WH-OB	25	0	4	3	0	2	0	0	0	0	9	28.8	43	45	95.56	45	95.56

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/30/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	TRUCKS					U.S. MAIL			TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
				1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL							
208	OB-WH	40*	0	3	3	0	1	0	0	0	0	7	26.4	54	54	100.00	45	120.00
209	WH-VH	28*	1	2	1	0	1	0	0	0	0	5	29.5	38	42	90.48	42	90.48
210	VH-WH	6	0	0	6	2	4	0	0	0	0	12	39.4	40	42	95.24	42	95.24
211	WH-OB	28*	1	3	1	0	1	0	0	0	0	6	28.0	41	45	91.11	45	91.11
212	OB-WH	43*	0	5	1	0	0	0	0	0	0	6	19.2	55	55	100.00	45	122.22
213	WH-VH	21	0	5	1	1	2	0	0	0	0	9	30.7	39	42	92.86	42	92.86
214	VH-WH	30*	0	7	1	0	1	0	0	0	0	9	23.2	44	44	100.00	42	104.76
215	WH-OB	36*	0	1	4	0	0	0	0	0	0	5	22.6	50	50	100.00	45	111.11
216	OB-WH	37	0	3	3	0	1	0	0	0	0	7	30.9	50	50	100.00	45	111.11
217	WH-VH	41*	1	4	0	0	0	0	0	0	0	5	18.0	47	47	100.00	42	111.90
218	VH-WH	36	0	0	2	0	1	0	0	0	0	3	42.3	44	44	100.00	42	104.76
219	WH-OB	43*	3*	2	0	0	0	0	0	0	0	5	19.0	52	52	100.00	45	115.56
220	OB-WH	40	1*	3	1	0	1	0	0	0	0	6	33.6	51	51	100.00	45	113.33
221	WH-VH	33	2	4	0	0	0	0	0	0	0	6	18.0	39	42	92.86	42	92.86
222	VH-WH	38*	1	3	0	0	0	0	0	0	0	4	18.3	44	44	100.00	42	104.76
223	WH-OB	49*	0	1	0	0	0	0	0	0	0	1	17.0	52	52	100.00	45	115.56
224	OB-WH	45	0	2	2	0	0	0	0	0	0	4	19.5	51	51	100.00	45	113.33
225	WH-VH	45	0	1	0	0	1	0	0	0	0	2	38.5	50	50	100.00	42	119.05
226	VH-WH	35*	0	4	0	1	0	0	0	0	0	5	22.0	44	44	100.00	42	104.76
227	WH-VH	46	0	1	0	0	0	0	0	0	0	1	18.0	47	47	100.00	45	104.44
301	HY-NT	3	0	0	7	3	3	0	0	0	0	13	38.3	38	39	97.44	39	97.44
302	NT-HY	5	0	1	1	0	8	0	0	0	0	10	53.8	40	40	100.00	39	102.56
305	HY-NT	13	0	1	4	2	3	0	0	0	0	10	37.5	40	40	100.00	39	102.56
306	NT-HY	2	1*	1	8	0	5	0	0	0	0	15	39.6	41	41	100.00	39	105.13
309	HY-NT	36	0	1	0	0	0	0	0	0	0	1	18.0	37	39	94.87	39	94.87
310	NT-HY	9	0	0	4	2	4	0	0	0	0	10	41.3	39	39	100.00	39	100.00
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		2769	24	181	92	19	65	0	0	6	6	387	60.6	3547	3762	94.28	3632	97.66

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/31/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	42	0	1	1	0	0	0	0	0	0	2	23.0	45	60	75.00	60	75.00
006	VH-WH	34	2*	6	0	0	1	0	0	0	0	9	28.6	48	52	92.31	52	92.31
007	WH-VH	41	0	3	1	0	1	0	0	0	0	5	26.8	50	52	96.15	52	96.15
008	VH-WH	49	1*	5	0	0	0	0	0	0	0	6	18.2	56	60	93.33	60	93.33
009	WH-VH	44	1	4	1	0	0	0	0	0	0	6	20.4	51	60	85.00	60	85.00
010	VH-WH	40	1*	5	1	0	0	0	0	0	0	7	22.3	49	52	94.23	52	94.23
011	WH-OB	46*	2	5	0	0	0	0	0	0	0	7	18.0	54	54	100.00	52	103.85
012	VH-WH	51	0	2	1	0	0	0	0	0	0	3	21.7	55	60	91.67	60	91.67
013	WH-VH	52*	1	1	1	0	0	0	0	0	0	3	19.5	57	60	95.00	60	95.00
014	OB-WH	49	0	1	0	0	0	0	0	0	0	1	18.0	50	52	96.15	52	96.15
015	WH-OB	50	1*	1	2	0	0	0	0	0	0	4	28.0	57	57	100.00	52	109.62
016	VH-WH	55	0	1	1	0	0	0	0	0	0	2	19.0	58	60	96.67	60	96.67
017	WH-VH	53	1	2	0	0	0	0	0	0	0	3	16.5	56	60	93.33	60	93.33
018	OB-WH	43*	2*	5	0	0	0	0	0	0	0	7	23.4	52	52	100.00	52	100.00
019	WH-OB	42*	0	3	1	0	0	0	0	0	0	4	18.0	49	52	94.23	52	94.23
020	VH-WH	50	0	3	2	0	0	0	0	0	0	5	24.2	57	60	95.00	60	95.00
021	WH-VH	45	2	6	0	1	0	0	0	0	0	9	24.1	56	60	93.33	60	93.33
022	OB-WH	49*	0	2	0	0	0	0	0	0	0	2	18.5	52	52	100.00	52	100.00
023	WH-OB	46*	3*	5	0	0	0	0	0	0	0	8	23.4	56	56	100.00	52	107.69
024	VH-WH	52	0	1	0	0	0	0	0	0	0	1	19.0	53	60	88.33	60	88.33
025	WH-VH	45	0	3	0	0	0	0	0	0	0	3	18.7	48	60	80.00	60	80.00
026	OB-WH	47	0	3	0	0	0	0	0	0	0	3	17.3	50	52	96.15	52	96.15
027	WH-OB	45	2*	7	0	0	0	0	0	0	0	9	24.3	56	56	100.00	52	107.69
028	VH-WH	53	0	3	0	0	0	0	0	0	0	3	18.0	56	60	93.33	60	93.33
029	WH-VH	47	1*	3	0	0	0	0	0	0	0	4	28.7	52	60	86.67	60	86.67
030	OB-WH	47*	1	2	0	0	0	0	0	0	0	3	17.5	51	52	98.08	52	98.08
031	WH-VH	31*	0	3	0	0	0	0	0	0	0	3	17.3	35	52	67.31	52	67.31
032	VH-WH	49	0	2	1	0	0	0	0	0	0	3	22.7	53	60	88.33	60	88.33
101	HY-NT	39*	0	1	0	0	2	0	0	0	0	3	44.0	49	50	98.00	50	98.00
102	NT-HY	39*	0	5	1	0	1	0	0	0	0	7	25.9	51	52	98.08	52	98.08
103	HY-NT	50*	0	0	2	0	0	0	0	0	0	2	25.0	55	55	100.00	52	105.77
104	NT-HY	39*	0	3	1	0	0	0	0	0	0	4	22.8	45	50	90.00	50	90.00
105	HY-NT	46*	1	1	0	0	0	0	0	0	0	2	18.0	49	50	98.00	50	98.00
106	NT-HY	44*	0	5	1	0	0	0	0	0	0	6	20.8	52	52	100.00	52	100.00
107	HY-NT	52*	0	1	0	0	0	0	0	0	0	1	19.0	54	54	100.00	52	103.85
108	NT-HY	46*	0	0	0	0	0	0	0	0	0	0	.0	47	50	94.00	50	94.00
109	HY-NT	40	0	3	0	0	2	0	0	0	0	5	32.4	51	51	100.00	50	102.00
110	NT-HY	29*	1*	5	1	1	1	0	0	0	0	9	27.4	46	52	88.46	52	88.46
111	HY-NT	43	0	10	0	0	0	0	0	0	0	10	17.7	53	53	100.00	52	101.92
112	NT-HY	14	0	2	1	0	0	0	0	0	0	3	23.0	18	50	36.00	50	36.00
200	VH-WH	42	0	5	0	0	1	0	0	0	0	6	24.8	51	51	100.00	45	113.33
201	WH-VH	21*	0	2	2	1	0	0	0	0	0	5	29.4	31	42	73.81	42	73.81
202	VH-WH	32*	1*	2	0	0	1	0	0	0	0	4	30.7	41	42	97.62	42	97.62
203	WH-VH	39	2*	5	0	0	1	0	0	0	0	8	25.2	51	51	100.00	45	113.33
204	VH-WH	40	0	6	2	0	0	0	0	0	0	8	18.4	50	50	100.00	45	111.11
205	WH-VH	30	1	2	1	0	1	0	0	0	0	5	28.3	39	42	92.86	42	92.86
206	VH-WH	35	0	8	0	0	0	0	0	0	0	8	18.1	43	43	100.00	42	102.38
207	WH-OB	41*	0	4	1	0	0	0	0	0	0	5	18.6	48	48	100.00	45	106.67

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)

RUN DATE: 1/09/17
 RUN TIME: 10:53:07

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 7/31/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	----- TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	----- TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	OB-WH	38*	0	1	3	1	0	0	0	0	0	5	26.6	49	49	100.00	45	108.89
209	WH-VH	32	1*	2	0	0	0	0	0	0	0	3	31.0	36	42	85.71	42	85.71
210	VH-WH	36*	0	2	0	0	1	0	0	0	0	3	31.7	43	43	100.00	42	102.38
211	WH-OB	42*	1*	6	1	0	0	0	0	0	0	8	18.7	56	56	100.00	45	124.44
212	OB-WH	38*	1*	4	1	0	1	0	0	0	0	7	25.8	52	52	100.00	45	115.56
213	WH-VH	29*	0	2	0	0	1	0	0	0	0	3	32.3	36	42	85.71	42	85.71
214	VH-WH	32*	3*	5	0	0	0	0	0	0	0	8	19.0	42	42	100.00	42	100.00
215	WH-OB	47*	0	0	1	0	0	0	0	0	0	1	20.0	52	52	100.00	45	115.56
216	OB-WH	42*	0	1	0	0	0	0	0	0	0	1	19.0	47	47	100.00	45	104.44
217	WH-VH	43*	1*	3	0	0	0	0	0	0	0	4	26.3	49	49	100.00	42	116.67
218	VH-WH	45*	1	1	0	0	0	0	0	0	0	2	17.0	48	48	100.00	42	114.29
219	WH-OB	46	0	2	0	0	0	0	0	0	0	2	18.0	48	48	100.00	45	106.67
220	OB-WH	38	1*	4	1	0	0	0	0	0	0	6	17.6	46	46	100.00	45	102.22
221	WH-VH	44*	0	4	0	0	0	0	0	0	0	4	18.5	49	49	100.00	42	116.67
222	VH-WH	38	0	1	2	0	0	1	0	0	0	4	32.8	48	48	100.00	42	114.29
223	WH-OB	50	0	3	0	0	0	0	0	0	0	3	17.7	53	53	100.00	45	117.78
224	OB-WH	45	0	1	0	0	0	0	0	0	0	1	18.0	46	46	100.00	45	102.22
225	WH-VH	38	0	3	0	0	1	0	0	0	0	4	29.8	45	45	100.00	42	107.14
226	VH-WH	36	0	7	0	0	0	0	0	0	0	7	17.7	43	43	100.00	42	102.38
227	WH-VH	35	0	3	0	0	0	0	0	0	0	3	17.3	38	45	84.44	45	84.44
301	HY-NT	9	0	1	4	3	2	1	0	0	0	11	38.4	40	40	100.00	39	102.56
302	NT-HY	27	0	0	1	0	2	0	0	0	0	3	46.7	37	39	94.87	39	94.87
305	HY-NT	25	0	2	3	1	0	1	0	0	0	7	31.6	41	41	100.00	39	105.13
306	NT-HY	7	1*	1	7	2	2	0	0	0	0	13	32.6	38	39	97.44	39	97.44
309	HY-NT	35	0	4	0	0	0	0	0	0	0	4	17.5	39	39	100.00	39	100.00
310	NT-HY	14	0	1	0	2	3	0	0	0	0	6	47.3	33	39	84.62	39	84.62
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		2969	37	222	50	12	25	3	0	0	0	349	85.6	3540	3753	94.32	3632	97.47

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
 INCLUDES PASSENGERS: A (A=ALL, F=WITH FEES, N=NO FEES)